



Section C. Sign-in Sheets

Section	Document
C1	Public, Elected Officials, and Staff Sign-in Sheets



C1 Public, Elected Officials, and Staff Sign-in Sheets



PUBLIC SIGN-IN SHEET

Public Meeting: March 22, 2022

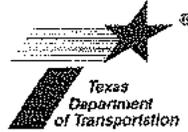
Proposed Improvements to US 380

Coit Road to FM 1827

Collin County, Texas

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

NAME	ADDRESS
Victoria Wind	
HUGH THOMAS	
FRANCISCO MARTIN JR	
LAUREN HAYES	
Terry Ledbetter	
Chris Kern	
Tim & Janet Anders	
Megan Gilliland	
Tom & Gail Garbett	
Greg Sweet	
Bill Campbell	



PUBLIC SIGN-IN SHEET

Public Meeting: March 22, 2022

Proposed Improvements to US 380

Coit Road to FM 1827

Collin County, Texas

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

NAME	ADDRESS
Jeff Pfeiffer	
Shane Hawder	
Pavi Dietz	
Carmel Dietz	
Lindsay Crocker	
C. Wark	
Penny Pevikus	
Todd Clark	
JACK DIXON	
JIM MORSEY	



PUBLIC SIGN-IN SHEET

Public Meeting: March 22, 2022

Proposed Improvements to US 380

Coit Road to FM 1827

Collin County, Texas

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

NAME	ADDRESS
Bred Johnston	[REDACTED]
Jonathan Anderson	
Mae Henderson	
Kelly Price	
Bonnie Jelinek	
Dan Tobin	



PUBLIC SIGN-IN SHEET

Public Meeting: March 22, 2022

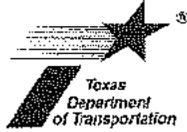
Proposed Improvements to US 380

Coit Road to FM 1827

Collin County, Texas

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

NAME	ADDRESS
Bill Sommers	
Kathy Seei	
Ben Pruitt	
Kit Nunkus	
Nick Nodman	
CHETA Azubuike	
Steve Egge	
Joe Fu	
MARK SHISLER	
MIKE STAFF	
Michael Quint	



PUBLIC SIGN-IN SHEET

Public Meeting: March 22, 2022

Proposed Improvements to US 380

Coit Road to FM 1827

Collin County, Texas

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

NAME	ADDRESS
Elen Reynolds	
Scott Bell	
Robert Blew	
John Ham Han	
Betty Ham Han	
Ron Justice	
PAT JUSTICE	
BE4 SILVER	
KAREN THOMPSON	
J. DAVID THOMPSON	
Gilbert Padron	



PUBLIC SIGN-IN SHEET

Public Meeting: March 22, 2022

Proposed Improvements to US 380

Coit Road to FM 1827

Collin County, Texas

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

NAME	ADDRESS
James Tarum	
Andrew Sisson	
Eun Sisson	
Barton L Allen	
Bruce & Kim Langford	
Ryan Gillingham	
Gary Jackson	
John Keith	
David M. Smith	
Tom Dell Anderson	
BOB SNEYD	



PUBLIC SIGN-IN SHEET

Public Meeting: March 22, 2022

Proposed Improvements to US 380

Coit Road to FM 1827

Collin County, Texas

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

NAME	ADDRESS
Brent Kirby	
Bruce Blankman	
Chris & Teresa Reinkell	
Aren & Judy Furlong	
Janida Carter	
Terry Hieber	
Sherna & Terry Lombard	
David + Valinda Bruce	
Ryan Townsend & Ricard	
John Allen	
ZACH SEWEIDER	



PUBLIC SIGN-IN SHEET

Public Meeting: March 22, 2022

Proposed Improvements to US 380

Coit Road to FM 1827

Collin County, Texas

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

NAME	ADDRESS
Angela Quintero	
Kelly Rudiger	
Douglas Mousel	
BRIAN MASTERS	
MICHAEL WALLACE + LISA	
Kirby Jones	
Joe Bernick	
Nancy Stogsdill	
Rob Stogsdill	
DAVID BRISTOL	
Mendy Bristol	



PUBLIC SIGN-IN SHEET

Public Meeting: March 22, 2022

Proposed Improvements to US 380

Coit Road to FM 1827

Collin County, Texas

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

NAME	ADDRESS
JMJ Texas Venture LLC Pratap Yaruvva	
GARRETT LWKER	
Tammy Cavender	
Kelly Cavender	
STANLEY LABROW	
STEVE MARSTON	
Tina Marr	



PUBLIC SIGN-IN SHEET

Public Meeting: March 22, 2022

Proposed Improvements to US 380

Coit Road to FM 1827

Collin County, Texas

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

NAME	ADDRESS
Vickie Bell	
Suresh Shrivastava	
Leanne Kiger	
BRAD LACORE	
Robert Blackwell	
Susan Olfhorn	
Monte Self	
m/m Peter Mkenzie	
m/m Richard Tober	
Wayne Bartley	
Garth Sharapata	



PUBLIC SIGN-IN SHEET

Public Meeting: March 22, 2022

Proposed Improvements to US 380

Coit Road to FM 1827

Collin County, Texas

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

NAME	ADDRESS
DAVID RICHTER	
Jennifer Patrick	
TREY SMITH	
Bobbie mawck	
DIRK J. SCHRÖETER	
Robert + Lisa OSUNA	
Don + Carol Butcher	
Wayne + Annie Luns	
CARLTON KUPP	
JACIK SVMPRAK	



PUBLIC SIGN-IN SHEET

Public Meeting: March 22, 2022

Proposed Improvements to US 380

Coit Road to FM 1827

Collin County, Texas

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

NAME	ADDRESS
Bonnie Ernst	
PAUL BOWEN	
Michelle Strommer	
Robert Goldman	
Julma Taylor	
Paul Taylor	
Peg Djurdjulov	
Boq Djurdjulov	
Susan R. Hodge	
Annette Pittman	"
Grant R. Hodge	"



PUBLIC SIGN-IN SHEET

Public Meeting: March 22, 2022

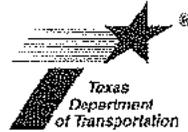
Proposed Improvements to US 380

Coit Road to FM 1827

Collin County, Texas

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

NAME	ADDRESS
Tom Rodgers	
Lori Smeby	
Rick Billetz	
BOB AUSAENSEN	
Pete Anaya	
Lynne/Randy Hascall	
PHANI KRISHNA JANGA	
Thomas Van Wulf	
Anthony Bochi	
Marc Morozzo	
Grant APK of.com	



PUBLIC SIGN-IN SHEET

Public Meeting: March 22, 2022

Proposed Improvements to US 380

Coit Road to FM 1827

Collin County, Texas

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

NAME	ADDRESS
Josh Brown	
LAWFORD RIDGERS	
Bill Gross	
Bill Walker	
Cindy Jackson	
Mark & Pruitt	
Matt Weyenberg	
BILL & BARBARA DOCEKAL	
Bill & Lynette Torrell	
Jason Lowe	
Mary & Michael Hamrick	



PUBLIC SIGN-IN SHEET

Public Meeting: March 22, 2022

Proposed Improvements to US 380

Coit Road to FM 1827

Collin County, Texas

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

NAME	ADDRESS
TRAVIS REEBLES	
Stuart Williams	
Jennifer Mason	
GAVIN MASON	
Brycen Weisgenber	
Robert Christman	
Joshua Murray	
JEFF PUSKOS	
GARY McLEMORE	
DAVE & STEPHANIE JOHANSON	
Ed & Beulah Henby	



PUBLIC SIGN-IN SHEET

Public Meeting: March 22, 2022

Proposed Improvements to US 380

Coit Road to FM 1827

Collin County, Texas

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

NAME	ADDRESS
Martin Dawse	
Curtis Jerock	
Rebecca Fook	
Jeff & Christine Bodin	
CHRIS OHUIG	
Johanna Fisher	
Josh Fisher	
Kyla Smith	
Barbara Perumal	
Jimmy + Angela Sullivan	
MARIA C. HENDRICKS	



PUBLIC SIGN-IN SHEET

Public Meeting: March 22, 2022

Proposed Improvements to US 380

Coit Road to FM 1827

Collin County, Texas

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

NAME	ADDRESS
Chris Schmitt	
JEFF FRANKLIN	
DAREN QUINN	
Alan Walne	
Lisa Lalani	
Patricia Nelson	
GAIL WONG	
MARIAWIE JACOBS	
J CHRIS KEATING	
FRED COSTA	
Gordon O'Neal	



PUBLIC SIGN-IN SHEET

Public Meeting: March 22, 2022

Proposed Improvements to US 380

Coit Road to FM 1827

Collin County, Texas

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

NAME	ADDRESS
Corye Lide	
JOAN GRAHAM	
Rick Hanson	
Jim Wiggins	
John W. Mayes	
Robert J. V. Garra	
Chris & Donna Dellinger	
Harold Horn	
Michael King	
Anne & Tom Dorew	
Catalina Perez	



PUBLIC SIGN-IN SHEET

Public Meeting: March 22, 2022

Proposed Improvements to US 380

Coit Road to FM 1827

Collin County, Texas

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

NAME	ADDRESS
William A Ruff	
Andrew Barriger	
SCOTT MARTIN	
RICHARD MARTIN	
Ed & Beth Singer	
Joe Mossinger	
Ken & Marsha Knuth	
Doris Howell	
Steven Roberts	
Dennis Thomas	
SUSIE MILES	



PUBLIC SIGN-IN SHEET

Public Meeting: March 22, 2022

Proposed Improvements to US 380

Coit Road to FM 1827

Collin County, Texas

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

NAME	ADDRESS
Matt + Dds Baker	
Kathy + Scott Lincoln	
Mike F. Acosta	
David Terrant	
Mark Hatting	
Mark Wilson	
Geri I Zap	
Rachelle Mossinger	
Paul Skun	
Don + Marie Pollock	
Gabriela Brewer	



PUBLIC SIGN-IN SHEET

Public Meeting: March 22, 2022

Proposed Improvements to US 380

Coit Road to FM 1827

Collin County, Texas

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

NAME	ADDRESS
ROZANNA EBERLSON	
Mary Ann Moon	
Jay Moon	
Tom Jackson	
Vijay BORRA	
Mig Kurya	
Dominick Bruno	
JOSEPH SAIN	
RON & TOM YANTZ	
John Giday	
Melanie + Joe Tracy Fernandez	



PUBLIC SIGN-IN SHEET

Public Meeting: March 22, 2022

Proposed Improvements to US 380

Coit Road to FM 1827

Collin County, Texas

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

NAME	ADDRESS
CURRY VOIGTSANG	
TREVOR CASTILLA	
Gonzalez Angela Port	
Giovanny Caceres	
Boe Darnell	
Daniel Avila	
Yulia Keenan	
Tim Williams	
Sheydah Tackowi	
Aint Loughridge	



PUBLIC SIGN-IN SHEET

Public Meeting: March 22, 2022

Proposed Improvements to US 380

Coit Road to FM 1827

Collin County, Texas

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

NAME	ADDRESS
Diane Miller ^{Jeff's Run LLC} Beverage Services	
Marcus E. Ray	
TODD CRUMER	
Sherry White	
Amanda Batson	
HULON T. WEBB JR.	
JOAN MARLOCK	
Brenda Litra	
DAVE EAGLESTAR	
Mandy Quinn	
JANET GAGNON	



PUBLIC SIGN-IN SHEET

Public Meeting: March 22, 2022

Proposed Improvements to US 380

Coit Road to FM 1827

Collin County, Texas

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

NAME	ADDRESS
James Dougherty	
Robert S. Carter	
JAKE NEUBAUER	
Don Hixon	
Dean & Alisa Allen	
Rick Eubank	
JD EUBANK	
Scott Ober	
Maurice & Kalene Shertin	
Stephanie Hogan	
Ron Cagle	



PUBLIC SIGN-IN SHEET

Public Meeting: March 22, 2022

Proposed Improvements to US 380

Coit Road to FM 1827

Collin County, Texas

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

NAME	ADDRESS
Aubrey Kennedy	
Roger Wheelock	
ROBERT VIA	
Tim Anders	
Marco Comely	
Don Stuhme	
Heather Bell Richardson	
Alice & Ken Halser	
Joe & Mary Borchard	
Paul Borchard	
SCOT HUNT	



PUBLIC SIGN-IN SHEET

Public Meeting: March 22, 2022

Proposed Improvements to US 380

Coit Road to FM 1827

Collin County, Texas

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

NAME	ADDRESS
Ethan Smith	
Nathan Horn	
Victor Kriechbaum	
Donna + Ron Walden	
Stanley Youngblood	
Marvin Neuschate	
Helen Housley	
ANDY FRANKS	
JAMES PARIS	
EDWIN KING	
SHARON TRACH	



PUBLIC SIGN-IN SHEET

Public Meeting: March 22, 2022

Proposed Improvements to US 380

Coit Road to FM 1827

Collin County, Texas

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

NAME

ADDRESS

Sue Stauffer

HARLAN STAUFFER

Barry Farris

Barry Farris

Richard + Cecelia Rose

Joan Farris

Suzanne Powell

Amy Bartley

Shana Acquisto

SHANA ACQUISTO



PUBLIC SIGN-IN SHEET

Public Meeting: March 22, 2022

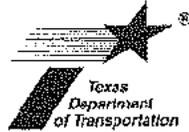
Proposed Improvements to US 380

Coit Road to FM 1827

Collin County, Texas

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

NAME	ADDRESS
Nick + Lauren Alder	
Natasha du Plooy	
Sam Franklin	



PUBLIC SIGN-IN SHEET

Public Meeting: March 22, 2022

Proposed Improvements to US 380

Coit Road to FM 1827

Collin County, Texas

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

NAME	ADDRESS
BRUCE R. LANE JR	
Terry Self	
REA SAN	
Tom POTTER	
Sandy Larry Jackman	
John Grey	
Cheryl Gray	
John R Alberti	
John S Alberti	
Joan Maxwell	
James Maxwell	



PUBLIC SIGN-IN SHEET

Public Meeting: March 22, 2022

Proposed Improvements to US 380

Coit Road to FM 1827

Collin County, Texas

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

NAME	ADDRESS
Rick Stuckman	
Tony Azami	
Wanda Marston	
Phillip Dorley	



PUBLIC SIGN-IN SHEET

Public Meeting: March 22, 2022

Proposed Improvements to US 380

Coit Road to FM 1827

Collin County, Texas

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

NAME	ADDRESS
Tom Keenan	
Matt Hurt	
Eric Nishimoto	
Frank, Dalton Collins Dymkowski	
Esteban Arizpe	
Kyle Hillstead	



PUBLIC SIGN-IN SHEET

Public Meeting: March 22, 2022

Proposed Improvements to US 380

Coit Road to FM 1827

Collin County, Texas

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

NAME	ADDRESS
Stephanie Weyers	
Tony Kimney	
Jesus Gonzalez	
Sina Iman	
Rudi Reincke	
HENRY Billingsley	
Teresa Barlow	
Robyn Battle	
GEORGE Dupont	
Bob Seel	
Harlan Jefferson	



PUBLIC SIGN-IN SHEET

Public Meeting: March 22, 2022

Proposed Improvements to US 380

Coit Road to FM 1827

Collin County, Texas

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

NAME	ADDRESS
PAMELA NISHIMOTO	
SHANE TULLY	
David Vidusek	
Tony Kasaska	
Sean Merrill	



PUBLIC SIGN-IN SHEET

Public Meeting: March 22, 2022

Proposed Improvements to US 380

Coit Road to FM 1827

Collin County, Texas

CSIs: 0135-02-065, 0135-03-053, 0135-15-002

NAME	ADDRESS
MICHAEL SCOTTI	
Chris & Lynn Cooper	
ERIK Baumgarten	
Ann Allen	
David & MaryAnn Rutzahn	
Terry Henderson	
Jessi Moller	
Billie Jo Shefferson Gonzalez	
Gregg Swartz	
JEFF STEEL	
Dennis Burkett	



PUBLIC SIGN-IN SHEET

Public Meeting: March 22, 2022

Proposed Improvements to US 380

Coit Road to FM 1827

Collin County, Texas

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

NAME	ADDRESS
Michael Swain	
JOE TOTKEN	
JOHN GIRDZOS	
Tony Reishus	
Sue Reishus	
Dwight Reico	
Irwin PARRY	
Pete Suaddocko	
Bill Avilio	
Connie Oberke	
Gary Davis	



PUBLIC SIGN-IN SHEET

Public Meeting: March 22, 2022

Proposed Improvements to US 380

Coit Road to FM 1827

Collin County, Texas

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

NAME

ADDRESS

Sharon Davis

Maureen Jantz

DAVID STONER

Camille Chan

Mike Owen

Mark Waterman

Douglas Baker

James Richard Clark

KEVIN FEZOT

Ryan Sikorski

Melissa Jones



ELECTED AND PUBLIC OFFICIAL SIGN-IN SHEET

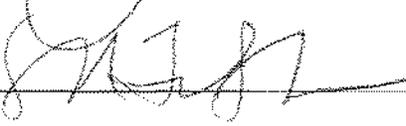
Public Meeting: March 22, 2022

Proposed Improvements to US 380

Coit Road to FM 1827

Collin County, Texas

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

NAME AND PUBLIC OFFICE	SIGNATURE
THOM VARS Town of Prosper PL 1 candidate	
Todd Rice Communications Manager Prosper	
George Fuller Mayor	
MATT SHATTEN STATE REP 66	



ELECTED AND PUBLIC OFFICIAL SIGN-IN SHEET

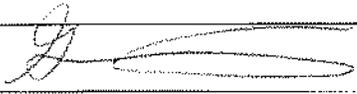
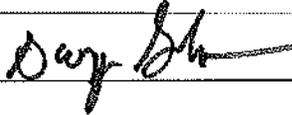
Public Meeting: March 22, 2022

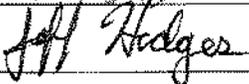
Proposed Improvements to US 380

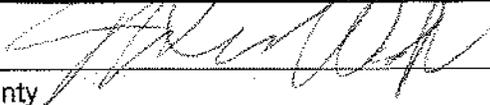
Coit Road to FM 1827

Collin County, Texas

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

NAME AND PUBLIC OFFICE	SIGNATURE
City of McKinney	
The Honorable George Fuller Mayor – City of McKinney	
The Honorable Rainey Rogers Mayor Pro Tem – District 2 – City of McKinney	
The Honorable Justin Beller Council Member – District 1 – City of McKinney	
The Honorable Geré Feltus Council Member – District 3 – City of McKinney	
The Honorable Rick Franklin Council Member – District 4 – City of McKinney	
The Honorable Charlie Phillips Council Member – At Large 1 – City of McKinney	
The Honorable Frederick Frazier <i>Patrick Claber</i> Council Member – At Large 2 – City of McKinney	
Paul Grimes City Manager – City of McKinney	
Kim Flom Assistant City Manager – City of McKinney	
Empress Drane City Secretary – City of McKinney	
Gary Graham Director of Engineering – City of McKinney	
Matthew Tilke Transportation Engineering Manager – City of McKinney	
Nick Ataie CIP Manager – City of McKinney	
Jennifer Arnold Director of Planning – City of McKinney	
Aaron Bloxham Planning Manager – City of McKinney	
Danny Kistner Fire Chief – City of McKinney	
Greg Conley Police Chief – City of McKinney	
Michael Quint Executive Director of Development Services – City of McKinney	
Abby Liu Executive VP, Economic Development Corporation – City of McKinney	

NAME AND PUBLIC OFFICE	SIGNATURE
City of McKinney	
Cindy Schneible President, Community Development Corporation - City of McKinney	
Lisa Hermes President and CEO, Chamber of Commerce - City of McKinney	
Town of Prosper	
The Honorable Ray Smith Mayor - Town of Prosper	
The Honorable Marcus Ray Council Member - Place 1 - Town of Prosper	
The Honorable Craig Andres Council Member - Place 2 - Town of Prosper	
The Honorable Amy Bartley Council Member - Place 3 - Town of Prosper	
The Honorable Meigs Miller Mayor Pro-Tem - Place 4 - Town of Prosper	
The Honorable Jeff Hodges Council Member - Place 5 - Town of Prosper	
Dan Heischman Asst. Director of Engineering Services - Development - Town of Prosper	
John Webb Director of Development & Community Services - Town of Prosper	
Hulon Webb Director of Engineering Services - Town of Prosper	
Rebecca Zook Executive Director of Development & Infrastructure Services - Town of Prosper	
Bill Bonny Fire Chief - Town of Prosper	
Doug Kowalski Police Chief - Town of Prosper	
Harlan Jefferson Town Manager - Town of Prosper	
Michelle Lewis Sirianni Town Secretary - Town of Prosper	
David F. Bristol Board President, Economic Development Corporation - Town of Prosper	
Town of New Hope	
The Honorable Andy Reitingger Mayor - Town of New Hope	
The Honorable Carol King Alderman - Town of New Hope	
The Honorable Luke Martincevic Alderman - Town of New Hope	
The Honorable Ashly Caserotti Alderman - Town of New Hope	
The Honorable Terry Sanner Alderman/Road Commissioner - Town of New Hope	
The Honorable Kimberly Barrow	

NAME AND PUBLIC OFFICE	SIGNATURE
The Honorable Duncan Webb Collin County Commissioner – Precinct 4	
Collin County	
Clarence Daugherty Director of Engineering – Collin County	
Tracy Homfeld Assistant Director of Engineering – Collin County	
Texas House of Representatives	
Justin Holland District 33 – Texas State House of Representatives	
Jeff Leach District 67 – Texas State House of Representatives	
Scott Sanford District 70 – Texas State House of Representatives	
Candy Noble District 89 – Texas State House of Representatives	
Texas State Senate	
Drew Springer District 30 – Texas State Senate	
Angela Paxton District 8 – Texas State Senate	
NCTCOG	
Michael Morris Director of Transportation – NCTCOG	
Berrien Barks Senior Transportation Planner – NCTCOG	
Jeffrey Neal Program Manager – NCTCOG	
Dan Lamers Senior Program Manager – NCTCOG	
Nathan Drozd Principal Transportation Planner – NCTCOG	
NTTA	
Elizabeth Mow Assistant Executive Director of Infrastructure – NTTA	
Kelly Johnson Senior Project Manager – NTTA	
U.S. House of Representatives	
Van Taylor U.S. Congressional District 3 – U.S. House of Representatives	
Pat Fallon U.S. Congressional District 4 – U.S. House of Representatives	
U.S. Senate	
Ted Cruz Junior Senator for Texas – U.S. Senate	
John Cornyn Senior Senator for Texas – U.S. Senate	
Federal Agencies	
Chandler Peter Regulatory Technical Specialist – US Army Corps of Engineers, Fort Worth District	



ELECTED AND PUBLIC OFFICIAL SIGN-IN SHEET

Public Meeting: March 22, 2022

Proposed Improvements to US 380

Coit Road to FM 1827

Collin County, Texas

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

NAME AND PUBLIC OFFICE	SIGNATURE
City of McKinney	
The Honorable George Fuller Mayor – City of McKinney	
The Honorable Rainey Rogers Mayor Pro Tem – District 2 – City of McKinney	
The Honorable Justin Beller Council Member – District 1 – City of McKinney	
The Honorable Geré Feltus Council Member – District 3 – City of McKinney	
The Honorable Rick Franklin Council Member – District 4 – City of McKinney	
The Honorable Charlie Phillips Council Member – At Large 1 – City of McKinney	
The Honorable Frederick Frazier Council Member – At Large 2 – City of McKinney	
Paul Grimes City Manager – City of McKinney	
Kim Flom Assistant City Manager – City of McKinney	
Empress Drane City Secretary – City of McKinney	
Gary Graham Director of Engineering – City of McKinney	
Matthew Tilke Transportation Engineering Manager – City of McKinney	
Nick Ataie CIP Manager – City of McKinney	
Jennifer Arnold Director of Planning – City of McKinney	
Aaron Bloxham Planning Manager – City of McKinney	
Danny Kistner Fire Chief – City of McKinney	
Greg Conley Police Chief – City of McKinney	
Michael Quint Executive Director of Development Services – City of McKinney	
Abby Liu Executive VP, Economic Development Corporation – City of McKinney	



TXDOT AND CONSULTANT SIGN-IN SHEET

Public Meeting: March 22, 2022

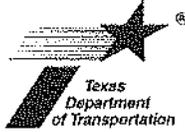
Proposed Improvements to US 380

Coit Road to FM 1827

Collin County, Texas

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

NAME	ORGANIZATION
Elizabeth Portefield	Burns + McDermott
DHRUVA LAHON	KIMLEY - HORN
Christine Polito	TXDOT
Josh Robertson	Burns + McDermott
Kristen Harper	Burns & McDermott
Cody Navarro	Burns + McDermott
Lexi Elio	Burns + McDermott
Tony Hartzel	TXDOT PIO
Trent Lake	TXDOT ROW
Liam Ding	TXDOT
Martina Chavez-Rojas	TXDOT
Rebekah Dobraske	TXDOT
Glenn Daugherty	Collin County
SMITH CANNON - MEDWAY	BURNS + MCDERMOTT



TXDOT AND CONSULTANT SIGN-IN SHEET

Public Meeting: March 22, 2022

Proposed Improvements to US 380

Coit Road to FM 1827

Collin County, Texas

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

NAME	ORGANIZATION
Sarah Holifield	Burns & McDonnell
Kristine Lloyd	HDR
Bailee Allen	BMCD
Haley Smith	BMCD
Lois Hernandez	BMCD
DAVID SUTTON	HDR
Madison Schein	TXDOT
Math Williams	BMCD
Stephen Endres	TXDOT
SEAN CLARY	BMCD
David Williams	BMCD
Jonathan Tronson	BMCD
Onelsey Smith	BMCD
JASON VERNER	LTRA
Talivah Clark	BMCD
Caren Chambers	BMCD
Sarah Bagwell Rudy	BMCD
Brian Van Smoorenburg	TXDOT
Melisse Meyer	TXDOT
JORDAN MARYAN	TXDOT
Roberto Rodriguez Punte	TXDOT



Section D. Comments Received

Section	Document
D1	Comment Forms, Emails, and Letters Received
D2	Online Comments



D1 Comment Forms, Emails, and Letters Received

From: Aaron Brooks [REDACTED]
Sent: Monday, April 4, 2022 8:53 AM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Aaron Brooks

[REDACTED]

[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

From: Aaron Cardwell <[REDACTED]>
Sent: Friday, March 25, 2022 7:06 PM
To: Stephen Endres
Subject: 380 Segment B Opposition

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.

Mr. Endres,

I STRONGLY OPPOSE Segment B and Support Segment A. I am absolutely disgusted that this is even an issue still. Prosper should not suffer the negative consequences of McKinney's poor planning. As a resident of Whitley Place, Segment B will increase our noise and air pollution, we will lose value for our homes and it will negatively affect the educational facilities nearby, as well as the kids going to the new high school. Segment B will increase traffic, light pollution, and will be hurtful to persons with disabilities who are helped by Main Gait. Please please consider our Town and residents of Prosper, who had the foresight to build far from 380 when planning our neighborhoods and schools, and do NOT approve Segment B.

Thank you,

Aaron C. Cardwell

From: Adam Raymer <[REDACTED]>
Sent: Wednesday, April 20, 2022 9:50 PM
To: Stephen Endres
Cc: Heather Raymer
Subject: Feedback on Proposed Improvements to US 380 from Coit Road to FM 1827

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.

Dear Mr. Stephen Endres, P.E, and to all those concerned regarding the expansion and potential adjustments to the easement of traffic along TX US 380, thank you for listening to our feedback.

As a resident and homeowner in McKinney, and the adjunct community of Stonebridge Ranch which would be directly impacted by one of the segment selections, our family strongly opposes Segment-A. Segment A costs \$98.8 million more for taxpayers, impacts 57% more natural wetlands and wildlife, and requires significantly more relocation of homes, businesses and utilities.

The economic business and residential vitality of our community is best maintained by the Segment B option which protects the vibrant but serene community that currently exists here.

From our previous personal experience, the thought of having so many businesses, and homes relocated, as well as the overall impact of such a large highway erected right next to our home is upsetting. We have witnessed firsthand the impact such dramatic relation can have on businesses and homes, and in the case of the city we moved from (Atlanta, GA) when a large concentration of homes and businesses are relocated for roadway expansion, the lifeblood, and economic health of that area is never the same, which would be a horrible outcome for our community. While both options (Segments A and B) require a degree of relocation, the shorter, less expensive Segment B has the least impact, while achieving the project goals and should be selected.

We fully understand that with growth comes the need to expand (the vibrance and growth is part of why our family moved here) however we implore you to not allow this growth to come at the cost of what has made the community so desirable to begin with.

We thank you for taking the time to consider this feedback.

Adam and Heather Raymer
[REDACTED]
[REDACTED]

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, March 28, 2022 1:03 PM
To: Adam Barker
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 |

<https://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.txdot.gov%2F&data=04%7C01%7Cchs%7C11a74bd99d1e43a89cce08da10e52e32%7Cbfbb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637840873753094950%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&data=MOmoGPv53r7SpxBLCgr07D%2FBrVnOtBGHjET9HblA7Uc%3D&reserved=0>

-----Original Message-----

From: Adam Barker [REDACTED]
Sent: Wednesday, March 23, 2022 6:58 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Adam Barker

[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group
Prosper ISD Board Prosper Town Council

[REDACTED]

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7C11a74bd99d1e43a89cce08da10e52e32%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637840873753094950%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&sdata=MwJiYYrjYpJl8zb7hVc%2FkXHNzkbikbn0QAMA05iMkcw%3D&reserved=0>>

From: [REDACTED]
To: [Stephen Endres](#)
Subject: Opposition to U.S. 380 Segment B
Date: Thursday, March 31, 2022 10:21:36 AM

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.

NAME/ADDRESS: Adam Compton
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

From: Adam Keith [REDACTED]
Sent: Thursday, April 21, 2022 6:09 PM
To: Stephen Endres
Cc: Artemio De La Vega; Annmarie De La Vega
Subject: TxDOT 380 Bypass Project
Attachments: 2022-02-11_Westgrove Retail_Schematic Design Email.pdf

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.

Good afternoon Stephen,

I hope this email finds you well. I am reaching out to you in my capacity as Community Relations Manager of De La Vega development and also on behalf of Artemio De La Vega, regarding the TxDOT 380 Bypass Project and in particular FOCUS AREA at Custer Rd and US HWY 380 in McKinney.

As you may know, we are finally set to start work on development of our 52 Acre [West Grove](#) mixed use project totaling over 600,000 square feet of GLA. The project will include a Whole Foods Market, multiple restaurants, 420 residential units and Office. This is a public/ private partnership with the City of McKinney and as a beacon for much needed place making to the communities it serves. It would be tragic if Whole Foods or other key tenants were to terminate due to material changes to the access and traffic flow. As you know, this site is located at the corner of Custer and 380 and is at the front door to Stone Bridge with its 9K+ residential homes.

We strongly feel that "Option A" with the proposed improvements would impair the traffic flow and access to our West Grove project from Hwy 380.

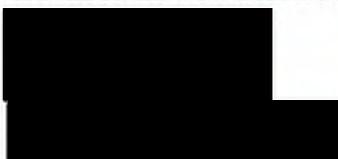
We would love the opportunity to sit down and go over why we feel "Option B" will have much, much better quality of life, with lower costs for; the environment, local businesses, and construction of the project as a whole.

Attached, please find a site plan and marketing deck on West Grove.

Best regards, Adam

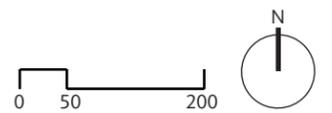
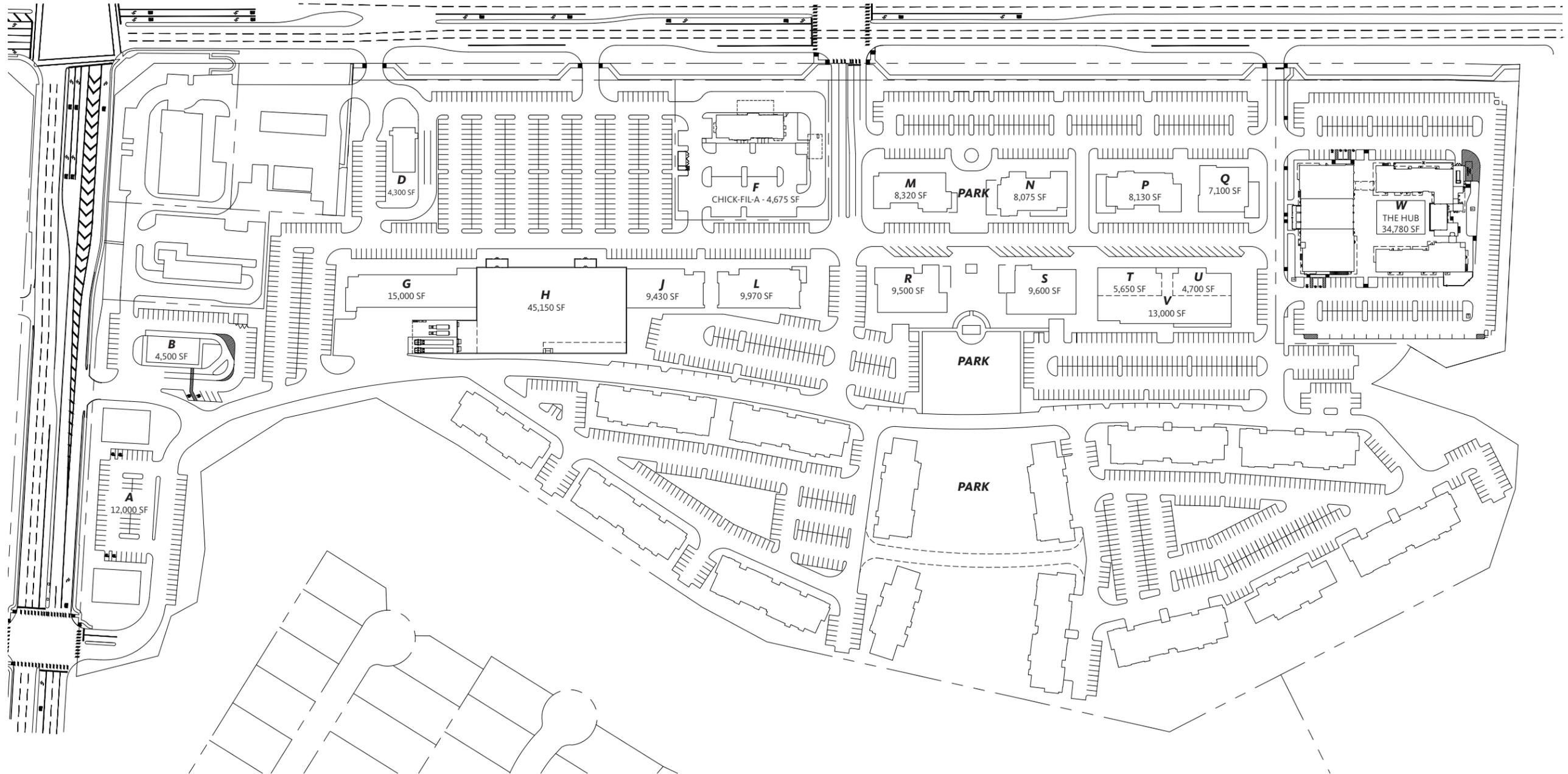


ADAM KEITH
BUSINESS DEVELOPMENT & COMMUNITY RELATIONS MANAGER



WESTGROVE RETAIL MCKINNEY
SCHEMATIC DESIGN PACKAGE

WESTGROVE RETAIL SITE PLAN









DESIGN CONCEPT
MODERN FARMHOUSE RETAIL

MODERN FARMHOUSE ARCHITECTURAL LANGUAGE



SIMPLE BUILDING FORM



FUNCTIONAL METAL ACCENTS



INDUSTRIAL FEEL



WEATHERED LOOK

2 ADD SHED BUILDINGS



3 ADD BUMP OUTS IN RESPONSE TO PROGRAM



**POP-OUT RETAIL STOREFRONT
WITH TENANT DESIGN**



DEEP RETAIL DISPLAY BOX



INDOOR/OUTDOOR F&B PATIO

4 COLLECTION OF STOREFRONT GLAZING TYPES



VERTICAL BLACK MULLIONS



BLACK MULLION GRID



BLACK MULLIONS WITH WOOD-LOOK ACCENTS

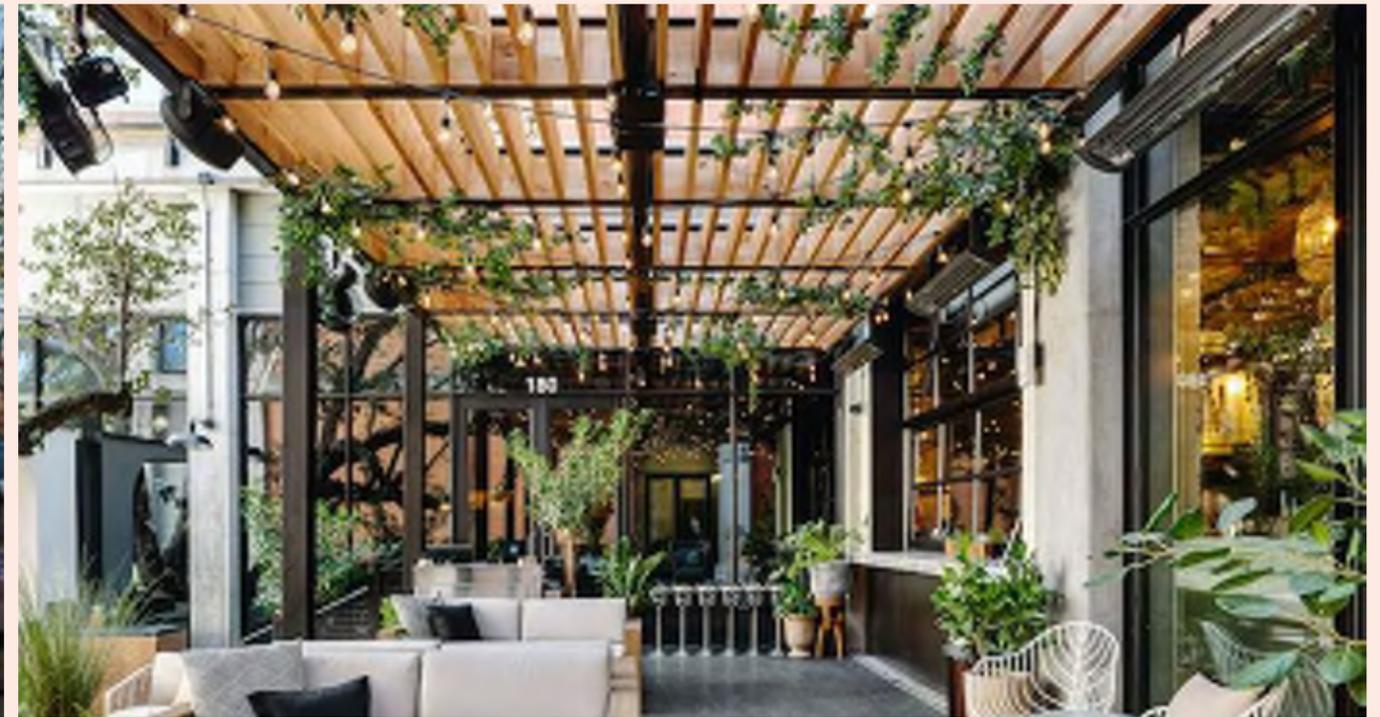
5 INTRODUCE CANOPIES AND TRELLISES



ENTRY CANOPY



COVERED OUTDOOR SEATING



TRELLIS FOR SOLAR SHADING

5 INTRODUCE CANOPIES AND TRELLISES



OPEN METAL FRAME

5 INTRODUCE CANOPIES AND TRELLISES



CANTILEVERED CANOPY
WITH WOOD SOFFIT

5 INTRODUCE CANOPIES AND TRELLISES



OUTDOOR SEATING
TRELLIS

7

ADD POPS OF COLOR WITH PAINTED WALL GRAPHICS



EAST RETAIL VILLAGE

STREET PERSPECTIVE VIEWS

EAST RETAIL VILLAGE PARK AND WALKABLE RETAIL STREET



EAST RETAIL VILLAGE RETAIL BUILDING COMPOSED OF SHED AND BOX



EAST RETAIL VILLAGE PARK CONNECTING SURFACE LOTS WITH RETAIL STREET



EAST RETAIL VILLAGE PLACEMENT OF SHED BUILDINGS MAKE EACH BLOCK UNIQUE



EAST RETAIL VILLAGE COVERED OUTDOOR DINING ACTIVATES RETAIL STREET



EAST RETAIL VILLAGE DYNAMIC MULTI-FUNCTION PUBLIC SPACE AT CENTER OF PARK



EAST RETAIL VILLAGE PARK ACTIVATED WITH DINING TERRACES AT PERIMETER



EAST RETAIL VILLAGE LOOKING WEST DOWN RETAIL STREET



EAST RETAIL VILLAGE PATIO SEATING ALONG SIDEWALKS

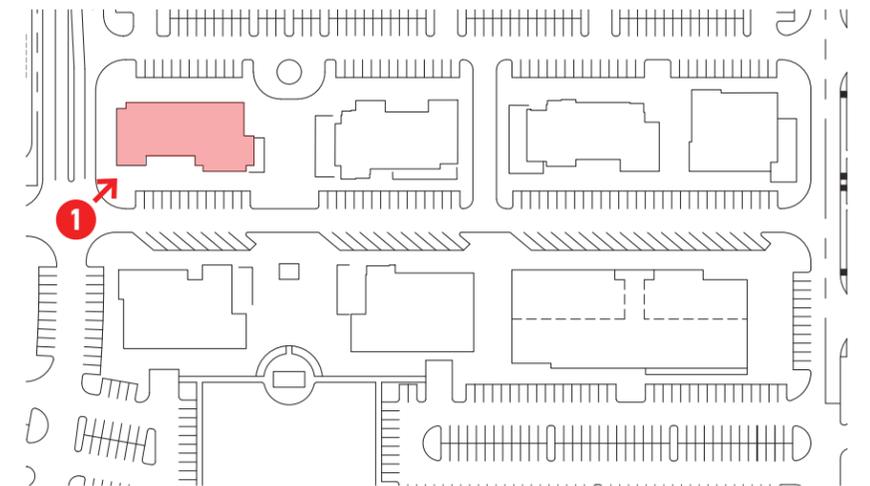
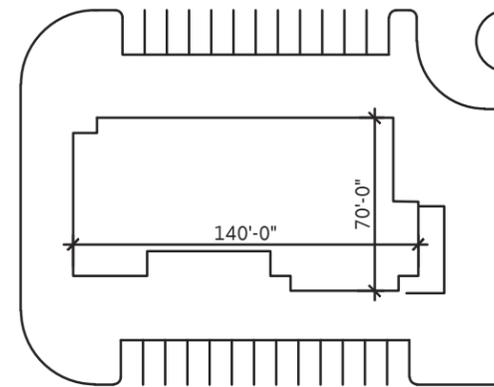


EAST RETAIL VILLAGE
BUILDING DETAILS

BUILDING M OVERALL MASSING (8,320 GFA)



MASSING DIAGRAM 1



BUILDING M EXTERIOR ELEVATIONS



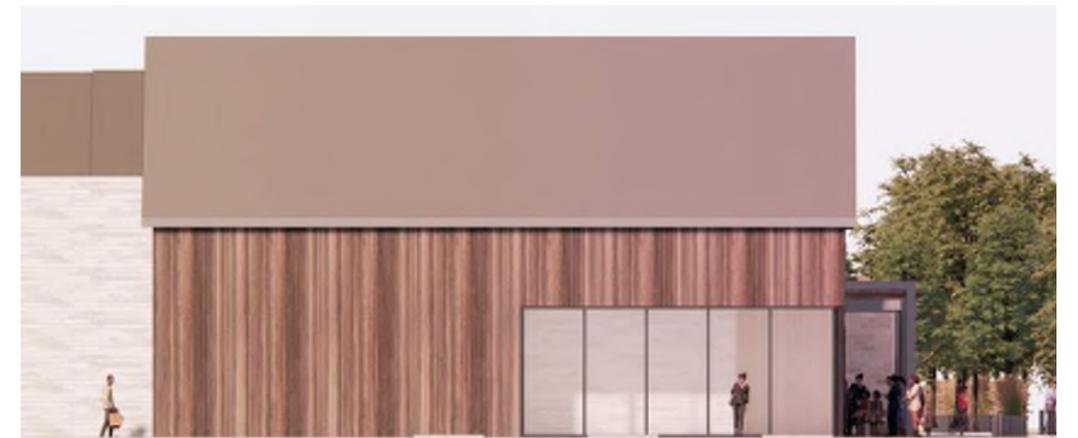
ELEVATION 1



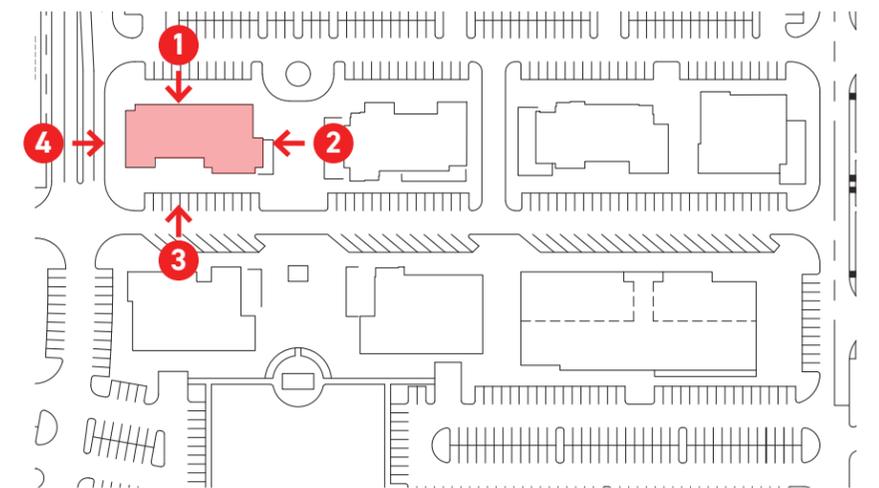
ELEVATION 2



ELEVATION 3



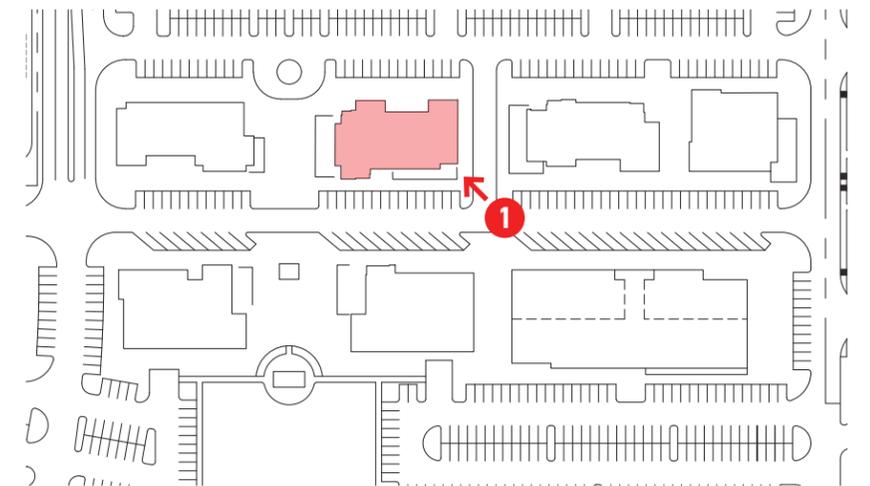
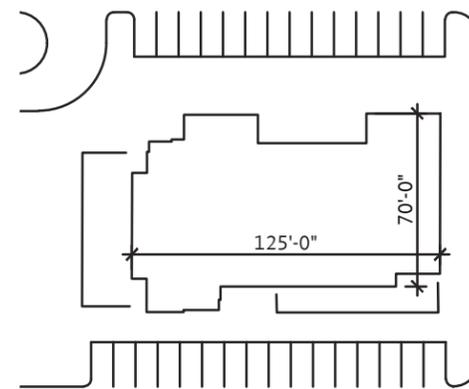
ELEVATION 4



BUILDING N OVERALL MASSING (8,075 GFA)



MASSING DIAGRAM 1



BUILDING N EXTERIOR ELEVATIONS



ELEVATION 1



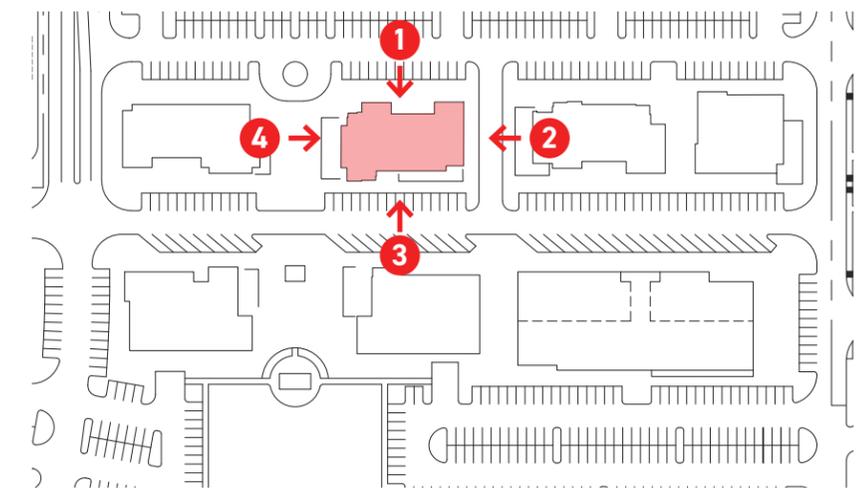
ELEVATION 2



ELEVATION 3



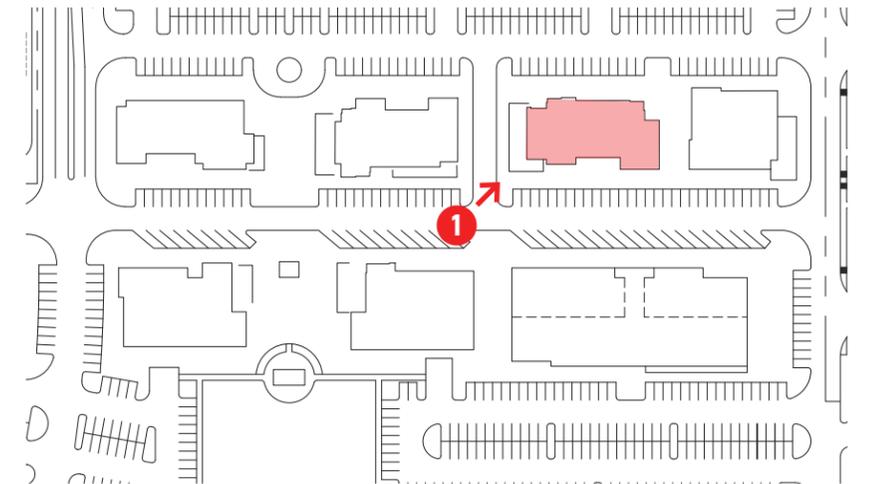
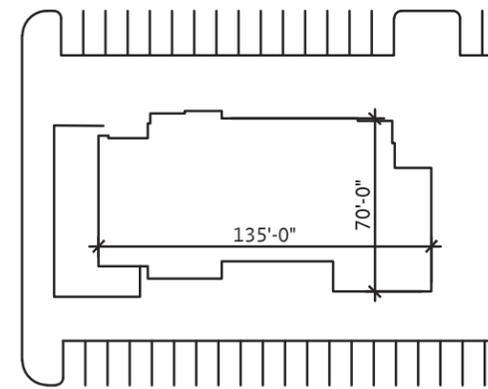
ELEVATION 4



BUILDING P OVERALL MASSING (8,130 GFA)



MASSING DIAGRAM 1



BUILDING P EXTERIOR ELEVATIONS



ELEVATION 1



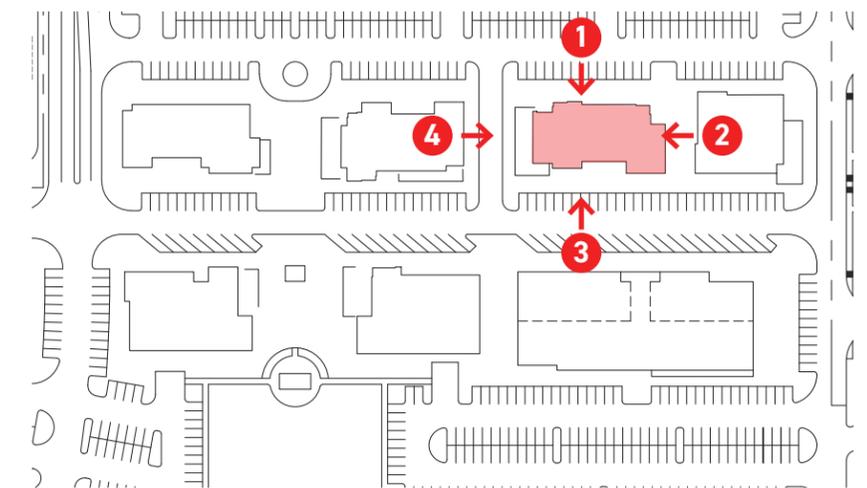
ELEVATION 2



ELEVATION 3



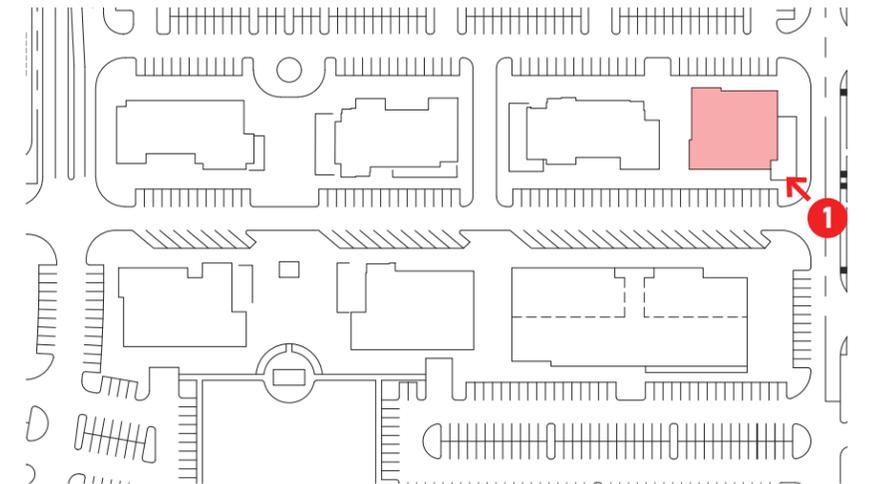
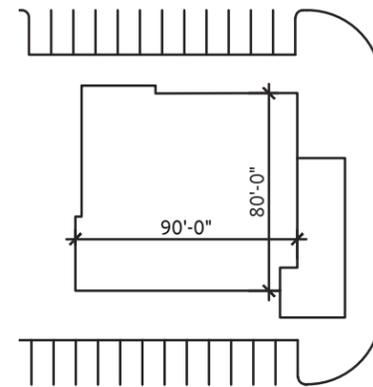
ELEVATION 4



BUILDING Q OVERALL MASSING (7,100 GFA)



MASSING DIAGRAM 1



BUILDING Q EXTERIOR ELEVATIONS



ELEVATION 1



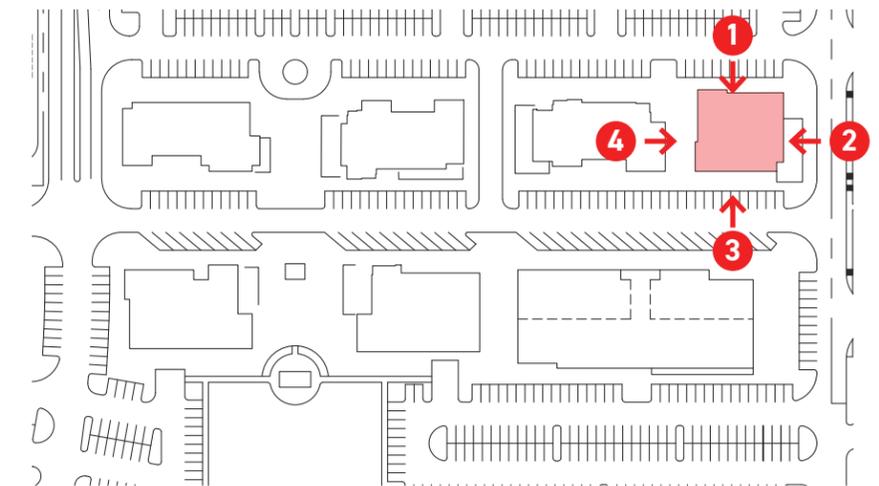
ELEVATION 2



ELEVATION 3



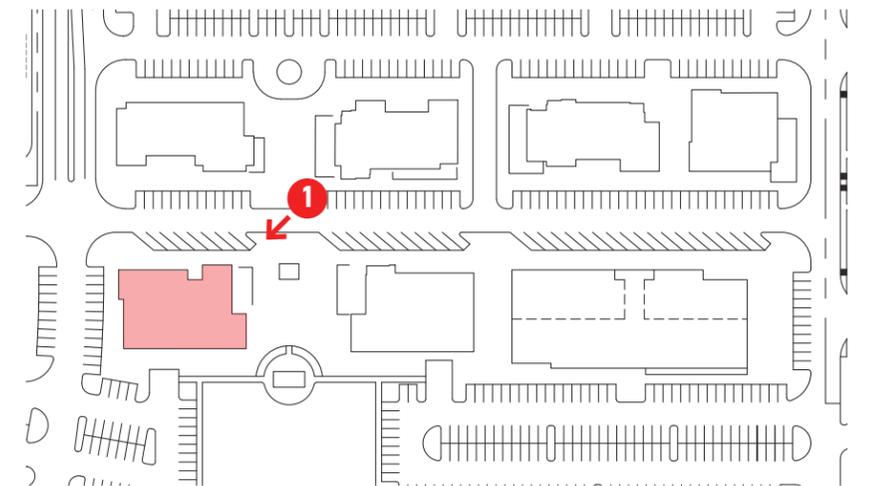
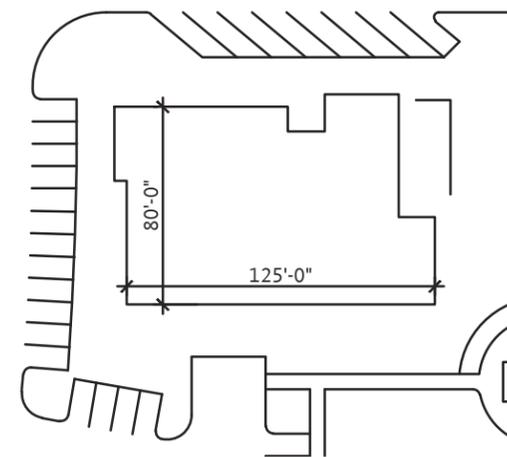
ELEVATION 4



BUILDING R OVERALL MASSING (9,500 GFA)



MASSING DIAGRAM 1



BUILDING R EXTERIOR ELEVATIONS



ELEVATION 1



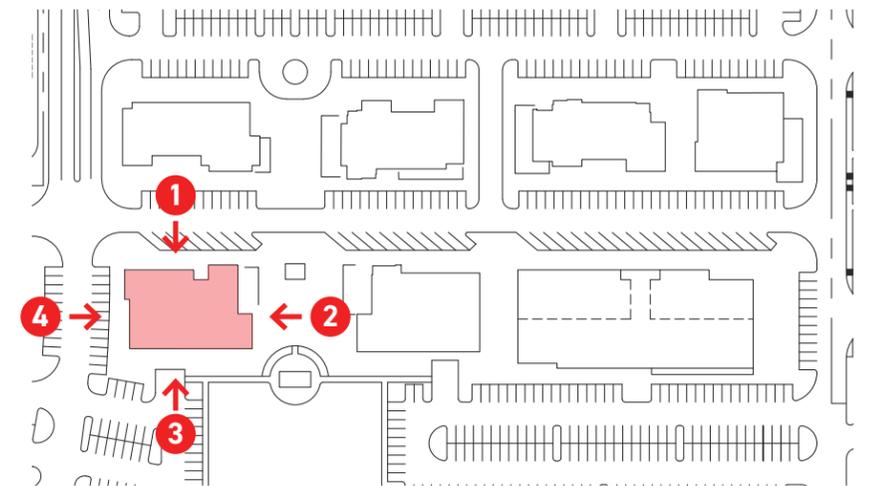
ELEVATION 2



ELEVATION 3



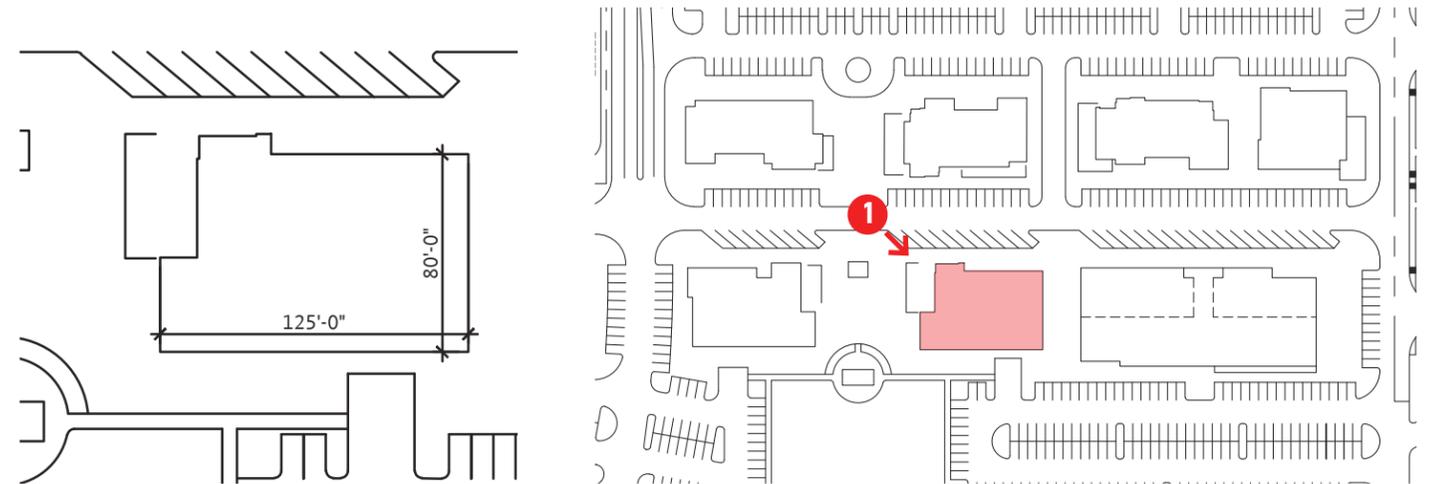
ELEVATION 4



BUILDING S OVERALL MASSING (9,600 GFA)



MASSING DIAGRAM 1



BUILDING S EXTERIOR ELEVATIONS



ELEVATION 1



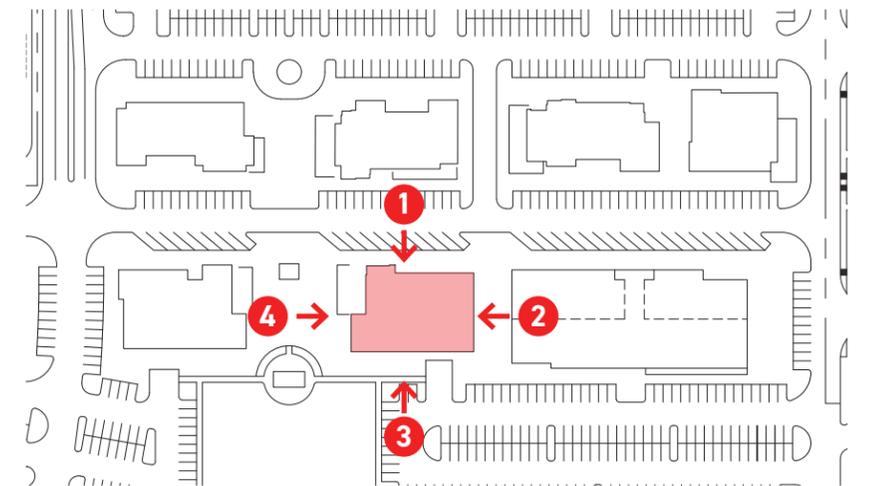
ELEVATION 2



ELEVATION 3



ELEVATION 4



WHOLE FOODS RETAIL PLAZA

STREET PERSPECTIVES & BUILDING DETAILS

MASSING STUDY GREENHOUSE FEATURE BOX AT CORNER



MASSING STUDY PASEO CONNECTS RESIDENTIAL BUILDINGS WITH RETAIL



MASSING STUDY WHOLE FOODS NORTH FACADE WITH OUTDOOR SEATING



MASSING STUDY IN-LINE RETAIL APPLIES SAME LANGUAGE AS EAST RETAIL VILLAGE



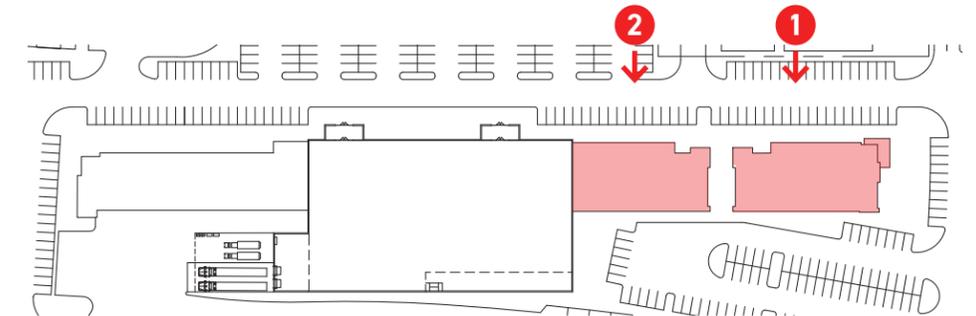
WHOLE FOODS RETAIL PLAZA EXTERIOR ELEVATIONS



ELEVATION 1



ELEVATION 2



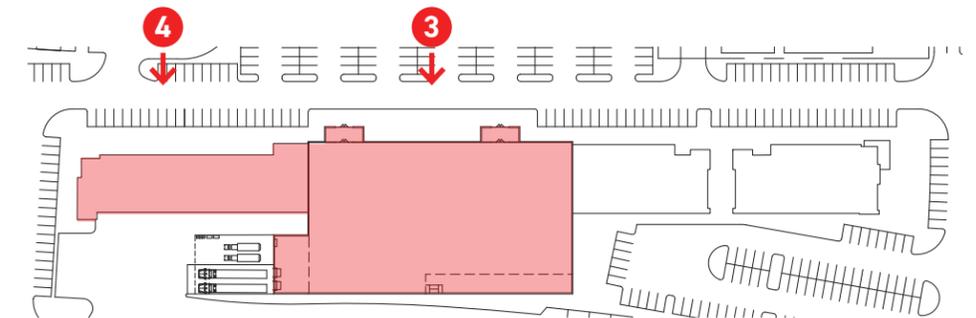
WHOLE FOODS RETAIL PLAZA EXTERIOR ELEVATIONS



ELEVATION 3



ELEVATION 4



WHOLE FOODS RETAIL PLAZA EXTERIOR ELEVATIONS



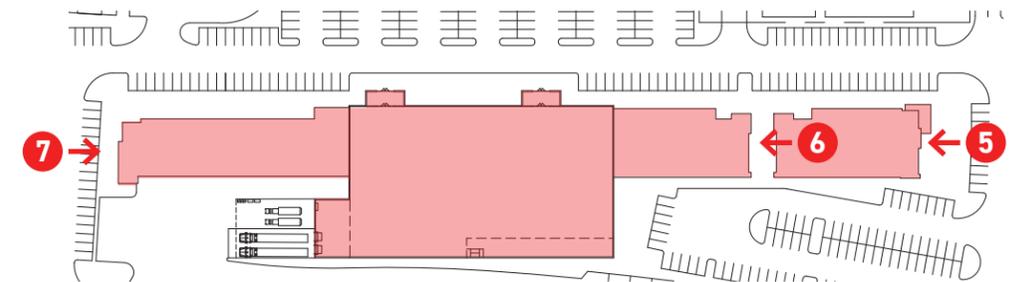
ELEVATION 5



ELEVATION 7



ELEVATION 6



From: Adam Knoche <[REDACTED]>
Sent: Wednesday, April 6, 2022 5:09 PM
To: Stephen Endres
Subject: Segment B, Stonebridge Ranch McKinney, TX. Home owner Adam Knoche

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.

Stephen Endres,

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Sincerely,

Adam Knoche

From: Adam Stocking [REDACTED] >
Sent: Tuesday, March 29, 2022 5:13 PM
To: Stephen Endres
Subject: Protest against Segment B 380 bypass

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.

Dear Stephen,

I would like to add my input to the recent TxDot meeting that occurred in regards to the 380 expansion. As a parent of a child that attends Founders Classical Academy, I would like to protest the proposed "Segment B". I am concerned about the potential traffic, added accidents, and noise level that could negatively impact the students. Also, the safety of the students is a concern. Especially high school students who will be leaving the school driving and are not experienced enough to be on such a large-scale road.

Another area of concern is the impact to ManeGait Therapeutic horse farm. They provide services to the special needs population and there are concerns about the pollution, safety and noise level to their operation of the farm.

Please do not re-route 380 using the segment B option. I oppose it.

Sincerely,
Adam Stocking

From: Adam Williams <[REDACTED]>
Sent: Wednesday, April 13, 2022 4:26 PM
To: Stephen Endres
Subject: Segment B

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.

Please approve segment B for the 380 bypass so 17 businesses are not shut down.

On April 10, 2022, the Dallas Morning News published a front-page article about the Project 380 bypass route. The article, focused on ManeGait, was well written but poorly researched as it only told half of the story. In the interest of fairness and complete reporting, the other side of the story should be told. These are the facts that were not reported:

There was no mention of the fact that back in 2019, the City of McKinney offered to acquire the current ManeGait property and move it to a newly constructed facility at no cost to ManeGait. They refused to consider this option even though they now say they may have to move and build a new facility. Interestingly, in the last few years, ManeGait was the recipient of several hundred thousand dollars from City of McKinney grant programs. Neither of those items were covered in the article.

Further, TxDOT has researched stakeholder concerns including those expressed by ManeGait. TxDOT updated Segment-B so that none of the ManeGait property is taken. TxDOT even researched other similar facilities in the state of Texas and found **no** ManeGait operational issues should be expected. That was not mentioned in the article.

There was no discussion of the seventeen businesses that will be destroyed if Segment-A is built versus none if Segment-B is built. The businesses to be destroyed are located on the North Side of 380 on both sides of Custer Road and the number will grow since more businesses are under construction today. Segment-B only goes through currently undeveloped land in Prosper while Segment-A goes through a currently heavily developed area in McKinney. In McKinney's Tucker Hill, businesses that front on 380 also will also be impacted. Was there any discussion with any of these business owners?

The cost of Segment B is \$99 million LESS than Segment-A.

There was no reporting on the impact to Kensington Village which is directly in front of where the proposed Segment-A would enter 380. The proposed Segment-A interchange would greatly increase noise and pollution in that SRCA neighborhood potentially affecting the enjoyment and value of their homes. Were any of those property owners contacted for comment?

There is an expected 3-4 year construction cycle that will impact many current businesses and homes with noise and traffic disruption if Segment-A is built. Segment-B will have minimal impact on homes and businesses.

Adam
[REDACTED]

From: Adrienne Thomas [REDACTED] >
Sent: Thursday, April 7, 2022 2:49 AM
To: Stephen Endres
Subject: Segment B Support

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

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I strongly OPPOSE Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank You

From: Adrienne Ritter [REDACTED]
Sent: Tuesday, April 5, 2022 3:25 PM
To: Stephen Endres
Subject: 380 Project

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

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

[REDACTED]

From: Ajay Legha <[REDACTED]>
Sent: Friday, April 8, 2022 5:14 PM
To: Stephen Endres
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,
Ajay Legha

[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

From: Al Sutko [REDACTED]
Sent: Tuesday, April 5, 2022 2:50 PM
To: Stephen Endres
Subject: 380 Bypass

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.

We live in Stonebridge, Wren Creek, and strongly support and ask Txdot to go with Segment B as we believe it is the best option for traffic flow and economic business. It will preserve the integrity of the residences in this area. Thank you.

Al & JoAnn Sutko

Sent from my iPhone

From: Susanne Cardenas <[REDACTED]>
Sent: Thursday, April 21, 2022 7:03 PM
To: Stephen Endres
Subject: [REDACTED]

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.

We homeowners support PROPOSITION B.

Al Cardenas
[REDACTED]

From: Al De La Roche <[REDACTED]>
Sent: Thursday, March 31, 2022 3:26 PM
To: Stephen Endres
Subject: Project 380 Bypass

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the Northside.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the Southside of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you for considering my request.

Al De La Roche
[REDACTED]
[REDACTED]

From: Alaina Cordova [REDACTED]
Sent: Tuesday, March 29, 2022 3:19 PM
To: Stephen Endres
Subject: I Support Project 380 SEGMENT-B

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.

Good afternoon,

I'm writing in to voice my concerns with the Project 380 Segment-A. As a homeowner and citizen of McKinney, as well as an employee of a local business that will be effected by Segment A, **I STRONGLY SUPPORT THE PROJECT 380 SEGMENT-B** bypass alignment option. I live in a neighborhood in Stonebridge Ranch (near 380) and every day I take my short commute to work across 380 near Tucker Hill. I know if I need to get to my children's school quickly, Wilmeth Elementary, it's just minutes away. Having a quiet place to live that is safe for my children to walk home was a BIG reason we purchased a home in Stonebridge Ranch near their Elementary school. With Segment-A, this will disrupt our way of life. Stonebridge is already a busy street and I don't allow my children to cross the street without an adult and Segment-A will make this completely impossible altogether!

The Segment-B option is the least disruptive to businesses with no displacement, minimal impact on existing homes and families like mine, living in the neighborhoods along and adjacent to 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

Please take this all into consideration when making a final decision.

Thank you for your time.
Alaina Cordova

From: Alan Williams [REDACTED] >
Sent: Wednesday, March 30, 2022 11:55 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

From: Albert Kramer [REDACTED]
Sent: Friday, April 8, 2022 10:24 AM
To: Stephen Endres
Subject: Support for Project 380 Segment-B option

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

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

- *The cost of Segment-A is \$99 million more than Segment-B.

- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.

- *It will also cause the installation of water pipes (ducts) over 380.

- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

From: Skip Streber [REDACTED]
Streber [REDACTED]
Sent: Saturday, April 9, 2022 9:11 AM
To: Stephen Endres
Subject: Project 380

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.

Mr. Endres,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements and minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road, and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you,
Albert Streber

[REDACTED]

[REDACTED]

[REDACTED]

From: Al Whitney [REDACTED]
Sent: Thursday, March 31, 2022 6:41 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:

Albert Whitney
[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 30, 2022 11:19 AM
To: Alexander Milano
Subject: RE: Opposition to Highway 380 Segment A

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 | www.txdot.gov

From: Alexander Milano [REDACTED]
Sent: Wednesday, March 23, 2022 9:04 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
[REDACTED]
[REDACTED]
Subject: Opposition to Highway 380 Segment A

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Segment A due to immediate and long-term impacts to the the Custer/380 intersection.

I request that you also fully support this segment A. It's less expensive less impactful on businesses and residents than any other option.

Warmest Regards,

Alex Milano
[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson

Texas State Senator Springer

From: Alex Toskovich <[REDACTED]>
Sent: Tuesday, March 29, 2022 5:40 PM
To: Stephen Endres
Subject: US 380 Comment

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.

Lets use the KISS principle and not spend an extra \$100 million on option A . I live about 1.5 miles from the Ridge Rd /380 intersection and can hear road noise today. Any widening or elevating along with increased traffic will make noise pollution worse.

I vote for Option B.

[REDACTED]

From: Alex McCool [REDACTED]
Sent: Tuesday, March 29, 2022 10:55 PM
To: Stephen Endres
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Alexander McCool

[REDACTED]
[REDACTED]

March 31, 2022

TO: Mr. Stephen Endres, P.E.
4777 E. US Highway 80
Mesquite, TX 75050
stephen.endres@txdot.gov

Sir,

I am opposed to the building of a US Highway 380 By-Pass (Option B) that would cut through the eastern side of the Town of Prosper.

The original TxDOT proposal had a by-pass running north-south along the east side of the Tucker Hill community where it would then merge with the existing US Highway 380.

As I understand it, that east-side land is in a flood plain where no homes can be built. However, an elevated by-pass could be built there.

The following are the options that I would suggest be pursued:

- Build the by-pass east of Tucker Hill; or
- "Keep 380 on 380."

Thank you for your consideration.

Kindly,



Alexander Seguin

██████████

██████████

From: [REDACTED]
Sent: Tuesday, April 5, 2022 10:23 PM
To: Stephen Endres
Subject: 380 Bypass Project - Support for Segment-B

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.

Mr. Endres,

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you,

Alfred and Deanna Rodriguez

From: Alfred Cheng <[REDACTED]>
Sent: Wednesday, April 6, 2022 2:51 PM
To: Stephen Endres
Cc: Kate Cheng
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Alfred and Kate Cheng / [REDACTED]

COMMENT: We oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

From: Ali Hart [REDACTED]
Sent: Thursday, March 31, 2022 10:47 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Ali Hart- [REDACTED]

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

This not only disrupts ManeGait but it also disrupts neighborhoods and school in its proposed path. I understand this is a tough dilemma however, TxDOT needs to find a better solution.

Thank you,
Ali Hart

[REDACTED]

From: [REDACTED]
Sent: Thursday, April 21, 2022 7:50 AM
To: Stephen Endres
Subject: 380 final thoughts

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.

Dear Mr. Endres,

It is my sincere hope that TxDOT will look long and hard at the facts in the choice between segment A and segment B rather than yielding to politics—which are louder than ever now. How ironic that Darling built the homes on Harvest Hill and in Wren Creek—one of the most affected neighborhoods by segment A. The worst traffic noise that is heard on my otherwise quiet neighborhood street is the truck traffic bringing construction materials to Prosper and back. And it wasn't that way always. McKinney should not have to pay the price for Prosper to continue to grow. Interstate 75 divides McKinney, and serves us well as a main artery to help us travel. Prosper can not only survive with a highway through their town, they will continue to flourish.

Our McKinney City Council said it best when they studied the facts learned by your TxDOT team:

based on the data provided by the Texas Department of Transportation at the March 22, 2022 public meeting for the US 380 (Coit Road to FM 1827) environmental impact statement (EIS) public meeting, it has been determined that in comparing Segments A and B, Segment B accomplishes the Purpose and Need with less centerline miles of freeway, less overall impacts to existing development, similar overall impacts to planned development, less overall impacts to environmental

features, and at a lower overall estimated project cost; and based on the Segment Analysis Matrix for Environmental and Natural Resources, the Texas Department of Transportation has determined that Segment B impacts approximately 61% fewer jurisdictional wetlands than Segment A, impacts less total acres of forest/praries/grasslands than Segment A, impacts 5 less acres of regulatory floodways than Segment A, and impacts no potentially hazardous materials sites compared to 11 identified sites in Segment A; and

The facts don't lie. Segment A truly makes no sense when looking at the comparisons across the board. And as a resident of Wren Creek on Harvest Hill, I beg you to lead this big TxDOT decision by the facts—pure and simple. **Segment B is the only choice.** Thank you so much for your leadership in this project. The facts are speaking—loud and clear.



Alice Halsor

[Redacted signature line]

[Redacted contact information line]

From: Alice Mcquitty <[REDACTED]>
Sent: Wednesday, March 30, 2022 2:16 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Dear Mr. Endres,

My name is Alice McQuitty. I live in the 75063 zip code of Irving, but I am well-acquainted with the fine work of ManeGait. This therapeutic horsemanship program serves a vulnerable and protected population, and is a key community asset as identified by TxDOT. I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait. They need and deserve a safe, high quality, easily accessible location to offer the world-class therapy programs that ManeGait is known for.

Thank you,
Alice McQuitty

From: A. S. <[REDACTED]>
Sent: Thursday, March 31, 2022 9:57 PM
To: Stephen Endres
Subject: Opposition to Hwy 380 Segment B

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.

We are the Sentelle family and we live in Twelve Oaks in Prosper.

We oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Thank you.

Alice Sentelle

From: Alicia Jones [REDACTED]
Sent: Wednesday, March 30, 2022 5:25 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

From: Alicia Telford of [REDACTED]

Mr. Endres and TXDOT:

I strongly oppose the proposed HWY 380 Segment B. I oppose it for several reasons around it's negative impact of the town of Prosper including because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

From: Alison Denne [REDACTED]
Sent: Tuesday, March 29, 2022 7:04 PM
To: Stephen Endres
Subject: US380 Expansion

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.

Dear Mr. Endres -

My name is Alison Denne and I am a homeowner in La Cima Haven in McKinney, TX. During last week's TxDOT meeting on the US 380 expansion, we learned one of the proposed options, A, will put a 25 foot elevated 8 lane highway at three intersections of Stonebridge and 380, as well as, Custer and 380. Previous renditions of the US 380 expansion from Custer to Stonebridge had this stretch below grade with Stonebridge and Custer being the overpasses. So, learning that the current proposal for Option A now includes a raised highway similar to the stretch of 75 from El Dorado to Wilmeth was shocking.

We strongly oppose Option A which will have a severely negative impact to La Cima and the other neighborhoods in it's alignment of Wren Creek, Tucker Hill, Kensington, and Ridge Crest before it veers north. The highway will be noisy, unsightly, and will completely disfigure our undisturbed nature preserves at the La Cima pond and adjacent green belt and preserved wetlands. It will also have the same negative impact on the upscale West Grove entertainment hub that Mayor Fuller and the McKinney City Council have worked so diligently to bring to our corner of McKinney.

We support the Option B alignment which has US 380 veering north about a half mile west of Custer. In reading through TxDOT's Segment Market Analysis, we noted that Option B is the less costly and least disruptive alignment. According to TxDOT's data, Option A's total cost is \$100M more than Option B. Option A also disturbs way more acres of wetlands, rivers/streams, and forests/prairies than Option B. With these types of statistics, we do not understand how TxTDOT could even be considering Option A.

We strongly urge you to choose Option B when deciding how to expand US 380 in Collin County.

Thank you.

Sincerely,

Alison and Ron Denne

From: Alison Dishman <[REDACTED]>
Sent: Tuesday, March 29, 2022 7:22 AM
To: Stephen Endres
Subject: 380 Bypass

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.

I support B and strongly oppose A with the 380 bypass. Option A would be ugly and disruptive.

Thank you

Alison Dishman

[REDACTED]

From: Clay Carr [REDACTED] >
Sent: Tuesday, April 5, 2022 1:59 PM
To: Stephen Endres
Cc: Mary Carr
Subject: 380 bypass proposal

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.

I am opposed to Segment A as part of the 380 bypass. The construction of this segment will cost 99 million more than Segment B. It doesn't make financial sense nor it fiscally responsible. The construction of A along existing hwy 380 for 4 to 5 years will create massive safety and traffic issues. Tucker Hill neighborhood's only entry/exit is on hwy 380 and construction will inhibit response from emergency services and residents ability to enter and exit the neighborhood. The current design of segment A doesn't have adequate access to Hwy 380. Residents of Tucker Hill (post construction) would have to turn right and go to Custer and make a u-turn in order to go east on hwy 380. Segment A affects 17 businesses whereas B affects 0. Why would the choice be made to affect so many businesses and developed neighborhoods with Segment A in a highly populated area rather than Segment B running through undeveloped land.

Sincerely,
Allen Carr

[REDACTED]
[REDACTED]
[REDACTED]

From: Allison Bass [REDACTED]
Sent: Tuesday, March 29, 2022 8:03 PM
To: Stephen Endres
Subject: I strongly SUPPORT the Project 380 Segment-B

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.

Hello Mr. Endres,

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you for considering this input. Please let me know if I can share this input in other appropriate forums.

Allison Bass
Stonebridge Fairview Village Homeowner
[REDACTED]

From: Allison Watson [REDACTED]
Sent: Wednesday, March 30, 2022 11:30 AM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Allison Watson – [REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait. As the finance manager at another PATH Premier Accredited Center, I cannot imagine the numerous safety issues created by such a major construction project that would arise – horses are prey animals by nature and the “predatory” nature of loud noises and large construction equipment for several years could potentially be catastrophic. Safety is first and foremost for our clients and for our equine partners. I sincerely hope you reconsider your new proposed project as it could be a terrible end result for an amazing facility such as ManeGait that does amazing work with the disability population.

1 April 2022

Select US 380 Segment B: More Reasons

Dear Mr. Endres:

Here are more reasons to **select US 380 Segment-B** because the proposed US 380 Segment-A will have significant negative impacts for years on schools, students, and their families. Use of neighborhood roads -- Lake Forest, Ridge Road, Stonebridge Drive -- as major arteries to access Hwy 121 and Custer will increase traffic, safety issues, noise, and air pollution. Attendance areas split by US 380 will be quite challenged.

These five schools will be most impacted by Segment-A (see attached MISD attendance maps):

McKinney Boyd High School (600 N. Lake Forest Drive; enrollment 2,742) -- Increased traffic and safety issues on Lake Forest, especially for high school drivers. School session is 7:30 a.m. - 2:37 p.m. Mornings are complicated by rush hour as well as student drivers entering the school parking lot or parents dropping-off students.

McKinney North High School (2550 Wilmeth Road; enrollment 2,142) -- Increased traffic and safety issues, especially because this school is located north of 380 and the attendance zone spans north and south of US 380. Many drivers including high schoolers drive to the school via US 380.

Dowell Middle School (301 S. Ridge Road; enrollment 1,108) -- Increased traffic and safety issues on Ridge Road including foot traffic especially during school drop-off and pick-up. Note that Dowell has arrangements with the YMCA (300 S. Ridge Road) directly across Ridge to use their parking lot for drop-off/pick-up. Thus, middle schoolers are walking across Ridge.

McClure Elementary School (1735 N. Ridge Road; enrollment 601) -- In addition to the increased traffic and safety issues especially during school drop-off and pick-up, the McClure attendance area is divided by US 380 so families living north must be able to cross US 380 morning/afternoon for student drop-off/pick-up.

Wilmeth Elementary School (901 LaCima Drive; enrollment 596) -- Located at the corner of LaCima and Stonebridge Drive, Wilmeth not only faces increased traffic but escalated safety issues since many students walk to/from school, crossing Stonebridge Drive (with crossing guards guiding foot and auto traffic).

For these reasons and others mentioned in prior communication, US 380 Segment-A must be rejected and Segment-B selected for the US 380 Bypass Alignment. Thank you and the TxDOT team for your continued analysis of these important decisions.

Sincerely,
Amanda Batson

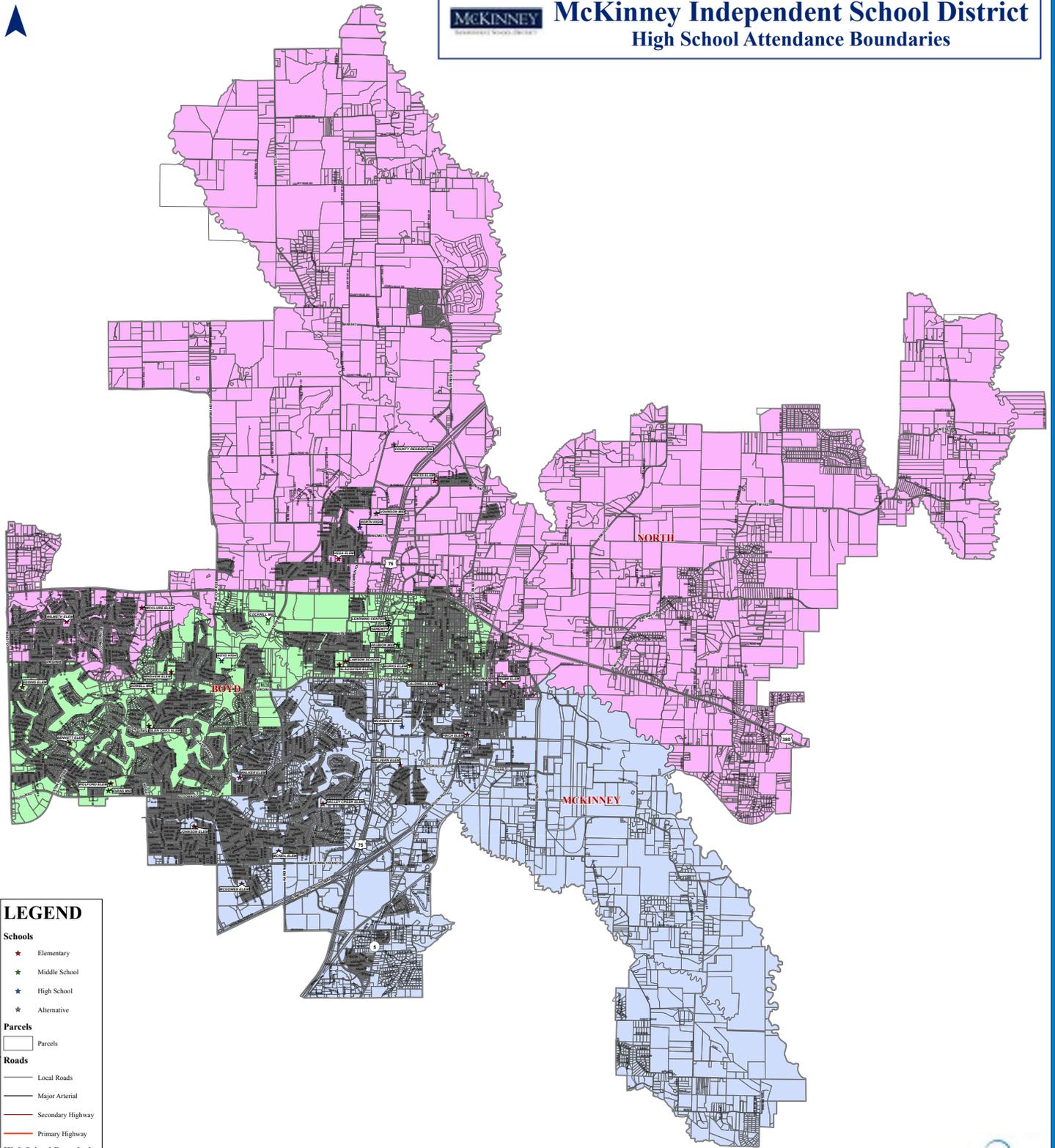
Amanda D. Batson, Ph.D.



Three attachments



McKinney Independent School District High School Attendance Boundaries



LEGEND

- Schools**
 - ★ Elementary
 - ★ Middle School
 - ★ High School
 - ★ Alternative
- Parcels**
 - Parcels
- Roads**
 - Local Roads
 - Major Arterial
 - Secondary Highway
 - Primary Highway
- High School Boundaries**
 - BOYD
 - MCKINNEY
 - NORTH



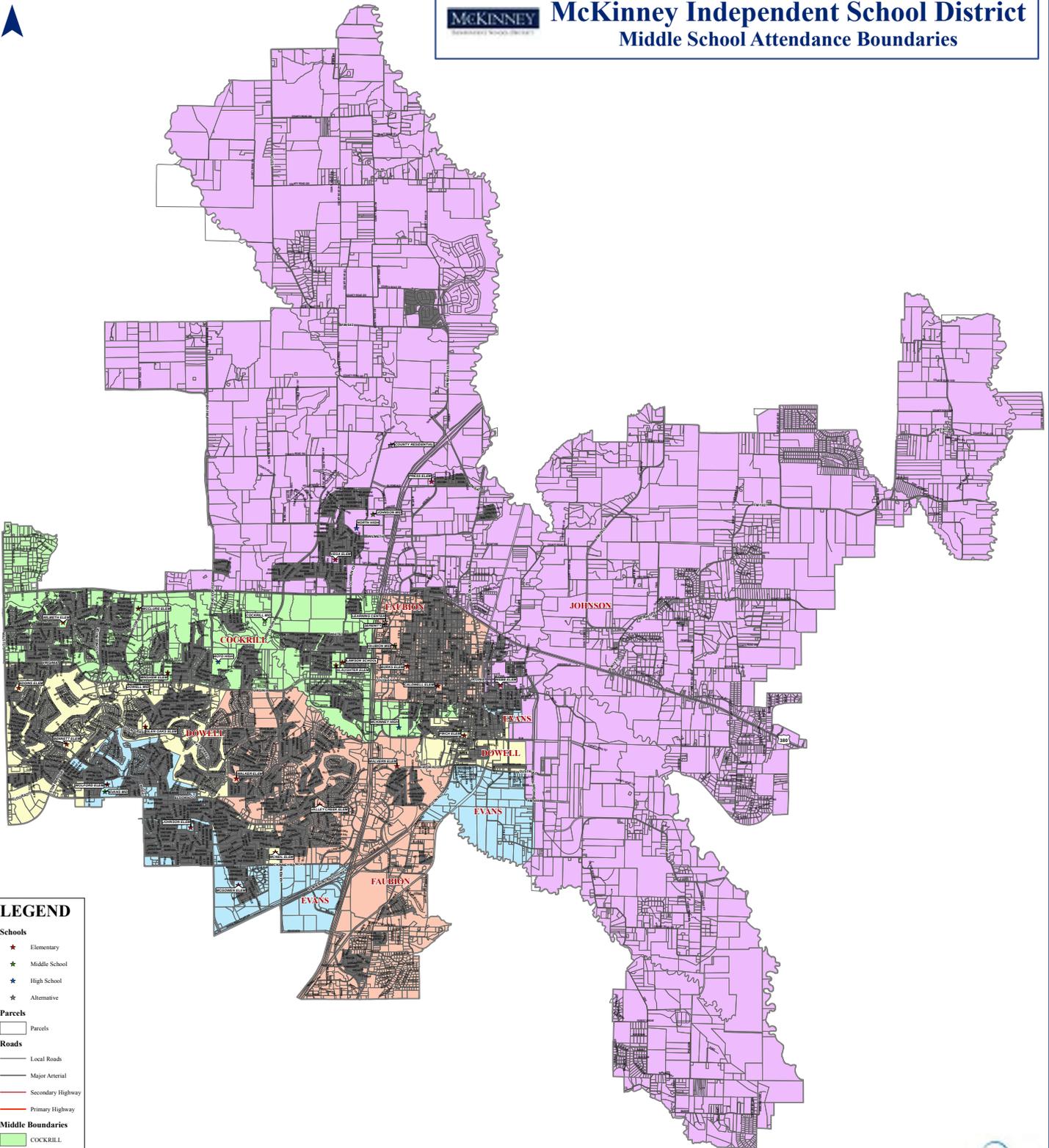
www.templetongraphics.com



This product is an intellectual property and confidential information of Templeton Demographics. It is not to be used, reproduced, or distributed without the express written permission of Templeton Demographics. The accuracy of the information is not guaranteed.



McKinney Independent School District Middle School Attendance Boundaries



LEGEND

- Schools**
 - ★ Elementary
 - ★ Middle School
 - ★ High School
 - ★ Alternative
- Parcels**
 - Parcels
- Roads**
 - Local Roads
 - Major Arterial
 - Secondary Highway
 - Primary Highway
- Middle Boundaries**
 - COCKRELL
 - DOWELL
 - EVANS
 - FAUBION
 - JOHNSON



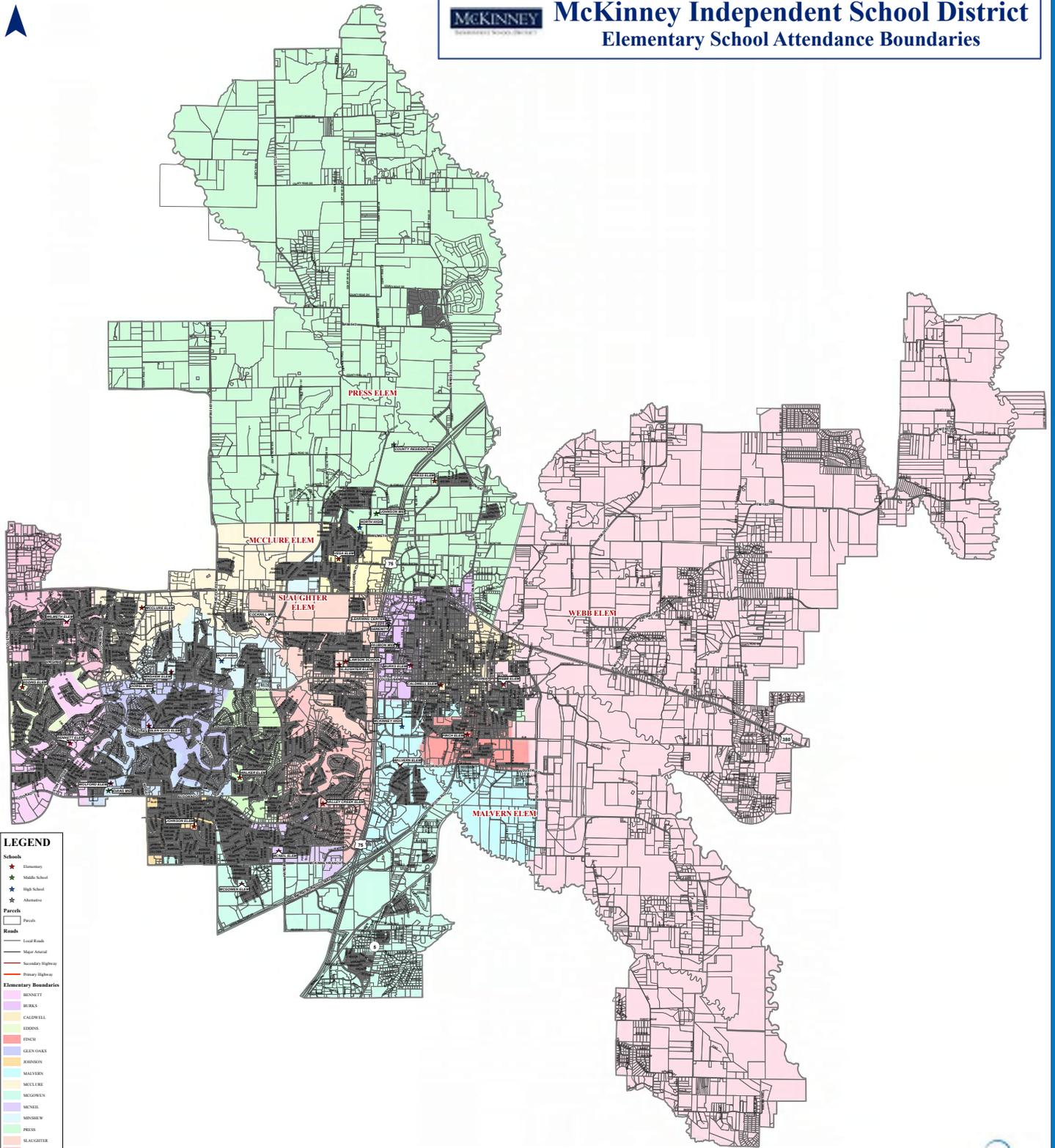
www.tdtemographics.com



This product is an intellectual property and confidential information of Templeton Demographics. It is not to be used for any other purpose, in any form, without the express written permission of Templeton Demographics. The accuracy of the information is not guaranteed. The information is provided as is, without warranty of any kind, express or implied, including but not limited to the accuracy, completeness, and reliability of the information.



McKinney Independent School District Elementary School Attendance Boundaries



LEGEND

- Schools**
 - ★ Elementary
 - ★ Middle School
 - ★ High School
 - ★ Alternative
- Parcels**
 - Parcel
- Roads**
 - Local Road
 - Major Arterial
 - Secondary Highway
 - State Thruway
- Elementary Boundaries**
 - BENNETT
 - BURKS
 - CALDWELL
 - EDMONS
 - FINCH
 - GLENOAKS
 - JOHNSON
 - MALVERN
 - MCCLURE
 - MCGOWEN
 - MCNEEL
 - MINORW
 - PRESS
 - SLAUGHTER
 - VALLEY CREEK
 - VEGA
 - WALKER
 - WEBB
 - WELLS
 - WELLSFORD



www.tdemographics.com



This product is an intellectual property and confidential information of Templeton Demographics. It is not to be used for any other purpose, in any form, or for any other project without the written consent of Templeton Demographics. The accuracy of the information is not guaranteed.

From: Amanda Batson [REDACTED]
Sent: Saturday, April 2, 2022 11:01 AM
To: Stephen Endres
Subject: 380 Coit to 1827 -- Impact on Schools

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.

Mr. Endres — I sent the letter below as an attachment to your email yesterday. I am not sure that you received it, therefore, I am sending it again in body of this email with links to the McKinney ISD Attendance Boundary maps. These are critical issues to be considered. Do not hesitate to contact me if I can be of further assistance — Amanda Batson

Here are more reasons to **select US 380 Segment-B** because the proposed US 380 Segment-A will have significant negative impacts for years on schools, students, and their families. Use of neighborhood roads -- Lake Forest, Ridge Road, Stonebridge Drive -- as major arteries to access Hwy 121 and Custer will increase traffic, safety issues, noise, and air pollution. Attendance areas split by US 380 will be quite challenged.

These five schools will be most impacted by Segment-A (see links to MISD attendance maps below):

McKinney Boyd High School (600 N. Lake Forest Drive; enrollment 2,742) -- Increased traffic and safety issues on Lake Forest, especially for high school drivers. School session is 7:30 a.m. - 2:37 p.m. Mornings are complicated by rush hour as well as student drivers entering the school parking lot or parents dropping-off students.

McKinney North High School (2550 Wilmeth Road; enrollment 2,142) -- Increased traffic and safety issues, especially because this school is located north of 380 and the attendance zone spans north and south of US 380. Many drivers including high schoolers drive to the school via US 380.

Dowell Middle School (301 S. Ridge Road; enrollment 1,108) -- Increased traffic and safety issues on Ridge Road including foot traffic especially during school drop-off and pick-up. Note that Dowell has arrangements with the YMCA (300 S. Ridge Road) directly across Ridge to use their parking lot for drop-off/pick-up. Thus, middle schoolers are walking across Ridge.

McClure Elementary School (1735 N. Ridge Road; enrollment 601) -- In addition to the increased traffic and safety issues especially during school drop-off and pick-up, the McClure attendance area is divided by US 380 so families living north must be able to cross US 380 morning/afternoon for student drop-off/pick-up.

Wilmeth Elementary School (901 LaCima Drive; enrollment 596) -- Located at the corner of LaCima and Stonebridge Drive, Wilmeth not only faces increased traffic but escalated safety issues since many students walk to/from school, crossing Stonebridge Drive (with crossing guards guiding foot and auto traffic).

For these reasons and others mentioned in prior communication, US 380 Segment-A must be rejected and **Segment-B selected** for the US 380 Bypass Alignment.

Thank you and the TxDOT team for your continued analysis of these important decisions.

Links to McKinney ISD Attendance Zones:

High Schools <https://www.mckinneyisd.net/wp-content/uploads/2017/03/High-School-Zone-Map-Last-Zoned-in-Fall-2014.pdf>

Middle Schools <https://www.mckinneyisd.net/wp-content/uploads/2017/03/Middle-School-Zone-Map-Last-Zoned-in-Spring-2015.pdf>

Elementary Schools <https://www.mckinneyisd.net/wp-content/uploads/2017/03/Elementary-Zone-Map-Last-Zoned-in-Fall-2010.pdf>

Amanda D. Batson, PhD
[REDACTED]

From: amanda daniel [REDACTED]
Sent: Wednesday, March 30, 2022 4:05 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Amanda Daniel
[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

From: Amanda Winter [REDACTED]
Sent: Thursday, April 21, 2022 7:52 AM
To: Stephen Endres
Subject: US380 Bypass Coit Road to FM 1827

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.

Good morning,

I live in La Cima Manor off of Stonebridge and US380. I selected this subdivision due to the beauty and convenience. I strongly **oppose** the Segment A bypass for the reasons below. I would very much like to protect the Stonebridge Ranch way of life and improve traffic flow and safety by **supporting** Segment B today!

If Segment-A is built --

- It will cost taxpayers 99 million dollars **MORE** than Segment-B.
- At least 17 businesses on 380 will be destroyed.
- 8 lanes of traffic plus four lanes of access roads (two on each side of the freeway) will be constructed near Tucker Hill at Stonebridge Drive.
- 11 sites with hazardous materials and 7 major utility conflicts will need to be addressed.

If **Segment-B** is built --

- It will cost taxpayers 99 million dollars **LESS** than Segment-A.
- ManeGait property will remain untouched.
- No businesses on 380 will be destroyed.
- Zero sites with hazardous materials and 2 major utility conflicts will need to be addressed.

May God bless you today!

Best regards,
Amanda Winter

[REDACTED]
[REDACTED]



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.

Comments:

It is with a sense of dread and defeat that I even fill out this form. I have attended all of the forums and listened to all of the proposed options - yet the concerns raised by the residents and business owners along the proposed "C" route have not been thoroughly investigated. No one has done an environmental impact assessment with regards to my farm + livestock. I raise honey bees, hay and have a horse training farm. The proposed "C" route displaces my honey bees (which you cannot just pick up and move. They get disoriented and will loose their bearings and die). The proposed "C" route would take over all of our hay production acreage. It would also destroy my riding arena which the community uses, and which I use for horse training and horse therapy. The proposed "C" route would be steps away from our home and barn. The impact of an eight lane road would be catastrophic to our farm, our livestock and livelihood. While I would prefer 380 to stay on 380, I realize that is not long an option. I now

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

(over →

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Amber Block
Address: [REDACTED]
Apartment, suite, etc.: [REDACTED]
City/State/Zip: [REDACTED], TX [REDACTED]

Strongly recommend the "D" route. The land on the "D" route is undevelopable from the perspective that it is flood plain.

The farms, homes and businesses along the "C" route are some of the only prime agricultural, undeveloped land in the area.

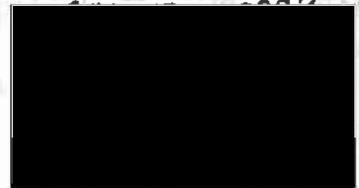
Our back pasture is a quiet oasis for monarch butterflies, cranes, turtles, herons, hawks... having an eight lane super highway cut through protected natural areas for wildlife and agriculture, homes, agribusiness is a travesty. At least with the "D" route the agribusiness and home impact is lessened, due to the large amount of undevelopable flood plain.

I strongly recommend the "D" route over the "C".

Sincerely,

Amber Block

- Amber Block



From: Amy Bartley <[REDACTED]>
Sent: Thursday, April 7, 2022 5:51 PM
To: Stephen Endres
Subject: Re: Extension of 380 deadline

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.

Mr. Endres - hopefully you were able to receive the email below on April 5, 2022. Could you please explain the reason behind the deadline extension for comments on 380 as well as who specifically requested this extension?

Appreciate your prompt attention to this matter.

Amy Bartley
Town of Prosper
Councilmember Place 3

> On Apr 5, 2022, at 6:39 PM, Amy Bartley <[REDACTED]> wrote:

>

> Good evening Mr Endres. Noticed the April 6th deadline has been extended. Can you explain why the deadline was extended and who specifically requested this extension? Trying to understand how to explain this to our community.

>

> Thanks

> Amy Bartley

> Town of Prosper

> Councilmember Place 3

>

>

[REDACTED]

From: Amy Finley [REDACTED]
Sent: Friday, April 8, 2022 3:25 PM
To: Stephen Endres
Subject: Project 380 Bypass Segment B

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements and minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road, and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you
Amy Finley
[REDACTED]
[REDACTED]



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

KEEP 380 ON 380

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Judy Franco
Address: 
Apartment:
City/State:

From: Amy Iseneker [REDACTED]
Sent: Tuesday, April 5, 2022 4:40 PM
To: Stephen Endres
Subject: I Support Project 380 Segment-B bypass option

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

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Amy Iseneker

[REDACTED]
[REDACTED]
[REDACTED]

From: Amy Jodry [REDACTED]
Sent: Thursday, March 31, 2022 10:18 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Dear Mr. Endes,

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Thank you for your time,

-Amy Jodry, [REDACTED]

From: amy louise jones [REDACTED]
Sent: Saturday, April 9, 2022 7:38 AM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Amy Jones

[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson

Texas State Senator Springer

Prosper Citizen Group

Prosper ISD Board

Prosper Town Council

From: Brian Lindahl & Family [REDACTED]
Sent: Wednesday, April 20, 2022 9:23 AM
To: Stephen Endres
Subject: US380 Bypass Coit Road to FM 1827

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.

If Segment A will be so much more costly and disturb so many more businesses why is it still a consideration? I suppose you are not the one to "approve" which segment gets built but we were given your contact information to reach out to.

Thanks,

--

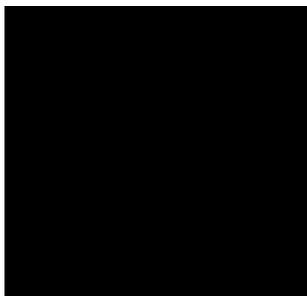
Amy Lindahl

From: Amy Miller [REDACTED]
Sent: Tuesday, April 5, 2022 3:51 PM
To: Stephen Endres
Subject: 380 Project

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.

I am not only a resident that lives south of 380 and Stonebridge in LaCima Manor, but a Realtor as well. I believe Segment B is the best option to improve traffic flow while preserving the integrity of our neighborhood and home values.

[Texas law requires all license holders to provide the Information About Brokerage Services form to prospective clients](#)



Amy Miller
Sales Associate | Winchester Steitle Group

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



From: aobar13 [REDACTED]
Sent: Wednesday, March 30, 2022 5:20 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Mr. Endres,

I am writing you about the 380 construction near Custer Road as it concerns Manegait. I have volunteered here weekly for three years and have seen first hand the invaluable service they provide to the disabled and special needs community in our area.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Thank you for your time.

Sincerely,
Amy O'Bar

[REDACTED]
[REDACTED]

[REDACTED]

From: Amy Randall [REDACTED]
Sent: Thursday, March 31, 2022 3:10 PM
To: Stephen Endres
Subject: US 380 Bypass Segment B Support

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. I am a resident of La Cima and this is a much better option for the quality of our communities' life, where we can welcome in new businesses and restaurants, but not be burdened by excess traffic noise pollution and further intrusion on nature.

This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Sincerely,
Amy Randall

From: Amy Rattleff [REDACTED]
Sent: Thursday, April 7, 2022 5:41 PM
To: Stephen Endres
Subject: 380 Extension

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.

Mr. Endres,

I'm reaching out to see if you can help me regarding an inquiry our office received regarding highway 380. Do you know why an extension was made on the plan?

Thank you so much,
Amy

Amy Rattleff, District Director
Office of State Representative Matt Shaheen House District 66 | Collin County

From: AMYE WILLIAMSON [REDACTED]
Sent: Thursday, March 31, 2022 3:59 PM
To: Stephen Endres
Subject: TxDOT Project 380 Bypass

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.

Dear Mr Endres,

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Regards,
Amye Williamson

From: Ana Herget [REDACTED]
Sent: Wednesday, March 30, 2022 11:13 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Ana Herget - [REDACTED]

Hello,
my name is Ana Herget and I oppose the proposed HWY 380 Brown and Gold Alternatives (Segment B). These paths will impact the daily operations and special events held at ManeGait Therapeutic Horsemanship and the essential services provided to individuals with disabilities and children. I respectfully request that Segment B be removed from consideration due to the environmental impacts to ManeGait. ManeGait is a blessing to so many because of the services it provides not only to the riders, but to the volunteers as well. After years of volunteering at ManeGait I can say that my life has been changed, which is why ManeGait must remain unharmed and running. I have had the opportunity to witness the emotional, physical, and social changes that can occur within the riders as a result of attending lessons at ManeGait. I was even inspired to conduct a research paper focused on the effects of therapeutic horseback riding and acquire positive results that supported the claim that this form of therapy can be effective and successful. This form of therapy feels like magic because of the results it provides. This facility is a home to so many people, horses, and volunteers, please consider an alternative route.

Thank you for your time,
Ana Herget

From: Palani, Ananth [REDACTED]
Sent: Tuesday, April 5, 2022 2:40 PM
To: Stephen Endres
Subject: I strongly SUPPORT the Project 380 Segment-B

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.

Sir,

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Best regards
Ananth

[REDACTED]

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, March 28, 2022 11:58 AM
To: Andrea Martin [REDACTED]
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 | www.txdot.gov

From: Andrea Martin [REDACTED]
Sent: Tuesday, March 22, 2022 6:37 PM
To: Stephen Endres <[REDACTED]>
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S.

HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Andrea S. Martin

[REDACTED]
|
[REDACTED]
|
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson
Texas State Senator Springer
Prosper Citizen Group
Prosper ISD Board
Prosper Town Council

[REDACTED]



From: Andrea Sieling [REDACTED]
Sent: Friday, April 1, 2022 1:42 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

Name: Andrea Sieling

Address: [REDACTED]

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations (MY DAUGHTER), deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

--

Andrea Sieling

Once you choose HOPE, anything's possible

Christopher Reeve

From: Andrew Babb [REDACTED]
Sent: Tuesday, April 5, 2022 2:12 PM
To: Stephen Endres
Subject: Support for the Project 380 Segment-B option

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- The cost of Segment-A is \$99 million more than Segment-B.
- It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- It will also cause the installation of water pipes (ducts) over 380.
- It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- 380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Andrew Babb
[REDACTED]

From: Andrew Brick [REDACTED]
Sent: Wednesday, April 13, 2022 4:28 PM
To: Stephen Endres
Subject: Project 380 Bypass Route - Segment B

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 Stephen,

My name is Andrew and I am a resident of McKinney. I wanted to pass along that I am in **strong support of Segment-B** for the 380 Bypass Route Project. Segment A will destroy several local businesses and have a huge impact on traffic & property values for many in the area - this will be a complete disaster for the residents of McKinney. Thanks for your time.

Best,

Andrew Brick [REDACTED]

From: Andrew Davis [REDACTED]
Sent: Tuesday, April 5, 2022 2:55 PM
To: Stephen Endres
Subject: 380 Plans for EIS Documentation

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 Stephen,

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Thanks,
Andrew Davis

From: Douthit, Andrew [REDACTED]
Sent: Wednesday, March 30, 2022 11:19 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Andrew Douthit: [REDACTED]

I'm writing this email to voice my strong opposition to HWY 380 Segment B because it will negatively impact, and forever threaten, the daily services of ManeGait. As an organization that serves two vulnerable and protected populations (the disabled and children), ManeGait's incredible work simply cannot be expected to continue with massive highway infrastructure within a stones throw. Additionally, since the highway project could last for several years, the participants at ManeGait (especially with disabilities that have sensitivity to over stimulation via noise, pollution, etc) will be forced to choose to either no longer participate in the life changing activities at ManeGait, or risk their health and well-being by participating that close to a major highway construction zone.

I understand that there is no simple solution with the HWY 380 project, and some population will be negatively impacted. However, since you must choose, I implore that you choose a path that does not rip away the life giving services provided by ManeGait to children and those with disabilities that already must overcome more than most have to deal with on daily basis. If we won't choose to stand with those that already struggle to stand for themselves then can we even say that we are pursuing positive progress with this project? Progress always comes with a cost, but sometimes the cost is simply too high to bear. Therefore, I sincerely hope you abandon the Segment B from consideration for the HWY 380 expansion project.

Kind Regards,

Andrew Douthit

[REDACTED]

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 30, 2022 1:05 PM
To: Andrew McCaffrey
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 | www.txdot.gov

From: Andrew McCaffrey [REDACTED]
Sent: Thursday, March 24, 2022 2:47 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>

[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN

AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Andrew J. McCaffrey

[REDACTED]

[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson

Texas State Senator Springer

Prosper Citizen Group

Prosper ISD Board

Prosper Town Council

A Texas Department of Transportation message



From: Andrew Logue [REDACTED]
Sent: Friday, April 1, 2022 12:30 PM
To: Stephen Endres
Subject: Project 380, segment-B support

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

From: Andrew Michelson [REDACTED] >
Sent: Tuesday, March 29, 2022 6:36 PM
To: Stephen Endres
Subject: Comments US 380 From Coit Road to FM 1827 Collin County, Texas

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.

Dear Mr. Endres,

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Regards,
Andrew Michelson
[REDACTED]

From: Carol King <[REDACTED]>
Sent: Saturday, April 2, 2022 9:38 AM
To: Stephen Endres
Cc: [REDACTED]
Subject: TxDOT Hwy 380 Improvement Project - Preferred Build Alternative

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.



Dear Mr. Endres:

The New Hope Town Council discussed TxDOT's project to improve Highway 380 from Coit Road to FM 1827 at their Tuesday March 29 meeting, focusing on design schematics for the build alternatives under consideration. The Town Council is *in favor of segment D* which is part of both the purple and gold alternatives:

1. Segment D runs farther west across undeveloped flood plain and would have less impact on existing residential areas in New Hope.
2. Noise levels for residential areas would increase but not as dramatically on the Town's southwest border as they would if segment C were to be the chosen alternative.
3. Should the Spur 399 Extension Project be constructed, the new roadway would flow directly into the existing Airport Road. This seems like a logical and preferable choice for the Spur 399 Extension Project location.
4. Segment D would move traffic flow away from the FM 1827/Highway 380 intersection leading to increased safety and mobility for our residents as they travel to and from their homes.

The Town Council is *against segment C* which is part of both the blue and brown alternatives:

1. Segment C runs very close to the southwest border of our Town and would be right in the backyard and down the road from residential areas.
2. Noise levels for residential areas impacted by this segment would increase dramatically.
3. Should the Spur 399 Extension Project be constructed, there would be a large intersection of bridges and highways right at the entrance to our Town on FM 1827.
4. As we stated in our letter from November 25, 2020, the FM 1827/Highway 380 intersection is already a hazardous intersection with increasing traffic congestion, compromising both safety and mobility. We are against making this a larger intersection.

Noise from Highway 380 is already a problem for residential areas on the southern edge of New Hope and will only increase with completion of the TxDOT project to improve Highway 380. The New Hope Town Council asks TxDOT to consider noise mitigation measures, such as barrier walls near New Hope residential areas or below grade lanes near our southern border where possible, in any final build decision.

We would also request that TxDOT take into consideration the proposed trails documented in the Collin County Regional Trails Master Plan (May 2012) that cross the proposed Highway 380 corridor. Of particular concern to New Hope are those proposed trails that provide New Hope with trail connectivity to McKinney and surrounding communities.

Thank you and we appreciate your consideration in these matters.

Andrew Reitingner/Mayor
Town of New Hope
Collin County, Texas
[REDACTED]

From: Andrew Sisson <[REDACTED]>
Sent: Wednesday, April 6, 2022 10:48 AM
To: Stephen Endres
Subject: 380 project timeline

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.

Good Morning Stephen,

I'm sure you're fielding numerous questions about the current 380 proposal from Coit road to New Hope road, but I'm hoping you can provide more details and information on the section just *east of the proposed section C/D*?

I live at [REDACTED] in McKinney and my current understanding is that I'll lose my home and business when the section east of New Hope Road comes through, and was hoping you (or someone on your team) can provide a more detailed timeline on the environmental studies, funding, final recommendations, and ROW acquisitions?

Thanks,
Andrew Sisson
[REDACTED]

From: Andrew Van Kirk [REDACTED]
Sent: Wednesday, April 6, 2022 9:44 AM
To: Stephen Endres
Subject: Project 380 Comment - Support for Segment B

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.

I am a homeowner in McKinney, Texas and writing to express my strong SUPPORT for Segment B of the Project 380 realignment. I am strongly OPPOSED to Segment A.

Segment B is nearly 20% less expensive, has significantly fewer impacts on existing businesses and residential properties, fewer utility conflicts, has 0 high risk hazardous material impact sites, and will minimize traffic increases on the arterial streets that run north/south in the area. The deeper into the established neighborhoods along 380 the new freeway runs, the more viable it becomes to skip the freeway and use the arterial streets to travel through McKinney.

Segment A has significantly broader impacts and is much more expensive. Particularly since the issues with Founders Academy and Maingait have been addressed since the initial feasibility study, it's hard to figure out what advantages that alternative holds.

For these reasons I am strongly in favor of Segment B.

Thank you for your work on this important project for our community.

-Andrew Van Kirk
[REDACTED]

From: Andrew Word [REDACTED]
Sent: Wednesday, April 6, 2022 8:21 AM
To: Stephen Endres
Subject: Support for Project 380 Segment-B bypass route

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.

Good Morning Stephen,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. I oppose it for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Best Regards,
Andrew Word

[REDACTED]

From: Andy Doyle [REDACTED]
Sent: Sunday, April 3, 2022 8:11 AM
To: Stephen Endres
Subject: Proposed U.S. 380 Segment B - Objection

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.

Dear Mr. Endres,

I've become aware of TXDot's consideration of segment B of the proposed US 380 bypass at McKinney. Inasmuch as ManeGait Therapeutic Horsemanship – its grounds and support facilities – being well-established and acting as an invaluable community resource which provides very worthwhile services to disabled adults and disabled children and believing that the a years-long highway construction project - then traffic from a multi-lane highway in such close proximity to ManeGiat – would disrupt or even condemn operations there, I wish to voice my objection to the plan and request another route be drawn.

Respectfully Yours,

Andy Doyle

[REDACTED]

From: Andy Fasken [REDACTED]
Sent: Friday, April 1, 2022 1:03 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Andy Fasken, [REDACTED]

COMMENT:

I am a contributor to ManeGait and would be shocked if your plan did anything to interfere with the work MainGate does. Years of work by hundreds of charitable people solely to help children with needs to be respected and helped by the state, not hindered. Respectfully Andy Fasken

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

PLAN A

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

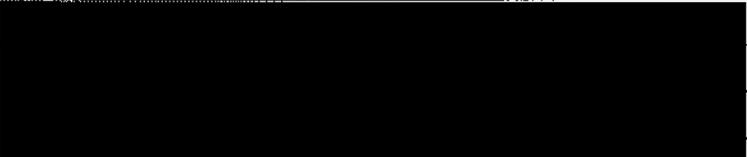
The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name:

ANDY FRANCE

Address:



Apartment:

City/State:

From: Andy Hay [REDACTED]
Sent: Wednesday, April 20, 2022 7:22 PM
To: Stephen Endres
Subject: Choose 380 Segment B

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.

Good evening,

I am supporting 380 Segment B and opposing Segment A. I am a McKinney resident and a Navy Veteran - and member of the McKinney VFW. Segment B will cost less and disrupt fewer businesses and homes. It will not impact Main Gait's operations. Segment A is a terrible choice for residents and businesses. It will also divert too much traffic to residential neighborhood streets. Again, I strongly oppose Segment A.

Thank you,
Andy Hay

[REDACTED]

From: andy solomon [REDACTED]
Sent: Monday, April 18, 2022 3:54 PM
To: Stephen Endres
Subject: "Keepitmovingdallas.com/US380EISPublicMeeting"

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.

Attn Stephen Endres:

I have owned a home in Mckinney, Tx since 4-27-2012. My Ridgecrest Development runs parallel between Stonebridge Dr and Ridge Rd.

After reviewing the site: "keepitmovingdallas.com/US380EISPublicMeeting" I am IN SUPPORT OF PLAN B GOING THROUGH PROSPER, TX vs Plan A going through Mckinney,Tx.

There is no Doubt that PLAB B IN PROSPER, TX is much less in cost to develop than PLAN A IN MCKINNEY, TX. PLAN B does not effect near the loss of Businesses as Plan A and both are similar in Residential loss. There is way more expense in major utility cost using PLAN A; so PLAN B IS BY FAR THE BEST OPTION between the two.

I have read where it has been suggested for a NORTH OUTER LOOP that would not effect PLAN A OR PLAN B. Is that an Option? If not PLAN B HAS TO BE COMPLETED FOR LESS COST AND DISTURBANCE OF EXISTING PROPERTIES!

BOTTOM LINE:

SUPPORT PLAN B GOING THROUGH PROSPER, TX

OPPOSE PLAN A GOING THROUGH MCKINNEY, TX

Regards,

Andy Solomon
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Stephen Endres](#)
Subject: Opposition to U.S. 380 Segment B
Date: Thursday, March 31, 2022 10:40:00 AM

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.

NAME/ADDRESS: Angela Caras
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait. My family personally will be effected. My son is 8 with sensory processing disorder. We have to fight every day to have him comfortable and welcomed in an environment. At mane gait he is safe, calm, collected and felt to be wanted. He doesn't hold his ears, he doesn't feel overwhelmed with life. Putting a freeway over pass so close will demolish this for him and all riders. This cannot happen.

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 30, 2022 11:07 AM
To: Angela Frazier
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 | www.txdot.gov

From: Angela Frazier [REDACTED]
Sent: Wednesday, March 23, 2022 11:41 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper. As a resident of Prosper in Windsong Ranch, all future road development (ie. A bypass) from McKinney to Denton should take place NORTH of Frontier Road in Prosper through Mckinney/Celina/Aubrey/Pilot Point etc. The land is there to develop and commercial and residential properties are not as impacted as much as currently in the Town of Prosper. Celina is set to grow into the next Frisco/Plano and establishing that roadway there now will only bring quicker growth to that community.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN;

STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Angela Frazier

[REDACTED]

[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson

Texas State Senator Springer

Prosper Citizen Group

Prosper ISD Board

Prosper Town Council

A Texas Department of Transportation message



From: Angela Haran [REDACTED]
Sent: Wednesday, April 20, 2022 9:48 PM
To: Stephen Endres
Subject: Segment B

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.

Dear Stephen Endres,

I am a homeowner in Stonebridge Ranch and I support the option for segment B and oppose segment A.

We have lived here for about four years and this is our first home. We moved away from a busy metro area full of noise and pollution. We chose McKinney because it was well-established from a development perspective but also mature landscape. We fell in love with the beautiful tree-lined streets. Our kids just started school this year. We frequently ride our bikes on all the beautiful paths by all the ponds and lakes. Our kids' favorite playground is right off [REDACTED].

Segment A will disrupt all of this. It will create noise and pollution right near our home and school. The neighborhood I live in already has development close by with three-story apartment buildings and a music venue. Segment A will further impact our living conditions. Segment A is worse for the environment and residents on top of being more expensive and destroying more businesses. Please do not pass Segment A.

Thank you,
Angela Haran



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

Segment B - Prosper West would be a great cost to the residents and taxpayers of Prosper to alleviate McKinney's residents and traffic flow for Segment B in Prosper. Our community, White Place, would feel the impact on the Curran Rd side of our development. We do not oppose of Segment B for the project development. ~~We do not~~

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Arzela Rao
Address: [REDACTED]
Apartment: [REDACTED]
City/State: [REDACTED]

From: [REDACTED]
Sent: Wednesday, April 6, 2022 2:02 PM
To: Stephen Endres
Subject: OPPOSE Option B - US Hwy 380 By Pass

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.

April 6, 2022

TO: Mr Stephen Endres, P.E.
4777 E. US Highway 80
Mesquite, TX 75050
Stephen.Endres@txdot.gov

As a Homeowner at Whitley Place, I have been very involved in learning about the 380 by pass options that are being proposed. I am steadfast in my opposition to the building of a US Highway 380 By-Pass (Option B) that would cut through the eastern side of the Town of Prosper.

My research of the situation with McKinney Mayor George Fuller, former County Judge Keith Self, and the McKinney community of Tucker Hill's collective push to have a by-pass go through Prosper wasn't even on the table until former County Judge Keith Self (who lives in Tucker Hill) asked TxDOT at a County Commissioners meeting to look at Prosper as an alternative route. He unethically used his position as the county judge to influence TxDOT to move the by-pass proposal away from Tucker Hill ("NIMBY – Not in My Back Yard"), and instead, build it in Prosper's backyard. How hypocritical of him.....

Per my understanding, the original TxDOT proposal had a by-pass running north-south along the east side of the Tucker Hill community where it would then merge with the existing US Highway 380. As I understand it, that east-side land is in a flood plain where no homes could be built anyway, but an elevated by-pass could be built there without depriving McKinney of potential tax revenue generated by new homes. That's when former County Judge Self wrongly opened his mouth to protect his own neighborhood.

In terms of "direct impact" on Prosper, Option B would obliterate the Ladera Prosper 55+ community being planned by the Delin brothers, just west of Custer Road, with the result that Prosper would be deprived of the taxes generated by these new homes. In terms of "indirect impact," Option B would create a negative environmental / ecological impact on:

- The Mane Gait therapeutic horsemanship program;
- The Founders Academy already built and in operation on the southwest corner of E. First Street and Custer Road;
- The existing small cemetery with plans for expansion on the west side of Custer Road;
- The Malabar Hill subdivision currently under construction on the south side of E. First Street;

From: [REDACTED]
Sent: Saturday, April 9, 2022 11:34 AM
To: Stephen Endres
Subject: US Hwy 380 - Oppose Option B

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.

April 9, 2022

TO: Mr Stephen Endres, P.E.
4777 E. US Highway 80
Mesquite, TX 75050
Stephen.Endres@[txdot.gov](mailto:Stephen.Endres@txdot.gov) (mailto:Stephen.Endres@[txdot.gov](mailto:Stephen.Endres@txdot.gov))

As a homeowner of Whitley Place in Prosper, I would like to voice my opposition to the building of a US Highway380 By-Pass (Option B) that would cut through the eastern side of the Town of Prosper.

I am saddened to learn that McKinney Mayor George Fuller, former County Judge Keith Self, and the McKinney community of Tucker Hill's collective push to have a by-pass go through Prosper which wasn't even on the table until former County Judge Keith Self (who lives in Tucker Hill) asked TxDOT at a County Commissioners meeting to look at Prosper as an alternative route. This is an unethical use of his position as the county judge to influence TxDOT to move the by-pass proposal away from Tucker Hill ("NIMBY – Not in My Back Yard"), and instead, build it in Prosper's backyard.

In terms of "direct impact" on Prosper, Option B would demolish the Ladera Prosper 55+ community being planned by the Delin brothers, just west of Custer Road, with the result that Prosper would be deprived of the taxes generated by these new homes. In terms of "indirect impact," Option B would create a negative environmental /ecological impact on:

- * The Mane Gait therapeutic horsemanship program;
- * The Founders Academy already built and in operation on the southwest corner of E. First Street and Custer Road;
- * The existing small cemetery with plans for expansion on the west side of Custer Road;
- * The Malabar Hill subdivision currently under construction on the south side of E. First Street;
- * The Walnut Grove High School now under construction on the south side of E. First Street.

In further regards to Mane Gait, Segment B places the 45-foot tall freeway within 50-100 feet of Mane Gait - even closer and more disruptive to operations than before. The path also cuts through property that is regularly used to support Mane Gait's operations. In

the March 22, 2022, public hearing (http://www.keepitmovingdallas.com/sites/default/files/docs/0135-02-065%20etc_%20US%20380%20PM%20PPT%20Script_FINAL_3.18.2022_0.pdf), TxDOT claimed they interviewed similar horsemanship facilities and the proposed highway does not pose an issue to operations. Fallacy of this claim: No other PATH Premier Accredited center in Texas the size of Mane Gait is located within 50-100 ft of a highway, and none have operated next to a 3- to 4-year highway construction project.

It is unreasonable and unsafe for 150 disabled riders and their horses to work 60 hours a week with the sounds, emissions, and vibrations of construction for 3-4 years. In the future, it is unreasonable and unsafe for these riders to receive therapy with a roadway/traffic equivalent to US HWY75 towering over them and their therapy horse. Segment B will also result in land acquisition from property that is regularly used to support Mane Gait's operations.

These are just some of the reasons why Prosper's proper planning for the future should not be disrupted by Option B being pushed by the consortium of Fuller, Self, and Tucker Hill. The cheapest alternative is not necessarily the best alternative, nor is it ethically the best alternative. The lack of planning on McKinney's part (allowing homes and businesses to be built too close to the existing US Highway 380 when the city knew someday it would have to be improved and expanded) should not create an emergency for Prosper.

Our town has carefully planned for its future. Prosper does not tell McKinney where to build roads in its city planning; in the same vein, McKinney should not be telling Prosper at this juncture where to build roads in its town. McKinney at 200,000 population ought not to be bullying smaller Prosper with its 30,000 population – projected to build-out at 72,000. The Town of Prosper has maintained all along for several years that it supports "Keep 380 on 380."

The only acceptable options are:

- * To build the by-pass east of Tucker Hill; or
- * To "Keep 380 on 380."

The best way to accomplish the latter is to use TxDOT's own drawing called "Below Grade Main Lanes" with service roads at ground level. That design would put the noise factor below ground level in a "canyon." It would be similar in design as to how the expanded Central Expressway passes by the area of SMU in Dallas.

I urge TxDOT in the strongest terms possible to not cave into McKinney's demands and to pursue the ethical choice of not harming the Town of Prosper and its residents.

Angela Rao

██████████
██████████

-----Original Message-----

From: Stephen Endres <Stephen.Endres@txdot.gov>

Sent: Tuesday, March 15, 2022 8:12 AM

To: Angela Taylor [REDACTED]

Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
214-320-4469

-----Original Message-----

From: Angela Taylor [REDACTED]

Sent: Monday, March 14, 2022 9:28 PM

To: Stephen Endres <Stephen.Endres@txdot.gov>

[REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN

AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Angela Taylor

[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7C6c6003e1e9ea4e21852308da06855ae3%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637829467127484374%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ik1haWwiLCJXVCi6Mn0%3D%7C3000&data=07lwJ6YxWcLLOyHLneeolvLU8NmcJC6Z78dK8yGsQLU%3D&reserved=0>>

From: Angela Whittaker [REDACTED]
Sent: Wednesday, April 6, 2022 2:50 PM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Angela Whittaker
[REDACTED]

From: Angela Wolden [REDACTED]
Sent: Wednesday, March 30, 2022 11:56 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

To whom it may concern,

I have volunteered at ManeGait for the past 7 years. I have seen amazing things happen with the therapy provided. However, that therapy must have a safe and relatively undisturbed environment for both the children and horses. In fact, the noises of construction and then a highway would be devastating to the work and much needed therapy and quite dangerous.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Sincerely,

Angela Wolden

[REDACTED]

From: Angelia Ekholm [REDACTED]
Sent: Thursday, March 31, 2022 5:09 PM
To: Stephen Endres
Subject: Hwy 380 Segment B

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.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait

Angelia Ekholm



Realtor

[REDACTED]
Ebby Halliday Realtors
[REDACTED]
[REDACTED]



From: Angélica Torres [REDACTED]
Sent: Wednesday, April 6, 2022 9:17 AM
To: Stephen Endres
Subject: Strong SUPPORT for Project 380 *Segment-B bypass* alignment option

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.

Mr. Endres,

Wanted to let you know that I **strongly support the Project 380 Segment-B bypass alignment option** as the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the north side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you,
A Torres, PhD
Stonebridge Ranch (McKinney, TX)

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, March 28, 2022 1:03 PM
To: Angie Hickey
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 |

<https://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.txdot.gov%2F&data=04%7C01%7Cchsmit%40burnsmcd.com%7C2fc57e63eaa04d89899f08da10e53516%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637840873864517195%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCIGMn0%3D%7C3000&sdata=posLkpgKSiV9U5jSfgidgdoC5pjPEBLSPGdVXu6L8qE%3D&reserved=0>

-----Original Message-----

From: Angie Hickey [REDACTED]
Sent: Wednesday, March 23, 2022 7:59 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>

[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

REPLACE REPLACE Full Legal Name

Full Residential or Business Address

City, State, Zip

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group
Prosper ISD Board Prosper Town Council



[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7C2fc57e63eaa04d89899f08da10e53516%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637840873864517195%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&sdata=teKwWwUk0hOtXXnUZgqFzflu2qpRkCadHaiWSgX93WQ%3D&reserved=0>>

From: Angie Turnbull [REDACTED]
Sent: Sunday, April 10, 2022 9:26 PM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Angie Turnbull
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

[REDACTED]

From: Work [REDACTED]
Sent: Tuesday, April 5, 2022 5:03 PM
To: Stephen Endres
Subject: 380

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.

Mr Endres,
I would like to express my support for the "Segment B" route.
Thank you for your help on this very important project.
Angie Wallace

--

-----Original Message-----

From: Stephen Endres <Stephen.Endres@txdot.gov>

Sent: Monday, March 21, 2022 4:53 PM

To: anil reddy [REDACTED]

Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres

214-320-4469

-----Original Message-----

From: anil reddy [REDACTED]

Sent: Monday, March 21, 2022 4:32 PM

To: Stephen Endres <Stephen.Endres@txdot.gov>

[REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION;

FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,
Anil Kumar Reddy Avula

Full Residential:

████████████████████
████████████████████
████████████████████

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7Ca04be8d26a544f0e285e08da0b8528c2%7Cbfbb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637834963783923418%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikh1hWwiLCJXVCi6Mn0%3D%7C3000&data=FaZZBwe5f3tbXn%2BMytDsaZlc94RkpwL%2Bzyx7d6X0mYY%3D&reserved=0>>

From: anncason110 [REDACTED] >
Sent: Thursday, April 21, 2022 10:51 AM
To: Stephen Endres
Subject: US-380 Bypass

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.

Morning Mr. Endres,
My husband & I have been residents in Stonebridge Ranch since 2002. We love our community and fully understand with changes needing to be made due to the increase of population & traffic. After studying the various choices to improve traffic flow, we are absolutely in favor of Segment B; less disruption to businesses & neighborhoods, less expensive, along with ManeGait being untouched. ManeGait provides an amazing service to children with disabilities. Our dear friend has a son who is benefitting tremendously from this program. Thank you for your consideration of Segment B.
Ann Cason

[REDACTED]

[REDACTED]

[REDACTED]



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments: I am in favor of Option B. I think it needs to go as far west as possible before rejoining 380. Going west of Custer before rejoining 380 would help with congestion on 380. I am glad that parks, community centers, churches and Main Gate are being avoided. I know there is no simple solution. Option B avoids more utility entities

I vote for Option B.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Ann Dover

Address: [REDACTED]

Apartm: [REDACTED]

City/Sta: [REDACTED]

From: bill terrell [REDACTED]
Sent: Tuesday, April 5, 2022 5:30 PM
To: Stephen Endres
Subject: Segment B 380 Bypass Opposition Comment

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.

April 5, 2022

Dear Mr. Endres,

I am opposed to the Segment B Bypass option that runs through Prosper.

I originally was a proponent of Fixing 380 on 380 throughout Collin County, but since that option is off the table I have had to consider the remaining options. I live in Walnut Grove where Segment A will run to the south of me and Segment B will run to the north of me. I have given this much thought, as both of these options are undesirable for our Walnut Grove neighborhood. However, after much consideration, I feel that Segment A is the better choice. It seems to me that Prosper has had the foresight to maintain appropriate setbacks off of 380 allowing room for future expansion of 380. I have also observed that there seems to be a rush by McKinney to build very near 380 as quickly as possible so there is no room for expansion without displacements. Prosper should not be penalized for the lack of foresight by McKinney. And, McKinney should not be allowed to dictate the route of 380 outside of their city limits.

TXDOT has stated that there is no negative impact to ManeGait. However, MainGait has stated that they have evidence to the contrary. Please reconsider your conclusions regarding the effect of the very noisy and noxious highway in such close proximity to the ManeGait property and adjacent therapeutic equestrian use area.

Regards,

Ann Lynette Lee Terrell

[REDACTED]

[REDACTED]

From: Ann Marie Tennison [REDACTED]
Sent: Thursday, March 31, 2022 7:37 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Ann Marie Tennison
[REDACTED]

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Ann Marie Tennison

From: Ann Teese [REDACTED]
Sent: Wednesday, April 6, 2022 12:50 PM
To: Stephen Endres
Subject: Keep 380 moving!

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.

Hello Mr. Endres,

I am a long-time resident of McKinney and share your concern regarding the flow of traffic along Hwy 380. Thank you for researching ideas and for asking for a community response from residents who travel this road daily. After looking at the options, I **STRONGLY RECOMMEND selecting SEGMENT B choice**. Segment B choice is \$99 million cheaper, AND it also protects the disruption of small businesses along the Custer, Stonebridge, Ridge corridor. I live in the Stonebridge development off of Stonebridge near 380 and want to protect our home values as well as reducing the traffic and noise in our neighborhood with two elementary schools located close by on Stonebridge and on Ridge. In regards to choices C or D, I believe that is a choice for the residents and businesses nearby and closely affected to decide.

Thank you for your time in reading my email and letting my voice be heard, after all that is what America freedom is and what I believe in.

Hope you have a blessed day.

Sincerely,
Ann Teese

From: anna townsley [REDACTED]
Sent: Thursday, March 31, 2022 11:34 AM
To: Stephen Endres
Subject: Hwy 380 Segment B

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.

Mr. Endres,

I wish to express my opposition to any roadwork that would interfere with the operation of Manegait Stables. Having been a volunteer in such a facility for years , I can testify to the good work done there. It is life changing for clients and their families. Please consider alternate solutions.

Thank you ,

Anna Townsley

From: Stephen Endres
Sent: Wednesday, April 13, 2022 2:06 PM
To: acz77 [REDACTED]
Subject: RE: DEIS

The DEIS will not be available for review until a few week before the public hearing which will be towards the end of the year.

From: acz77 [REDACTED]
Sent: Tuesday, April 12, 2022 6:36 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: DEIS

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.

Good afternoon,
Where can I see the DEIS for the 380 Bypass? Is there a link that you can send me?

Thank you,
Anna Wakefield

From: Anndrea Marchand [REDACTED]
Sent: Wednesday, March 30, 2022 12:38 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Anndrea Marchand [REDACTED] I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

--

Sincerely,
Anndrea Marchand

From: Annette Payne [REDACTED]
Sent: Friday, April 8, 2022 3:42 PM
To: Stephen Endres
Subject: 380 Bypass input

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.

Hello Mr. Endres,

This is my input regarding the 380 bypass project.

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements and minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road, and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you,
Annette Payne
[REDACTED]

Sent from my iPhone

From: Annie Bungler [REDACTED] >
Sent: Friday, April 1, 2022 8:16 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Annie Bungler
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

I know that no matter what you do, someone will not be happy. What I pray for is sound minds and calm hearts to think and make the right choice not for business, or development or even me but for the kids and those in a protected class. Without prejudice these human beings get to be "normal" on a horse and feel a sense of independence, who are we to take that way. I also feel that having this right by a school is not a very wise decision. We need to do better at preparing and seeing the future and not jumping on things for a buck. Please know that we will be praying for you all as you make this choice. I pray that God gives you all the wisdom to do what is best.

God bless you all.

--

Annie J. Bungler

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, March 28, 2022 12:59 PM
To: Anthony Tolliver
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 | www.txdot.gov

From: Anthony Tolliver [REDACTED]
Sent: Tuesday, March 22, 2022 10:02 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN

AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Anthony Lamar Tolliver

[REDACTED]

[REDACTED]

A Texas Department of Transportation message



Warmest Regards,

Anthony Leuci

[REDACTED]

|

[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group
Prosper ISD Board Prosper Town Council

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7Ce35849ba109d494df2bc08da1269828f%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637842541610359567%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&sdata=oLnsID9%2BhfxXFQYI mrif9zz8IMbhWKe8COQF1%2BphbO0%3D&reserved=0>>

From: April Callison [REDACTED]
Sent: Tuesday, April 5, 2022 2:21 PM
To: Stephen Endres
Subject: SUPPORT for the Project 380 Segment-B

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.

When we moved to McKinney 3 years ago – we purposely steered clear of homes north of 380 that were adjacent to large greenways as we new there was some uncertainty as to where the 380 bypass would go. I thoroughly researched my options and settled on a home south of 380 in Stonebridge. However, with Option A – this is still right in my backyard! The amount of traffic it will generate a full developed, residential area that has been around for years does not seem reasonable or ideal. This is an area surrounded by homes, not commercial or industrial businesses.

For other drivers passing through, I think connecting the 380 closer to the tollway makes more logical sense and streamlines their driving experience.

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

[REDACTED]

From: April Kosakoff [REDACTED]
Sent: Wednesday, March 30, 2022 12:04 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Sincerely,
April Kosakoff

From: Arica Benshoof [REDACTED]
Sent: Tuesday, April 5, 2022 2:00 PM
To: Stephen Endres
Subject: 380 Bypass Project

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 Stephen,

As a homeowner and citizen of McKinney, TX., I strongly **SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you for recognizing our request and moving forward with Segment -B.

Arica Benshoof
[REDACTED]
[REDACTED]
[REDACTED]



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

I am a senior citizen and don't want a planned development for seniors to be disrupted. Also the school should be considered. I encourage you to stick with plan A.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: *Annette P. Pittman*

Address

Apartment

City/State

From: Ashley Maguire [REDACTED]
Sent: Friday, April 1, 2022 3:29 PM
To: Stephen Endres
Subject: Support for Segment B

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.

Dear Mr. Endres

I am reaching out today in **strong SUPPORT OF SEGMENT B on Project 380**. I am a homeowner and citizen of McKinney and as such, pay both federal income and property taxes. It is inconceivable to me that Segment A can even be considered as the cost is almost \$100 million more. Texas has done so much amazing work to keep up with continued growth and it seems there must be a much better use of the tens of millions of dollars that would be saved by going with Segment B.

I also **strongly oppose Segment-A**. It should **NOT** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

***The cost of Segment-A is \$99 million more than Segment-B.**

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

From: Ashley Oskvarek [REDACTED]
Sent: Thursday, March 31, 2022 11:23 PM
To: Stephen Endres
Cc: [REDACTED]
[REDACTED]
[REDACTED]t
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Ashley Oskvarek

[REDACTED]
|
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

[REDACTED]



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments: I support segment B. It makes more sense from a regional perspective and this is a REGIONAL MOBILITY ISSUE.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Ashlynn Quint
Address: [Redacted]
Apartment: [Redacted]
City/State: [Redacted]

From: Beth Hall [REDACTED]
Sent: Monday, April 4, 2022 6:58 PM
To: Stephen Endres
Subject: Segment B Choice Feedback

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.

Mr. Endres,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also STRONGLY oppose Segment-A. It should NOT be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- *It will greatly affect emergency traffic to/from Baylor, Scott & White hospital for those of us living off Stonebridge Drive.

Segment B is the best option to improve traffic flow in our corridor, while also preserving the economic business and residential vibrancy of our community. PLEASE - the only and best option must be Segment B.

Thank you for your time,
Audrey Beth Hall

I understand the need for increased roads to account for traffic. As someone who drives for work, I am aware of the time spent and the annoyance of stopped traffic. However, I am baffled by the proposition to have a bypass go through a planned area of Prosper.

I would like to suggest that segment A be approved, and a reassessment of 380 throughout the portion in Prosper. The buildings are set back intentionally to allow for the expansion of the current route. Penalizing thoughtful planning does not make sense to me.

There are not many opportunities to make a morally good decision for a community, but this is your chance. It may seem like all roads and communities are equal, and I understand that nobody wants a bypass in their backyard, but a route that impacts an elderly community, school aged children, and disabled children and adults is not acceptable.

From: Bryant, Austin [REDACTED]
Sent: Thursday, March 31, 2022 8:46 PM
To: Stephen Endres
Subject: Committed Resident: STRONGLY Support Segment-B Alignment of 380 expansion from Coit to FM 1827

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.

Stephen,

As a committed resident of Mckinney, I am deeply concerned and strongly OPPOSE SEGMENT A ALIGNMENT OPTION of the US 380 expansion from Coit Road to FM 1827.

I STRONGLY SUPPORT SEGMENT B ALIGNMENT OPTION.

As someone who has decided to make a long-term investment in the McKinney area by moving my family to Mckinney in 2020, I take this project very seriously and have invested the time in learning the pros and cons of each alignment option. With this in mind, I would like to outline the key factors in my decision to STRONGLY SUPPORT SEGMENT B ALIGNMENT OPTION.

- 1) Existing Businesses Impact:
 - a. Segment A displaces 17 businesses, while Segment B displaces zero
- 2) Existing Residential Impact:
 - a. Segment A would have a significant negative impact to existing neighborhoods and residents:
 - i. Noise pollution and interchange aesthetics resulting in lost property value, increased population turnover and negative tax base implications.
 - ii. Reduced access to Baylor Scott & White Hospital Emergency Services due to construction and ease of access to emergency services.
 - iii. Dangerous school children commute to and from schools as 380 is primary thoroughfare to 3 major high schools in Mckinney as well as many of the Elementary, Middle-School and Daycare facilities.
 - iv. Increased in-neighborhood congestion and danger during construction as commuters avoid 380 construction areas and turn to arterial streets that run through existing neighborhoods as they are the only roads south of 380.
 - b. Segment A does not come close to established Prosper Neighborhoods or emergency services, thus Segment B represents a reduced residential impact.
- 3) Financial Impact: \$99M higher Project Cost for Segment A vs Segment B:
 - a. Segment A is \$36M greater cost to relocate utilities than Segment B
 - b. Segment A is \$41M greater cost to acquire ROW than Segment B
 - c. Segment A is \$22M greater cost to design/construct than Segment B
- 4) Environmental Impact: 12.9 acres Greater Environmental impact: Segment A impacts 14.9 acres of wetlands, rivers/streams, forest and prairies, while Segment B only impacts 2 acres.
- 5) Overall length of commute is shorter when choosing Segment B over Segment A resulting in less maintenance costs, commuter fuel costs and improved commute times.

I trust that factual benefits and negative impacts will be weighed in the decision as the impact study clearly shows a FINANCIAL, ENVIRONMENTAL and SAFETY BENEFIT TO CHOOSING SEGMENT-B ALIGNMENT OPTION.

Emotional comments and feedback, whether organized and great in numbers or not, should give way to rational and factual based findings. I also trust that there is more weight given to the impact to residents who have made a commitment to the area, over housing developments and future plans for expansion in the Prosper areas.

Austin Bryant
[REDACTED]
[REDACTED]

From: Autumn Leal [REDACTED]
Sent: Thursday, April 21, 2022 1:54 PM
To: Stephen Endres
Subject: I Oppose Segment B

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.

Dear Mr Endres,

This letter is to inform you of my opposition to the building of Segment B as an option. Segment B will negatively impact the future of Prosper. It will cut through the heart of Prosper's economic corridor and disrupt Prosper's master plan. The alignment would directly impact over 360 future homes and thousands of residents and indirectly impact many more. Segment B will have a negative impact on Prosper ISD and Founders Classical Academy. It is in close proximity to existing and future schools including high schools impacting thousands of students. It would destroy ManeGait which serves two vulnerable and protected status populations -- the disabled and children. Segment B will increase ground-level ozone impacting at least two environmentally sensitive facilities (ManeGait and Founders Academy) resulting in a conflict with Air Quality guidelines publicized by the North Central Texas Council of Governments (NCTCOG).

The Town of Prosper has passed six Town Council approved Resolutions strongly opposing any proposed alignment for the widening of US 380 not located along the existing US 380 corridor.

Sincerely,
Autumn Leal
Prosper TX

From: Avis Novak [REDACTED]
Sent: Thursday, April 7, 2022 5:37 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B and Segment A

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.

Avis Novak
[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

I am also apposed to HWY 380 Segment A, because it threatens neighborhoods and business. People have spent thousands building their homes and business.

[REDACTED]

From: Barbara Dailey [REDACTED]
Sent: Monday, April 4, 2022 6:44 PM
To: Stephen Endres
Subject: 380 support Segment B

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.

Dear Mr Endres,

I am a resident of McKinney, specifically Wren Creek of Stonebridge located at Landon Ln.
I am writing you in to inform you:

I STRONGLY SUPPORT Project 380 Segment-B bypass alignment option.

It is:

1. The least disruptive to businesses with no displacements.
2. Has minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380, especially ours at Wren Creek.
3. The least expensive option by nearly \$99 million when compared to the cost of the Segment-A Alignment.

I STRONGLY OPPOSE Segment-A and it should not be considered for the following reasons:

1. It destroys and removes 17 small businesses west of the 380 and Custer intersection on the North Side.
2. The cost of Segment-A is \$99 MILLION more than Segment-B.
3. It will create an overpass on 380 over Stonebridge Drive and Custer Road.
4. It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive - all which have schools located on them directly off 380.
5. It will cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in the area.
6. 380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Sincerely,

Barbara Dailey

Sent from my iPhone

From: Barb Parrish [REDACTED]
Sent: Wednesday, March 30, 2022 11:42 AM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

"I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait."

Barbara Parrish
[REDACTED]
[REDACTED]

From: Barbara Geiger [REDACTED]
Sent: Wednesday, April 6, 2022 4:40 PM
To: Stephen Endres
Subject: 380 Project

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.

Email to: Stephen.Endres@txdot.gov

Dear Mr. Endres:

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Yours truly,

From: Barry Rhoads <[REDACTED]>
Sent: Tuesday, April 5, 2022 4:42 PM
To: Stephen Endres
Subject: YES TO OPTION B

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

We backup to [REDACTED] and do not want major changes on our Parkway that would eliminate our beautifully landscaped Parkway and add noise with the possibility of TX Dot having to install noise walls which will be expensive and decreasing our property values. Option B is less expensive and is a logical choice period.

Thanks for listening.

Barry Rhoads
[REDACTED]
Stonebridge Ranch

[REDACTED]

From: Barry Wood [REDACTED]
Sent: Sunday, April 3, 2022 8:02 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Rev Barry Wood
[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because we love Kids , horses and any mental health program that helps children. Construction that distracts ManeGait ministry is to be opposed. Please do not go forward with this segment B proposal.
Barry Wood
[REDACTED]

From: Bart Kohnhorst [REDACTED]
Sent: Thursday, March 31, 2022 2:01 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Bart Kohnhorst, [REDACTED]

COMMENT:

MainGate is a North Texas treasure that offers unique and life affirming services to underserved and vulnerable protected populations in our community. The TxDOT design for the 380 overpass cuts through too closely and disruptively, as opposed to properly around this critical infrastructure and community landmark. I oppose the proposed HWY 380 Segment B because it threatens the daily operations, services and special events of ManeGait -- a key community resource, identified as such by TxDOT. These vulnerable and protected populations deserve a safe, high quality, accessible location to receive the world-class therapy programs at ManeGait. I really want to see TxDOT propose other options for U.S. 380 to protect this valuable resource.

Bart Kohnhorst



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.

Comments: I oppose Alignment B!!!
 I moved out of Dallas to get away from the traffic smog and noise around my home ⁵⁰⁰⁰ with Freeway about 1-2 miles from my home. Now you want to put an elevated freeway less than 1/2 mile from me. So much for your promises in 20-21 to respect our wishes in Prosper. Prosper has opposed B since it was "sprung" upon us a few years ago. It will ruin the integrity of our town, destroy property values, disrupt the very essence of the great atmosphere that is Prosper. Not to mention endangering children by putting a freeway beside several schools. Our quality of life will be greatly diminished. Prosper is a well planned town with strict guidelines which you will violate and disrupt with Alignment B.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting *— the contrary it will hurt me monetarily due to loss of property values*

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print
 Name: Barton A. Allen
 Address: 
 Apartment:
 City/State/Z

Mr. Allen Barton
[Redacted]



RECEIVED TXDOT-DAL
APR 08 2022
DISTRICT MAILROOM

**TxDOT DALLAS DISTRICT OFFICE
ATTN: STEPHEN ENDRES, P.E., CSJ 0135-02-065 ETC., US 380
4777 E U.S. HIGHWAY 80
MESQUITE, TEXAS 75150-6643**

75150-664399



Fold Here

Fold Here



To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

To Whom it May Concern,

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

First, I will address the evaluation process and criteria for the Segment Analysis. Next, I have several observations on the general comparison between Segments A and B. Finally, I have particular concerns with the Segment B design that are enumerated within.

Evaluation Process and the Criteria for Segment Analysis

The TxDOT analysis matrix is a useful reference for comparing the alternatives available, but invites several remarks and questions.

1. Topic: Comparison of Access Disruptions

Remark: Converting the existing U.S. 380 footprint to a managed access highway entails disrupting access to the roadway. While the stated objective of all Segment designs is to ensure that no community loses access, the quality of access varies significantly, forcing drivers to travel the opposite direction and make U-turns. For Segments that front existing developments, there are fewer options available to mitigate this than for future developments. A top-level review of the candidate maps reveals that some alternative Segments introduce substantially more awkward access points than others.

Question: How will the assessment team rate the difference in access disruption between alternative Segments?

2. Topic: Traffic Utility Analysis

Remark: The Segment Analysis Matrix presents a traffic modeling comparison between several alternatives that is useful, but seemingly reductive. Namely, each alternative is compared on the basis of through-travel traffic. The presented findings do not address the effect on substantial traffic patterns originating or terminating within the defined corridor, which could be positively or negatively affected by various alternatives. It would seem that a set of day-in-the-life studies would be an effective tool to compare alternative segments.

Question: What traffic use cases were used in the comparative analysis between Segments? Were any cases evaluated apart from through-traffic of the bypass?

3. Topic: Displacement comparison

Remark: Each Segment displaces various residences, businesses, and other structures, but the raw counts presented suggest more similarity between Segments than a map analysis supports. While Segment B displaces fewer buildings in total than Segment A, the size and significance of the structures underscores even further that Segment B is a less disruptive course of action.

4. Topic: Comparative Environmental Impact during build phase

Remark: The Segment Analysis Matrix compared the alternatives against each other at completion - but did not consider the different impacts each alternative would have during the construction phase. These include the areas affected by temporary sites for earth moving equipment, material staging, fill material, etc., along with the degree to which the 2-4 year construction period would impact congestion on U.S. 380. Segments involving less excavation of the existing U.S. 380 corridor would be much less disruptive to traffic than those requiring extensive Right Of Way growth, grade change, and excavation.

Question: Will the comparison between Segments include criteria for the different impact on the environment and congestion *during the construction phase*?

General Comparison Between Segments A and B

The objective of this project, as with any bypass, is to alleviate congestion. The Segment B route fulfills this much better than Segment A. While a mathematical analysis may suggest similar utility between the two, the 90 degree bend introduced by Segment A will disincentivize drivers to take this route - while the gradual diagonal of Segment B promotes a more natural, safer, traffic pattern.

Comparing the maps, the design team worked hard to develop a Segment A path that can integrate with the existing developments and address land issues (creek crossings, drainage, etc.), but the resulting plan is clearly more contrived, featuring extensive earthwork required, large changes in elevation over short runs, and risky workarounds to flood management. Moreover, the Segment A design has very little margin for growth or change. In essence, Segment A is only barely viable. By comparison, the Segment B design is straightforward, simpler, and much more tolerant to adaptations during the detailed design phase.

The elephant in the room in the comparison between these alternatives is the deep-pocketed special interest masquerading as a special concern for the ManeGait equestrian facility. The documented findings of the therapeutic benefit of this facility neatly dodge the fact that said benefit is entirely relocatable.

Question: What comparative rubric will TxDOT use to evaluate alternatives to ensure transparency in the presence of a widely understood pressure from Bill Darling?

Specific Feedback on Segment A Design

1. The summary of environmental impact tabulated in the report does not acknowledge the impact Segment A would have on an established beaver habitat on Wilson Creek that creates an ecosystem for additional wildlife in this area. If needed, I can supply current photos evidencing this habitat and active population.
2. The limited right of way available at the 380 & Grassmere crossing creates an access issue. The Segment A design forces the entire Tucker Hill neighborhood to access eastbound University via a right turn, turnaround, and offramp pattern. I know that many people in the neighborhood work in McKinney.

3. Planned development of additional phases in Tucker Hill, along with a multi-family development to the east, will exacerbate the access issues in this elbow bend area. With the constrained space, the engineering team has few options to alleviate this traffic pressure, which arises right at the crucial junction between the bypass and the continuation of University Drive.
4. The interchange from eastbound 380 to University Drive is woefully undersized - a natural outcome of the poorly conceived Segment A routing. As an example, Raytheon at University and 75 is a major employer in the affected region and has broken ground on a second additional building since the 380 bypass designs were conceived. This drives a large recurrent pattern of traffic from Frisco, Prosper, and west McKinney to that intersection. As the bypass does not address the resulting commuter traffic, all of the eastbound traffic with McKinney destinations will be forced through a chokepoint that worsens the congestion the bypass is intended to alleviate.
5. Segment A contains a roller coaster road design effort that connects a 30-foot depressed roadway to a 30-foot elevated water crossing in a half mile, through a 90 degree change in heading (east to north). This will have tremendous impacts:
 - a. Noise: vehicles climbing the grade and negotiating this turn will be changing gears, accelerating, and braking, all while elevated above the ground so that the resulting noise carries directly into homes at a very short distance. A cursory noise analysis of static highway-level sound does not suffice.
 - b. Viewshed: in order to cross Wilson Creek, the roadway will be elevated by a bridge and by significant earthwork identified in the plans presented at the public meeting. This will have a deleterious effect on the viewshed of my home and those throughout the neighborhood, in a sweeping corridor.
6. The water crossing through this area presents a serious concern to flood management. Numerous contrivances (e.g., elevated culverts, depressed roadways, and elevated grades) entailed to make the Segment A route "fit" result in a road design that is fundamentally at odds with the natural watershed of the area. By developing along these lines, while the broader area is increasingly paved, TxDOT would be compounding the risk of significant flooding events in the future. As Hurricane Harvey showed in Houston, modeling techniques and the siloed analysis of a series of independent projects do not adequately address the compound impact of simultaneous changes to the natural systems that remove rainwater from an area.

Summary

I highly encourage TxDOT to select Segment B rather than Segment A. The direct route encourages bypass use, disrupts far fewer existing homes and businesses, and is less risky. Moreover, Segment A contains several environmental impact effects that are not yet adequately rated. Finally, the Segment Analysis Matrix is a laudable step towards a clear comparison of alternatives, which can and should be improved both in substance and transparency during the final comparison and selection process.

From: Becky Baker <[REDACTED]>
Sent: Tuesday, April 5, 2022 10:13 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait. My Nephew, with Downs Syndrome, enjoys the experience and looks so forward to visiting there as often as possible. I hope you reconsider the hwy expansion .

Sincerely,
Becky Baker,

[REDACTED]
[REDACTED]
[REDACTED]

From: Becky Wilder [REDACTED]
Sent: Wednesday, April 20, 2022 7:26 AM
To: Stephen Endres
Subject: 380 bypass support Plan B

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.

Our family at [REDACTED] support plan B.

It makes no sense for our beautiful city to spend far more money, destroy land and businesses for the bypass as layed out in plan A. Please support our communities overwhelming wishes and overall best economic interest with plan B.

Thank you

From: Bejan Shamsy [REDACTED] >
Sent: Monday, April 4, 2022 8:54 PM
To: Stephen Endres
Cc: Kim
Subject: US 380 MAPO 3/28/19 Comment Card

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.

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Bejan Shamsy
[REDACTED]
[REDACTED]



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

I am a resident of Prosper who lives close to 380. I support Segment A as the best alternative. There fore any option that goes through Prosper would have a damaging negative impact on the environment more so than the current recommended Option A. Option B is in the direct conflict with the air quality guidelines per the North Central Council Governments.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Belinda Hembu
Address: [REDACTED]
Apartment: [REDACTED]
City/State: [REDACTED]

From: Belinda Parker <[REDACTED]>
Sent: Tuesday, April 5, 2022 7:09 PM
To: Stephen Endres
Subject: Project 380 Segment - B option

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

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

Thank you for serving our community,
Belinda Parker

From: Belinda Thompson [REDACTED]
Sent: Friday, April 1, 2022 9:30 AM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Belinda Thompson
[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

-----Original Message-----

From: Stephen Endres <Stephen.Endres@txdot.gov>

Sent: Tuesday, March 22, 2022 8:54 AM

To: Ben Merkley [REDACTED]

Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres

214-320-4469

-----Original Message-----

From: Ben Merkley [REDACTED]

Sent: Monday, March 21, 2022 7:09 PM

To: Stephen Endres <Stephen.Endres@txdot.gov>

[REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION;

FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest regards,

Ben Merkley

[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7C7294b98add584f5b4fd708da0c0b61ab%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637835540266824571%7CUnknown%7CTWFpbGZsb3d8eyJWljoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ik1haWwiLCJXVCi6Mn0%3D%7C3000&data=mBfDNyN7rsT9DxXdw80na8ZkbUhza6PbSS%2BTVS8fWug%3D&reserved=0>>

From: Ben Pruett <[REDACTED]>
Sent: Wednesday, April 20, 2022 3:58 PM
To: Stephen Endres
Subject: Revised US 380 Comments
Attachments: Route Comparison Rev. 4202022.pdf; US 380 Position Paper Rev. 4182022.pdf

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.

Good Afternoon Stephen,

Corrections to the papers I submitted earlier are attached.

The Route Comparison Paper revision is in My Key Takeaways in Environment and Natural Resources. The last line should read; "development within the Town of Prosper."

The first revision to the US 380 Position Paper is in the first paragraph under ManeGait's Protected Status. The first line should read; " *The US 380 Collin County Feasibility Study; Final Report and...*". The second revision is in the fourth paragraph under ManeGait's Protected Status. The paragraph should read; "ManeGait and the services it provides is an integral part of the community of adults and children with disabilities benefiting from its programs. For this reason, ManeGait should enjoy the protected status given to the community of people with disabilities it serves."

Please see that the revised papers are placed in the public record. If the original papers cannot be removed, please see that a note is placed with them noting that a revise paper has been received and filed in the public record.

Thank you,

Ben Pruett
[REDACTED]

US Highway 380 Route - Segments A and B Comparison Matrix

Screening/Evaluation Category	Segment A (McKinney-West)	Segment B (Prosper - Furthest West)	My Key Takeaways
Manage Congestion - - Travel Time - Average Moving Speed - Level of Service - Improve Safety	*****	*****	“Generally safety is not measurably better or worse on any one Build Alternative.” (TxDOT)
Meets Purpose and Need	*****	*****	“All Build Alternatives meet the project’s Purpose and Need. The results of the Traffic and Safety analyses demonstrate that these alternatives are very similar by comparison.” (TxDOT)
Engineering	The Double Diamond Interchange (DDI) proposed at Custer Road and U.S. 380 should be resigned to a traditional interchange for safe travel on Custer Road. The DDI could be considered for Stonebridge, West University Dr., Wilmeth Road, and the future Bloomdale Rd. Interchanges. At each of these interchanges, the travel speeds would be at or below the recommend maximum design speed for a DDI. (MO Experience with DDI, May 2010) The DDI at the three interchanges appear to reduce the Total Bridge Length requirement for Segment A.	*****	“At least two years of design and construction would be required for all build alternatives prior to taking existing utilities out of service.” (TxDOT) During this period the City of McKinney can build out Stonebridge Dr. north of U.S 380 providing an alternate, or second, point of ingress and egress for Tucker Hill residents. This point of ingress and egress was approved as part of the Tucker Hill’s development approval more than ten years ago. Improving Stonebridge Dr. north of U.S. 380 will not only address the issue of ingress and egress. It will also mitigate the public safety concerns Tucker Hill residents have expressed over the years and in their comments addressing Segment A.
Displacements	The Direct Business Displacement (DBD) in Prosper, west of Custer Road, should be weighed differently from east of Custer DBD where commercial property is required for the freeway right-of-way. The freeway right-of-way west of Custer would require a small strip of the commercial center’s property. It very likely the commercial center property owner will move quickly and plan with the Town of Proser the relocation of affected businesses to a new location within the existing commercial center. In addition, new development within the commercial center will likely move forward after being held up by the uncertainty of the improvements planned for U.S. 380.	It can be argued that Segment B will impose Property Induced Displacement caused by the introduction of air quality health hazards and negative environmental traffic noise impacts on ManeGait and the minority community of adults and children with disabilities it serves. Residential Displacements: Five residential displacements may be incorrect. It appears there are two additional properties that become landlocked or inaccessible after the freeway right-of-way is acquired, which would be Direct Property Displacement requiring inverse condemnation, or taking of the private property by TxDOT.	The business displacements in Prosper, west of Custer Road, should be weighed differently from other business displacements that condemn not just the business but also the commercial lot or property. Segment B may impose Property Induced Displacement on ManeGait which will deprive adults and children with disabilities of the therapeutic horsemanship therapy which may cause them to encounter a setback in learning or experiencing this unique life experience. The EIS must justify the displacement of ManeGait considering the American with Disabilities Act and President Executive Order 12898, Environmental Justice.

Screening/Evaluation Category	Segment A (McKinney-West)	Segment B (Prosper - Furthest West)	My Key Takeaways
Land Use and Development Impacts	<p>The City of McKinney is fast-tracking development (filing of Preliminary Plat Maps) in its Extra Territorial Jurisdictional (ETJ) area to create obstacles for the U.S. 380 bypass Segment A. The City's goal should be to seek out an alternative, including Segment A, that it can support in the interest of improving mobility for all of the City's residents.</p>	<p>There are several developments underway in the Town of Prosper at this time, or began around the time TxDOT published the U.S. 380 Feasibility Study Final - Report and Implementation Plan (March 2020). Several projects have been completed or are underway (in the pipeline). The Founders Academy, a Texas Charter School, opened in the fall of 2021. This caused the "adjustment" of Segment B to the south to avoid conflict and displacement of the school. This moved the alignment closer to ManeGait along with the proposed freeway's negative environmental impacts imposed on adults and children with disabilities.</p> <p>Other projects include the Direct Displacement of Ladera Prosper neighborhood, a senior community of 244 homes and more than \$2 million in amenities, that would be eradicated by the propose Segment B. The displacement of 244 homes translates to be close to 500 senior citizens. Many of the seniors that have or will purchased homes in this community would like to continue to enjoy the independence Ledera Prosper provides. The last thing this group of seniors would like to confront at this time in their lives is to be <u>forced</u> to endure the stress of seeking new housing.</p> <p>Segment B would also impact hundreds of additional single family homes in Malabar Hills (which has begun construction), and Wandering Creek and Rutherford Creek which have plat maps under review or approved.</p>	<p>It is unfortunate the improvement of U.S. 380 may likely encounter unnecessary delays for years, because the City of McKinney is unwilling recognize TxDOT's recommended alignment (Segment A), which was published in the U.S. 380 Feasibility Study, Final Report and Implementation Plane, March 2020. Unfortunately, withholding TxDOT's approval of Segment A will cause the city of McKinney residents to experience the negative effects of poor mobility and extended travel times, which will have a negative effect on businesses along the current U.S 380 corridor.</p>
Environment and Natural Resources	<p>Segment A has more Acres of Jurisdictional Wetlands, Total Linear Feet of Rivers/Streams, and Acres of Forest and Prairies/Grassland when compared to Segment B, which illustrates that Segment A has less land available for residential and commercial development. The two high risk Hazardous Materials sites should be addressed by Collin County and/or the City of McKinney. There may be Federal money available to clean up these two sites now that they have been brought to the public's attention.</p>	<p>Water Features analysis does not appear to include/consider Soil Conservation Service Site 1b Reservoir and the Rutherford Branch which feeds into Wilson Creek, and then into the Trinity River.</p>	<p><i>"Based on the 60% schematic design and the current hydraulic analysis, none of the Build Alternatives would require an Individual Permit (IP) due to each individual crossing impact being below IP threshold." (TxDOT)</i></p> <p>Segment A's total jurisdictional wetlands suggests minimal impact on current and planned residential development in the City of McKinney. Comparably, Segment B will have a significant impact on current and future residential development within the Town of Prosper.</p>

Screening/Evaluation Category	Segment A (McKinney-West)	Segment B (Prosper - Furthest West)	My Key Takeaways
Community Resources and Cultural Resources	<p>The suggestion that Segment A would create a potential barrier or separation between neighborhoods, should consider that Tucker Hill is currently separated from the Stonebridge Ranch neighborhood by U.S. 380, and isolated by undeveloped property to the east, north and west. The City of McKinney can mitigate this issue by building out Stonebridge Dr. north of U.S 380 to provide Tucker Hill residents with an alternative, or second, point of ingress and egress with a connection to new developments to the north. The Stonebridge Dr. point of ingress and egress was part of the initial development approved by the City of McKinney for Tucker Hill more than ten years ago. Improving Stonebridge Dr. north of U.S. 380 will also address the public safety concerns Tucker Hill residents have expressed about current and future alternate/secondary access for emergency vehicles, school bus routes, etc.</p> <p>Visual and Aesthetic Impacts for Segment A are mitigated from Station 1445 to Station 1480 where the freeway will be depressed thirty feet. This is the section located between Tucker Hill and Stonebridge Ranch communities.</p>	<p>Segment B will introduce a negative impact separating or creating a barrier that does not currently exist between neighborhoods and neighborhood services in the eastern portion of the Town of Prosper.</p> <p>Environmental Justice: The finding that the Segment B “does not intersect Low-income or minority block groups nor are there any displacements located in minority block groups” is incorrect. The analysis has failed to consider the negative air quality health hazards and traffic noise environmental impacts introduced to the minority community of adults and children receiving therapeutic services provided by ManeGait. The American with Disabilities Act (ADA) provides protections for people with disabilities, modeled after the Civil Rights Act, it extends to people with disabilities the same rights and protections as other minority groups.</p> <p>The Segment B visual and aesthetic impacts cannot be mitigated. Segment B will introduce negative visual and aesthetic impacts to the residential neighborhoods in east Prosper and ManeGait. The bridge or overpass required to cross Wilson Creek and Custer Road will be 20 feet above the current elevation between Station 1449 and Station 1430 as it passes along ManeGait’s property, and 30 feet above Custer Road’s elevation (adjacent to Founders Academy) at Station 1428.</p>	<p>Tucker Hill is already an isolated community located on the north side of U.S. 380. The City of McKinney can mitigate this issue by providing Tucker Hill residents with a second point of ingress and egress on Stonebridge Rd. The second point of ingress and egress was part of the Tucker Hill development approved more than ten years ago.</p> <p>Environmental Justice: People with disabilities are a minority group protected by the ADA and the right to fair treatment as provided by Environmental Justice. It is also important to note that Adults and children with disabilities were identified as protected class in the U.S 380 Feasibility Study - Final Report and Implementation Plan, March 2020 (page 60), but, for unknown reasons, disregarded in the material TxDOT presented at the March 22, 2022 public meeting.</p> <p>Visual and Aesthetic Impacts: Clearly Segment A follows the current U.S 380 alignment where noise and air quality impacts are mitigated. It is very likely a depressed Segment A will mitigate noise and air quality emissions below existing conditions. Segment B’s will introduce and impose negative air quality and traffic noise impacts on residential neighborhoods and PISD sites in the eastern portion of the Town of Prosper and ManeGait. Segment B visual and aesthetic impacts cannot be mitigated to current levels or existing conditions.</p>
Air Quality and Traffic Noise	<p>Depressing Segment A will help to mitigate the freeway noise to levels below current noise levels from U.S 380. As pointed out in comments submitted by email on March 28, 2022 and the attached Position Paper, air quality emission may be improved by Segment A as vehicles will no longer be required to stop at traffic lights and accelerate from stoplights up the hill in both the east and west travel lanes.</p>	<p>Segment B will introduce air quality health hazards and negative environmental traffic noise impacts that will prove impossible to mitigate to current levels or existing conditions. The air quality and traffic noise impacts will impact neighborhoods, schools and ManeGait which is a ADA protected minority community of adults and children with disabilities.</p>	<p>Refer to comments Ben Pruett submitted by email on March 28, 2022 and the attached Position Paper. Both discuss the air quality and traffic noise issues, along with the protected rights provided by the ADA and EJ. An EJ analysis of the air quality health hazards and negative traffic noise impacts Segment B introduces and imposes on the adults and children with disabilities, served ManeGait, is required to ensure fair treatment required by Executive Order 12898 (EJ).</p>

Screening/Evaluation Category	Segment A (McKinney-West)	Segment B (Prosper - Furthest West)	My Key Takeaways
Induced Growth Cumulative Effects	There appears to be several opportunities for induced growth with Segment A. The interchanges at Station 1490 (University and U.S. 380), at Station 1535 (Wilmeth Rd), and at Station 1574 (Future Bloomdale Rd West), the alignment the City of McKinney has chosen for Bloomdale Road West (Segment E), will likely provide inducement and opportunities for growth. Cumulative Effect may occur in with Segment A conjunction with the adjoining Segment E.	The growth opportunities presented by Segment B are minimal to none. The cumulative effects include the loss of revenues from property taxes for the Town of Prosper and the Prosper Independent School District (PISD). The Ladera Prosper neighborhood will not add to the student population in the PISD, yet the neighborhood of seniors will pay PISD an estimated \$1.5 million annually in property taxes. The property tax benefit to PISD will evaporate with Segment B, and it will be difficult for the PISD to replace the lost revenues. The Town of Prosper will also experience a significant reduction in future tax revenues from the Ladera Prosper neighborhood, as well as property tax revenues from Malabar Hills, Wandering Creek and Rutherford Creek.	The opportunities to induce growth and the cumulative effects of growth are minimal for Segment B when compared to the growth opportunities and cumulative effects which weigh heavily in favor of the City of McKinney, along with the economic benefits the City of McKinney will derive from Segment A. Growth opportunities for the Town of Prosper are limited and the cumulative negative effect of Segment B is the reduction of future property tax revenues for the Town of Prosper and the PISD. The significant reduction in future property tax revenues caused by Segment B will be impossible to replace.
Estimated Costs	*****	*****	The estimated right-of-way costs for Segment A may be overstated due to the large percentage of undevelopable land, including: 1.5 total acres in jurisdictional wetlands, 4,665 total linear feet of rivers and streams, 67 total acres of forests and 41 total acres of prairies/grasslands, 20 acres of floodplain, and 6 acres of regulatory floodway. As a result, the actual estimated total project cost is very likely the same for Segments A and B, or very close to being the same.

See Attachment:

Revised Position Paper
4/20/2022

Prepared By
Ben Pruett

POSITION PAPER

TXDOT Collin County US 380 Segment B

Background

The Texas Department of Transportation (TxDOT) is preparing the required Environmental Impact Study of Segments A and B (focus Area 1). TxDOT identified Segment A as the preferred route in the *U.S. 380 Feasibility Study; Final Report and Implementation Plan, March 2020*.

THE ARGUMENTS OPPOSING SEGMENT B AS A VIABLE LOCATION FOR THE PROPOSED U.S 380 FREEWAY.

ManeGait's Protected Status

- ~ *The US 380 Collin County Feasibility Study; Final Report and Implementation Plan, March 2020*, found “ManeGait to be a unique facility that helps children and adults with physical, emotional, cognitive, sensory, and behavioral disabilities.” In addition, “TxDOT considers the daily operation and special events held at this location to be services for at least two vulnerable and protected status populations - the disabled and children.”
- ~ The “protected status” for this minority community of adults and children with disabilities clearly references the Americans with Disabilities Act (ADA) which was modeled after the Civil Rights Act of 1964 and the Rehabilitation Act of 1973. The legislation prohibits discrimination and guarantees people with disabilities the same opportunities as everyone else to participate in the mainstream of American life.
- ~ Presidential Executive Order 12898 was issued in 1994 to address adverse human health hazards or negative environmental effects on minority populations. The Environmental Justice (EJ) mission is to promote nondiscrimination in federal programs, including federal highway projects. TxDOT must consider and give weight to the public comments speaking in support of the ManeGait community of adults and children with disabilities, a community where many cannot speak for themselves.
- ~ ManeGait and the services it provides is an integral part of the community of adults and children with disabilities benefiting from its programs. For this reason, ManeGait should enjoy the protected status given to the community of people with disabilities it serves.

Air Quality Impacts

- ~ There is a growing amount of literature available about the air quality health hazards freeway presented by near-highway pollutants (ozone) in motor vehicle exhaust. A TxDOT environmental assessment for Interstate Highway 35W (2012) found maximum concentrations of ozone beyond the freeway right-of-way. Collin County is marginal non-attainment area for ozone.
- ~ TxDOT's Segment Analysis (March 2022) includes conflicting comments regarding Air Quality. The analysis suggest air quality to decline for all segments, but the Key Takeaways states "The proposed project is also forecast to carry more than 140,000 vehicles per day in 2045, the threshold triggering detailed air quality analysis. TxDOT will evaluate how the project impacts air quality after the Public Meeting and provide results at the Public Hearing." However, the air quality negative impacts will occur when the freeway is open to traffic. Projected air quality data from 2035 or 2045 should not be used to determine negative air quality impacts that Segment B introduces and imposes on ManeGait and residents in the Town of Prosper.
- ~ TxDOT's air quality analysis does not consider Particulate Matter (PM2.5) emission rates caused by resuspended dust from brake and tire wear. A growing body of studies indicate PM2.5 can lead to adverse health effects.
- ~ "The most susceptible (and overlooked) population in the US subject to serious health effects from air pollution may be those who live very near major regional transportation route, especially highways." *Brugge, D., Durant, J.L. & Rioux, C. Near-highway pollutants in motor vehicle exhaust: A review of epidemiologic evidence of cardiac and pulmonary health risks. Environ Health 6, 23 (2007). <https://doi.org/10.1186/1476-069X-6-23>*

Environmental Impacts

- ~ The Segment Analysis Matrix states that traffic noise is yet to be determined. This is yet another environmental impact affecting the serene environment ManeGait provides for its community of adult and children with disabilities.

Summary

- ~ It is very unfortunate that there are people who do not understand the value and benefit of ManeGait's programs and services to the minority group of adults and children with disabilities. This is an example of why the ADA was adopted to protect their rights, along with Executive Order to ensure fair treatment.

From: Ben Pruett [REDACTED]
Sent: Monday, March 28, 2022 12:47 PM
To: Stephen Endres P.E. <Stephen.Endres@txdot.gov>

[REDACTED]

Subject: U.S 380 COIT ROAD TO FM 1827, Collin County - Comments Following March 22, 2022 Public Meeting

Good Afternoon Stephen...

Please find attached, my comments on Segments A and B (Focus Area 1). My comments include two comparatively brief statements for Segment A when compared to the comments for Segment B. You will find that my Segment B comments focus primarily on the rights of adults and children with disabilities protected by the Americans with Disabilities Act and Executive Order 12898 (environmental Justice) which provide for the fair treatment of the minority community of adults and children with disabilities.

As stated in my concluding remarks in the attached comments, it would be an egregious error and violation of rights guaranteed by the Americans with Disabilities Act and Environmental Justice - Executive Order 12898 to exclude, from the EIS analysis and discussion, the negative air quality health hazards and the traffic noise environmental hazards imposed on the minority community of adults and children with disabilities that benefit from services provided by ManeGait. Unfortunately, many persons within this vulnerable community cannot speak for themselves to protest the impact the proposed Segment B will have on their ability to improve their quality of life and life experiences.

It is very unfortunate that there are people who do not understand the value and benefit of ManeGait's programs and services to the minority group of adults and children with disabilities. This is an example of why the ADA was adopted to protect their rights, along with Executive Order to ensure fair treatment.

Please please include this email along with the attached comments as part of the project's public record for the March 22, 2022 public meeting. Feel free to contact me with any questions regarding my comments.

Ben Pruett

[REDACTED]
[REDACTED]
[REDACTED]

From: Ben Silver [REDACTED]
Sent: Friday, March 25, 2022 2:00 PM
To: Stephen Endres
Subject: 380 bypass

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 Stephen,

We spoke at the public meeting on Tuesday, you showed me the maps at Heather wood and the detail on the bypass going by Heather wood. Thanks for taking the time and answering my questions.

Obviously I am quite disappointed at the Bloomdale segment and the fact TxDot would not consider taking the road a little further north to cut down on the noise we can expect from a 8 lane highway so close to our neighborhood.

I would add I am not for the Prosper segment and would think the west McKinney segment is best for TxDot. I think cutting the East section of Prosper is devastating for many developments, existing homes, MaineGait and the Founders Academy and Prosper has already planned for the bypass on 380. The loss of revenue for Prosper would increase school taxes tremendously and with all the northern sections above 380 being effected most of those are in Prosper ISD. I would hate to see my school taxes go up due to less of a tax base due to TxDot putting an bypass cutting Prosper up in the East section of Prosper

Thanks again for taking the time and my home will be on the market in the next year to get out of the debacle of the bypass.

Ben Silver

Ben Silver
Director of Retail Solution Sales-
Americas

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



From: Bernadette Gerace [REDACTED]
Sent: Friday, April 1, 2022 12:04 PM
To: Stephen Endres
Subject: Saying NO to the 380 Bypass

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.

Good afternoon,

I am writing in opposition of the proposed segment B 380 bypass through Prosper.

The Town of Prosper cannot have TWELVE lanes cutting through our town. Our town only has 27 sq miles to work with as it is. Everything about this is bad. Existing homes, schools and businesses will suffer. Future projects will suffer (or be eliminated). This is an untenable and unacceptable plan.

Thank you,
Bernadette Gerace
Prosper resident

From: Bernard J. Noel [REDACTED]
Sent: Monday, March 28, 2022 7:52 PM
To: Stephen Endres
Cc: B N
Subject: Project 380 Bypass in McKinney, TX

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.

Dear Mr. Endres,

As a military veteran, homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option.

This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly *\$99 million* when compared to the cost of the Segment-A alignment.

Moreover, I also **strongly oppose Segment-A**. It should *not* be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you for your time, your cooperation and making sure my comments and concerns are reported and shared with the decision makers!

V/r,

Bernard J. Noel

[REDACTED]
[REDACTED]

From: Beth Price [REDACTED]
Sent: Friday, April 8, 2022 5:21 PM
To: Stephen Endres
Subject: 380

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.

We support the B choice that goes over Stonebridge and Custer. There is too much traffic in that area as it is. If you chose the other you will ruin old established neighborhoods and turn Stonebridge into a busy highway right thru the neighborhood. Beth and Dick Price. [REDACTED]
[REDACTED]

[REDACTED]

From: Beth Bridges [REDACTED]
Sent: Thursday, March 31, 2022 10:09 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

From: Beth Leatherman [REDACTED]
Sent: Wednesday, March 30, 2022 3:54 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Section B

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.

Good afternoon. My name is Beth Leatherman. I live at [REDACTED] and have been a resident since 2018. My daughter, who is a senior in high school, has volunteered at ManeGait Therapeutic Horsemanship for 4 years. I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait. The disruption of construction, as well as the noise, air pollution, and land acquisition that would be required for this project are not viable when serving physically and mentally disabled members of our community, or the wellbeing of the horses we call upon to do this important work.

Thank you for your time.
~Beth Leatherman
concerned Prosper resident

From: [REDACTED]
Sent: Thursday, March 31, 2022 5:51 PM
To: Stephen Endres
Subject: Hwy 380 Option B through Prosper

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.

Dear Sir,

As a 16 year resident of Prosper I am horrified to see this option to split Prosper and put a major highway directly through a neighborhood and so close to the therapeutic Mane Gait Facility. It is disappointing that the work we did several years ago to oppose a similar plan was ignored. Please do not destroy the community of Prosper with this disruptive plan. Having the highway noise and pollution so close to Mane Gate will destroy their business and negatively impact a community in need of this type of therapy.

Thank you.

Beth Sefcik

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Stephen Endres](#)
Subject: Opposition to U.S. 380 Segment B
Date: Thursday, March 31, 2022 10:12:57 AM

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.

Betty and Ed Veale [REDACTED] NAME/ADDRESS:

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

From: Beverly Wingard [REDACTED]
Sent: Wednesday, April 20, 2022 1:48 PM
To: Stephen Endres
Cc: Glynn Wingard
Subject: Virtual Public Meeting for US 380 - Comments

Importance: High

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.

Good Afternoon, Mr. Endres!

As Realtors with Coldwell Banker Apex, Realtors in McKinney, TX we would like to comment on the proposed improvements to US 380 from Coit Road to FM 1827. Our office is located within Stonebridge Ranch at [REDACTED]. We live and work in McKinney and have numerous family members, friends, colleagues and clients in the McKinney community who will be impacted by the proposed improvements.

We understand and acknowledge that the projected growth of the population for Northern Collin County will require improvements and modifications to the US 380 corridor in order to accommodate for additional traffic. We drive on US 380 almost daily and have certainly seen the exponential growth and increased traffic congestion over the past 16 years that we have lived and worked here. That is why we would like to provide our feedback and comments regarding this important decision that will impact not only our own personal lives but also the lives of our fellow community members.

After reviewing the proposed options we wholeheartedly support the building of SEGMENT B. We believe that the reduced cost for building this option compared to other options, the reduced impact on area businesses, and the avoidance of impact on hazardous waste material sites makes sense.

Should you have questions or if you would like additional information please let us know.

Warmest regards,

Beverly & Glynn Wingard

From: bev47 [REDACTED]
Sent: Monday, April 4, 2022 11:58 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:

Beverly Clawson

[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Please keep Special Needs children safe.

Thank you.

[REDACTED]

2011/1/10



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.

Comments: It had been a dream of mine to own land and develop it into a farm that can be beneficial not only to myself and neighbors but also my own town. With so much focus and bene of locally grown food, having a highway going next to the farm won't be good for the organic farming. Also the declining bee population will be affected as I have multiple bee hives. As part of the reservoir of soil conservation, I get migratory birds during winter and have variety of endangered species of fish in the lake that will be affected. Route D or purple would be the most reasonable and least disrupt. I highly urge you to consider those two options.
Sincerely,

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Bhuroov Patel

Address

Apartme

City/Stat





Bhargav Patel



NORTH TEXAS TX PS DC
DALLAS TX 750
6 APR 2022 PM 5 L



TxDOT DALLAS DISTRICT OFFICE

ATTN: STEPHEN ENDRES, P.E., CSJ 0135-02-065 ETC., US 380

4777 E U.S. HIGHWAY 80

MESQUITE, TEXAS 75150-6643

75150-664399



Fold Here

Fold Here

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

From: Bhupendra Bhardwaj [REDACTED]
Sent: Saturday, March 26, 2022 10:32 AM
To: Stephen Endres
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,
Bhupendra Bhardwaj

[REDACTED]
[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson
Texas State Senator Springer
Prosper Citizen Group
Prosper ISD Board
Prosper Town Council

From: Bill Benton [REDACTED]
Sent: Saturday, April 2, 2022 7:22 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Bill Benton

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Bill Benton
Benton-Luttrell Co.
[REDACTED]

From: Bill Biancaniello [REDACTED]
Sent: Tuesday, April 5, 2022 5:12 PM
To: Stephen Endres

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

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

- *The cost of Segment-A is \$99 million more than Segment-B.

- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.

- *It will also cause the installation of water pipes (ducts) over 380.

- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Regards

Bill Biancaniello

[REDACTED]

[REDACTED]

From: Bill Campbell <[REDACTED]>
Sent: Tuesday, April 5, 2022 3:13 PM
To: Stephen Endres
Subject: Support for 380 - Segment B

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.

I'd like to support the segment B option for the work on 380. Thank you. --

[REDACTED] Bill Campbell, PE [REDACTED]

From: Bill Darling [REDACTED]
Sent: Tuesday, April 19, 2022 9:08 AM
To: Stephen Endres
Cc: Bill Darling [REDACTED]
Subject: [REDACTED]

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.

Hello Stephen,
Sounds like you have met lots of our friends and supporters. Really appreciate the visit on site 2 weeks ago so the larger team could understand the unique properties that are at this location.

As you pointed out our home entry would be directly under the freeway and very distasteful to us. But again it hasn't been all about only our home as you know. This unique and beautiful 25 acres we call home is kept in a manner that is appreciative of Texas landscape. The joint use of our property for the enhancement of the ManeGait program is most important to Priscilla and myself. We have 50 year plans for ManeGait to serve the North Texas community of disabled children and adults as well as our veteran community. This piece of land plays a big part of the sensory trail rides and the serenity PTSD patients require.

So, please don't disrupt these adjoining properties that are used for certainly our personal enjoyment but for the healing of so many as we share this property with them.

Peace,



Bill Darling
Co-Founder

[REDACTED]
[REDACTED]

From: Bill Darling [REDACTED]
Sent: Tuesday, April 5, 2022 5:00 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
Subject: Response to March 22,2022 Public Hearing

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.

Bill Darling, President of the ManeGait Board of Directors
[REDACTED]
[REDACTED]

Hello Stephen,

Thank you and the team for coming out yesterday and identifying your findings in the latest statement made by TXDOT "... found that therapeutic horsemanship centers can function effectively with in a variety of physical and environmental settings " . I personally find this to be a very thinly veiled effort and is absolutely Apples to Oranges in comparison of operations. Tricia Nelson our Executive Director will refute this in detail but we listened and had done our own research on Texas centers near large freeways and found no program with the depth of service, size or inclusion of the overall community like ManeGait offers. We will fight this assertion vigorously and stand up for the protected class of children and adults with disabilities as well as the healing efforts of our veterans. Wedged in between a 6 lane Custer Rd. and a 12 lane freeway does not allow us to serve at this location. So, TXDOT's statement of not impacting ManeGait in 2019 is direct conflict with this new position.

In case it wasn't very clear and we recognize some of our communication references during construction we believe we made your team aware that after construction is just as impactful to our program.

We appreciate the time everyone took to understand the joint use of property and how valuable the trail rides for our disabled clients are in their therapy. They are outdoors in a gorgeous setting receiving needed therapy. ManeGait has used our personal property for 15 years for horse pastures, therapy trail rides, training of therapy horses and donor events to fund the annual budget of \$1,300,000 per year. None of this possible if Rt B is approved.

Please go back to TXDOT's 2019 statement and it's reference to the ADA Act and the Environmental Justice Executive Order 12898 as footnoted in your statement back then. Help us help those that have a hard time helping and speaking for themselves. Reselect Rt A for the region's transportation needs please.

Respectfully,



Bill Darling

[REDACTED]
[REDACTED]
[REDACTED]

A Texas Department of Transportation message

HELP
#EndTheStreakTX

End the streak of daily deaths
on Texas roadways.

From: Bill Essington [REDACTED]
Sent: Monday, April 4, 2022 4:04 PM
To: Stephen Endres

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.

380 bypass. As a resident of McKinney, I would like to voice my opinion on the options. I strongly support plan B. The cost saving alone should make it the best plan

Thank you
Bill Essington

[REDACTED]
[REDACTED]

From: Fisher, Bill [REDACTED]
Sent: Friday, April 1, 2022 8:38 AM
To: Stephen Endres
Subject: 380 Bypass Project

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.

Stephen,

For Option A or B, Please select Option B - I travel US 380 every day and the option B would be the best because of all the heavy traffic that currently is on 380 starting at Lake Forest to Coit Rd. The more traffic you can divert off of 380 Lake Forest to Coit the better.

As for Option C or D, I feel Option C would be the best, and help the people of New Hope more. Again, the more traffic you get off of US 380 the Better.

Thank you for your consideration,

Bill Fisher

The Perot Companies | Hillwood IT
Director - IT Ops & Support

[REDACTED]
[REDACTED]

From: BILL Heard [REDACTED]
Sent: Saturday, April 2, 2022 5:49 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:

COMMENT: How can you possibly consider a move that would endanger the special kids and veterans at ManeGait. Not only would segment B dangerously affect the attention of the riders but the noise factor would be unsettling to the horses that require rest and quiet after each session. I personally have lived well over a block from a major thoroughfare and there is always a noise factor and frequent emergency vehicle activity. ManeGait is about special kids and segment B would be extremely disruptive. I absolutely oppose Segment B.

[REDACTED]

From: [REDACTED]
Sent: Tuesday, April 5, 2022 3:23 PM
To: Stephen Endres
Subject: Project 380 Segment-B Bypass Support

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.

Hello Mr. Endres,

I have been a homeowner in McKinney for 26 years. I am writing to express my support for the Project 380 Segment-B Bypass option. This option is the least disruptive to businesses with minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380.

I also strongly oppose Segment-A. It should not be considered.

Thank you for your attention.

All the Best,
Bill McMullen

[REDACTED]
[REDACTED]
[REDACTED]

From: Bill Short [REDACTED]
Sent: Tuesday, April 5, 2022 4:24 PM
To: Stephen Endres
Subject: 380 alignment community input

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.

Greetings Mr. Endres,

Thank you for taking a moment to read my family's input on the 380 alignment.

As a homeowner and citizen of over 20 years in McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

Greetings
*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Best Regards, Bill Short

From: Bill [REDACTED]
Sent: Thursday, April 21, 2022 3:36 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:

COMMENT:

I oppose the proposed HWY 380 Segment B because it will prevent ManeGait from serving two vulnerable and protected status populations – the disabled and children (as identified by TxDOT). Specifically:

- ManeGait operations cannot safely operate wedged 50-100 feet between 16 lanes of traffic (4-lane Custer Road and a 12-lane HWY 380).
- TxDOT's comparison of ManeGait with other riding facilities is based on centers smaller in size and scope, and NONE operate this close to a major highway.
- Many ManeGait riders have sensory issues. Construction noise, traffic, and sirens will negatively impact these individuals and disrupt the therapy services they receive at ManeGait.
- Traffic and construction noises and vibrations can scare horses, which poses a direct threat to the safety of ManeGait riders and volunteers.
- The proposed route also goes directly through the land that ManeGait uses for trail rides, fundraising events, and horse pasture.
- If Segment B is chosen, ManeGait will be forced to relocate or suspend operations.

These children and adults with disabilities and military veterans deserve a safe, high-quality, easily accessible location to receive the world-class therapy programs provided at ManeGait.

[REDACTED]

BILLINGSLEY COMPANY

April 15, 2022

Stephen Endres
Texas Department of Transportation
4777 E. Highway 80
Mesquite, TX 75150-6643

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

Stephen,

On behalf of Billingsley 380 North, Ltd., I oppose Segment A for the reasons listed below. This partnership owns two major tracts impacted by this proposed loop. The tract this letter is addressing is 201.10 acres of single-family land that can house 663 homes.

Both alignments of the 380 bypass loop cross this property renders it largely undevelopable. The angle of the road, the width of the road, the width of our property and the setbacks needed to be able to build a single-family community all force this conclusion.

Segment B is projected to cost \$589,700,000 in total costs which is \$99,000,000 less than Segment A before the actual takings and before construction during 2022 and 2023 and before acknowledging damage to the balance of the properties beyond the taking itself. We expect these numbers in Segment A to grow in the hundreds of million dollars and in Segment B to grow considerably.

The Billingsley Partnerships in their entirety own 885 acres that are impacted by either Loop A or Loop B and is the single largest property owner in these takings.

We prefer that the 380 bypass loop not be built at all. If it has to be built, we believe that Segment B is the only logical choice. Further we believe that the best alternative to is widen Bloomdale and existing other east west streets and look to the outer loop which will be in service before the 380 bypass can be in service.

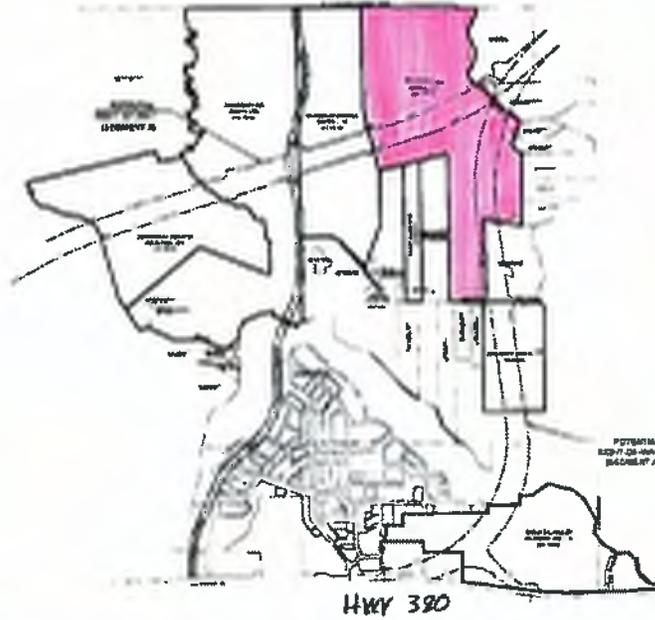
Attachment

Site Plan with 380 Bypass plan

Billingsley 380 North, Ltd.
A Texas limited partnership



BILLINGSLY PROPERTIES
CITY OF MCKINNEY, TEXAS



Billingsly Properties

BILLINGSLEY COMPANY

April 15, 2022

Stephen Endres
Texas Department of Transportation
4777 E. Highway 80
Mesquite, TX 75150-6643

RE: CSIs: 0135-02-065, 0135-03-053, 0135, 15-002

Stephen,

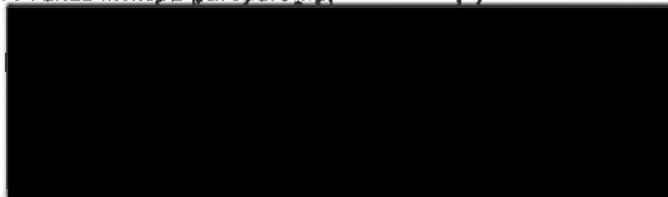
On behalf of Billingsley 380 North Ltd., I oppose Segment A. This partnership owns two major tracts impacted by this proposed loop. The tract this letter is addressing is 247.7 acres.

Segment B is projected to cost \$589,700,000 in total costs which is \$99,000,000 less than Segment A. Based on the value of the Multifamily land we believe the cost of Segment A will be far greater making Segment B more attractive.

Attachment

Site Plan with 380 Bypass plan

Billingsley 380 North, Ltd.,
A Texas limited partnership,



BILLINGSLEY COMPANY

April 15, 2022

Stephen Endres
Texas Department of Transportation
4777 E. Highway 80
Mesquite, TX 75150-6643

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

Stephen,

On behalf of CB Parkway Business Center XIV, Ltd. I oppose Segment A. Billingsley Company has seven partnerships which are affected by the 380 bypass in either Segment A or Segment B. We are damaged by both routes but the damage by Segment A is far greater and far more expensive for TX Dot. Segment A makes unusable most of our one hundred acres of multifamily property and has large, elevated sections which are both expensive and damaging to the remainder of the property. On the other hand, Segment B goes through single family land which has a lower value and less elevated structures.

We have 885.15 acres that are affected, and our vote would be for Segment B. An alternative would be to widen Bloomdale Road and look to the Outer Loop which will be in operation before the 380 bypass

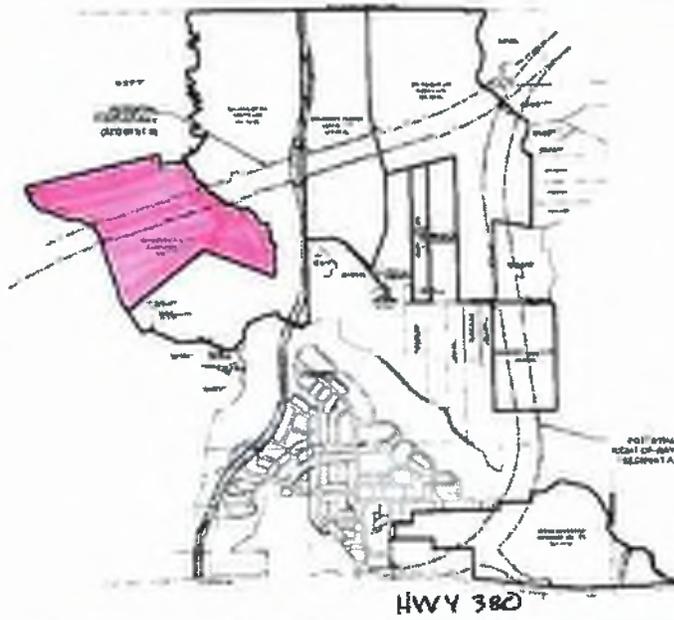
Attachment

Site Plan with 380 Bypass plan

CB Parkway Business Center XIV, Ltd.
a Texas limited partnership - 134.33 acres



BILLINGSLEY PROPERTIES
CITY OF MCINNIS, TEXAS





PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Colt Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Colt Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. Comments must be received or postmarked by Wednesday, April 8, 2022 to be included in the formal meeting documentation.

Comments:

Please see attached letter.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Henry Billingsley _____

Address: _____

Apartment _____

City/State _____

BILLINGSLEY COMPANY

April 15, 2022

Stephen Endres
Texas Department of Transportation
4777 E. Highway 80
Mesquite, TX 75150-6643

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

Stephen,

On behalf of Crow-Billingsley McKinney 380, Ltd., (Baker #1), I oppose Segment A for the reasons listed below.

The Chase at Wilson Creek is a 107.74 acre development for 1780 residential apartments and 4.72 acres for retail development.

The several designs of the 380 bypass as it crosses this property destroys all ability to build on any of the residential land. The freeways appear to have the width of either Central Expressway or 121 and the height approximating the gargantuan expressway interchanges. This cuts the land into pieces unusually shaped and landlocks portions making development not possible.

Residential displacements

Phase 1 of *The Chase at Wilson Creek* will have residents moving in 2023 and all 621 apartments will be available for residents by Q3 2024. This first community will house approximately 1,055 residents. Our development will deliver 1780 units when fully built housing approximately 3,000 residents.

Environmental impact

In addition to the 109.8 acres of wetlands, forest, and prairies and 4,665 feet of streams, and the wildlife mentioned in the TxDOT report, the nature of these forests needs to be addressed. With the alignment being shared overlaid onto our tree survey, it appears that there are 53 large and old trees in the proposed right of way. 31 of these are Heritage trees, many approximating 50 or more feet in height. These are Red Oaks, Pecans, Texas Ash, Cedar Elm and Hickory. Playing fields and barns may be moved and replaced but the oldest group of these trees, according to the Texas Forest Service are 150-200 years old. That is irreplaceable. Photos of these wooded areas are attached. They are not precise to the alignment as it also is not yet precise. This is a forest of grandeur that the public will enjoy for years to come on the Wilson Creek trail.

All freeways are noisy but the loudest are the raised freeways. As you can see in the attached exhibits, this freeway is very tall as it passes through our property in all three directions. With no ground level barriers, the noise is louder and travels further. Additionally, the lights of the traffic impact the adjacent properties. This is part of the reason why the single-family land brokers say that homes cannot be built within 400' of a freeway and even then they are negatively impacted and likely have to have a sound negating window systems.

Cost

The current TxDOT estimated cost for Segment A is \$688,500,000. This however does not include the value of *The Chase at Wilson Creek*. In today's market phase 1 is estimated to have a value of \$203,905,000. And the entire developed site of 1780 units would have a value approximating \$584,463,000. We know costs,

rents and cap rates change constantly thus we cannot predict what the cost would be at the time of taking. Further we know having multi-family zoning is a precious commodity and one that it takes years to obtain.

Alternatives:

We prefer that the 380 bypass loop not be built at all. If it has to be built, we believe that Segment B is the only logical choice. Further we believe that the best alternative to is widen Bloomdale and other existing east west streets. Also important is the fact that the outer loop will be constructed and in use before this bypass is completed.

Attachments

Site Plan with 380 Bypass Plan

Measurements of Central Expressway and 121

Massing Image of 380 Bypass as It Rises From 380 to the North

Tree survey Showing Largest of Trees on 380 Loop Plan

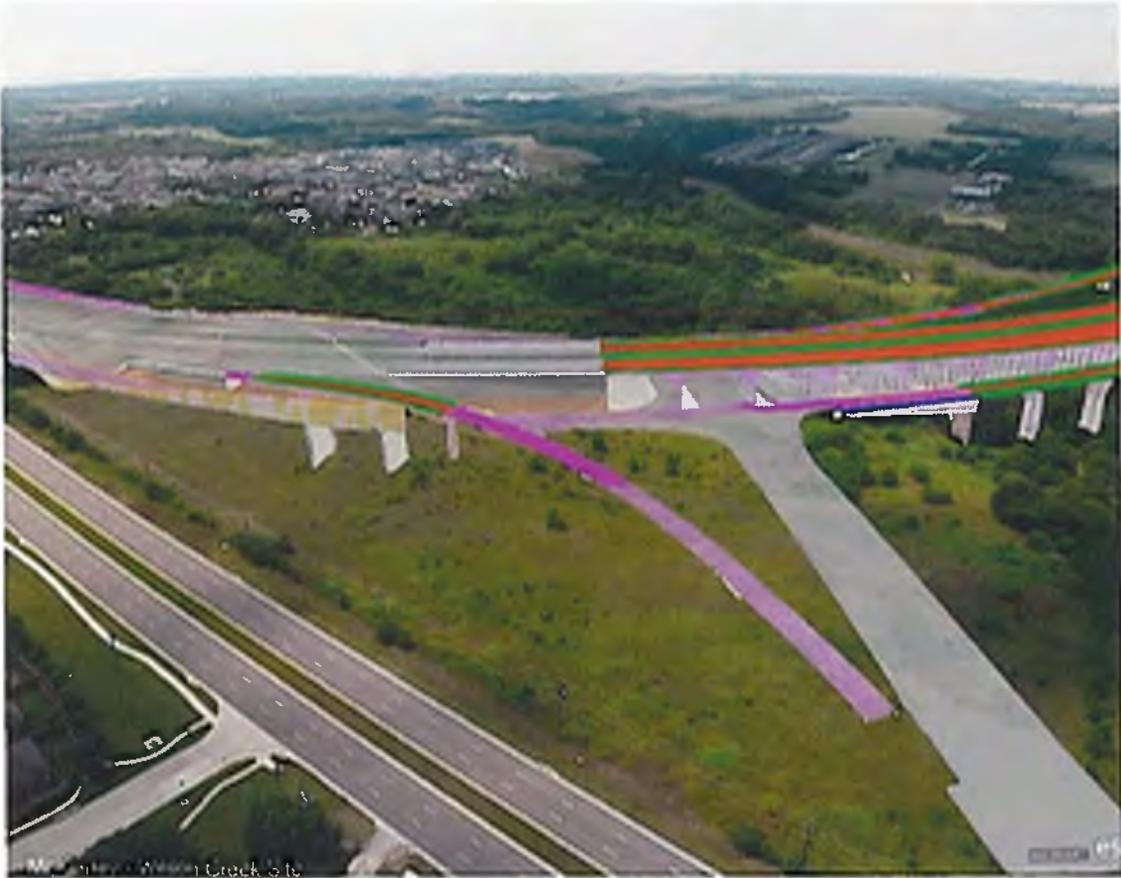
QR code with Photos of Trees Showing Scale and Drone Footage of Wooded Area

Crow-Billingsley McKinney 380, Ltd.,
a Texas limited partnership

By: 19BCO, Inc.,
a Texas corporation

E









1722 Routh Street #770
Dallas, Tx 75201

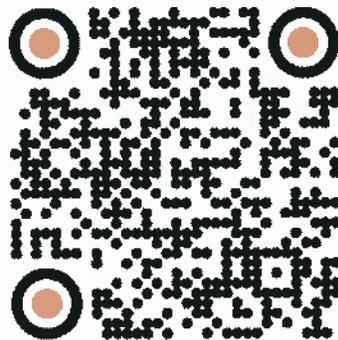
214-270-1000
BillingsleyCo.com

We partner in creating life-enhancing communities.





Photos of Trees Showing Scale and Drone Footage of Wooded Area







BILLINGSLEY COMPANY

April 15, 2022

Stephen Endres
Texas Department of Transportation
4777 E. Highway 80
Mesquite, TX 75150-6643

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

Stephen,

On behalf of Henry Land Ltd., I oppose Segment A for the reasons listed below. This partnership owns 17 acres of single-family land that can house 56 homes. The alignment of the 380 bypass loop has such a close proximity to this tract as to devalue the quality of homes and the site itself. The traffic noise travels far and wide and denigrates the quality of a neighborhood from the very beginning and throughout its entire existence.

The Billingsley Partnerships in their entirety own 885 acres that are impacted by either Loop A or Loop B and is the single largest property owner in these takings.

We prefer that the 380 bypass loop not be built at all. If it has to be built, we believe that Segment B is the only logical choice. Further we believe that the best alternative to is widen Bloomdale and other existing east west streets including the outer lop which will be in service before the 380 bypass thus lessening its value.

Attachment

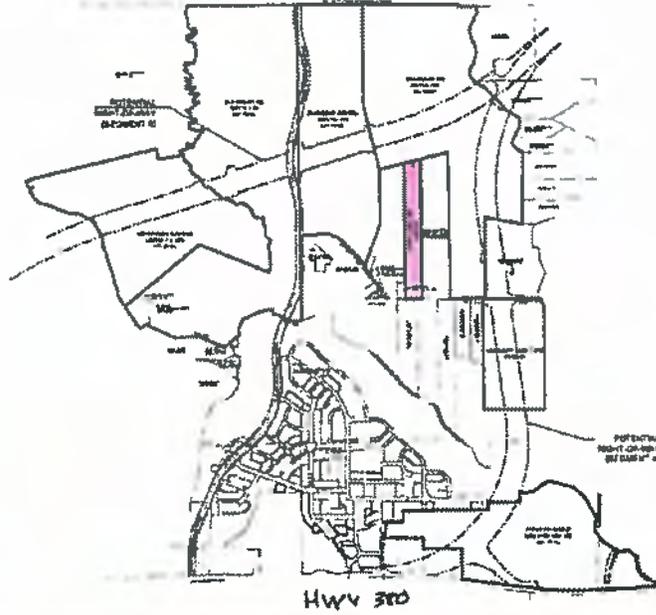
Site Plan with 380 Bypass Plan

University Business Park Phase II, Ltd.,
a Texas limited partnership

By: Henry Land, Ltd.,
a Texas limited partnership



BILLINGSLEY PROPERTIES
CITY OF MCKINNEY, TEXAS



BILLINGSLEY
COMPANY

April 15, 2022

Stephen Endres
Texas Department of Transportation
4777 E. Highway 80
Mesquite, TX 75150-6643

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

Stephen,

On behalf of University Business Park Phase II, Ltd., I oppose Segment A for the reasons listed below. This partnership owns 49.84 acres of single-family land that can house 164 homes. The alignment of the 380 bypass loop as it crosses this property renders it undevelopable. The angle of the road, the width of the road, and the setbacks needed to be able to build a single-family community all force this conclusion.

TxDOT has considered this site to have a taking of approximately 17.66 acres but we believe the taking will need to be the entirety of the site, thus 49.84 acres. So, the cost factor for this purchase needs to be increased to 282% of the current value.

The Billingsley Partnerships in their entirety own 885 acres that are impacted by either Loop A or Loop B and is the single largest property owner in these takings.

We prefer that the 380 bypass loop not be built at all. If it has to be built, we believe that Segment B is the only logical choice. Further, we believe that the best alternative to is widen Bloomdale and other existing east west streets.

Attachment

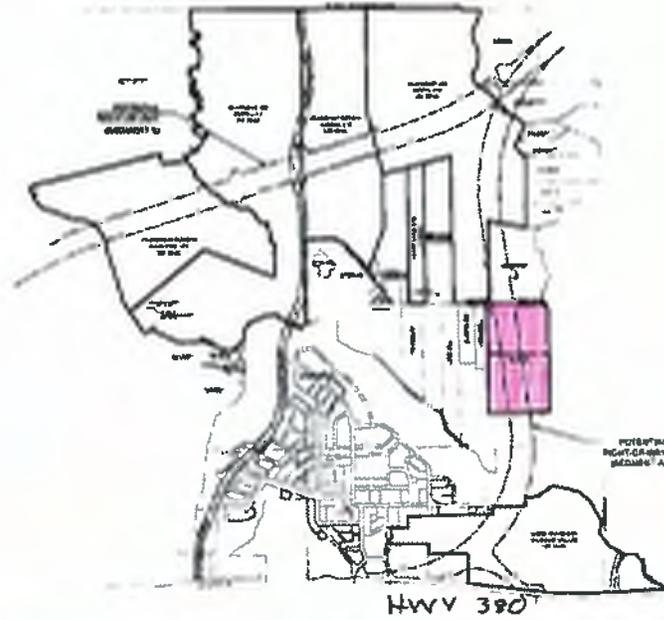
Site Plan with 380 Bypass Plan

University Business Park Phase II, Ltd.,
a Texas limited partnership

By: Trammell Crow Company No. 43, Ltd.,
a Texas limited partnership



BILLINGSLEY PROPERTIES
CITY OF MCKINNEY, TEXAS



BILLINGSLEY COMPANY

April 15, 2022

Stephen Endres
Texas Department of Transportation
4777 E. Highway 80
Mesquite, TX 75150-6643

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

Stephen,

On behalf of Billingsley Cornell Capital, Ltd., I oppose Segment A for the reasons listed below. This partnership owns 127.44 acres of single-family land that can house 420 homes.

Segment B of the 380 bypass loop crosses this property and renders large portions of the property undevelopable. The noise and freeway light intrusion are major hindrances to the viability of a neighborhood.

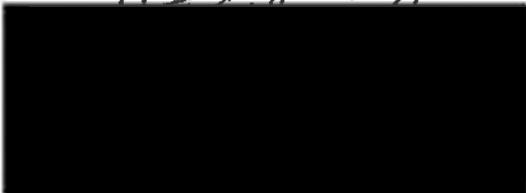
The Billingsley Partnerships in their entirety own 885 acres that are impacted by either Loop A or Loop B and is the single largest property owner in these takings.

We prefer that the 380 bypass loop not be built at all. If it has to be built, we believe that Segment B is the only logical choice. Further we believe that the best alternative to is widen Bloomdale and other existing east west streets and look to the outer loop which will be in service before the 380 bypass can be in service.

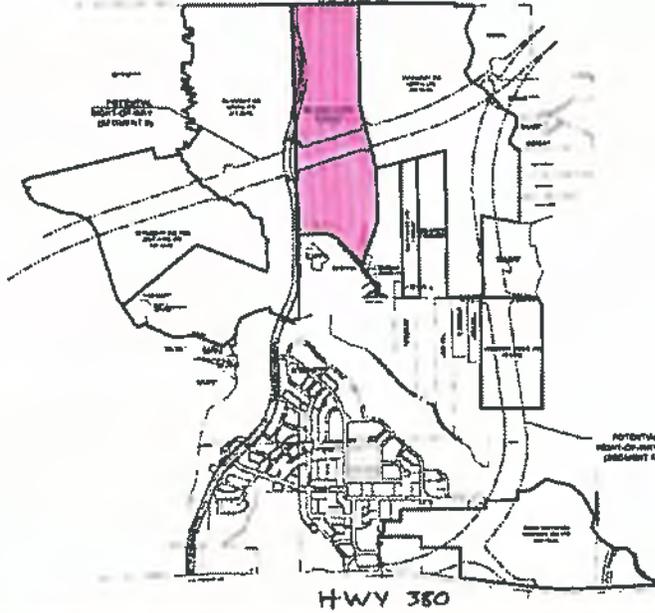
Attachments

Site Plan with 380 Bypass Plan

Billingsley Cornell Capital, Ltd.,
a Texas limited partnership



BILLINGSLEY PROPERTIES
CITY OF MCKINNEY, TEXAS



From: bgcjr55 (null) [REDACTED] >
Sent: Friday, April 1, 2022 4:56 PM
To: Stephen Endres
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Billy Clay

[REDACTED]
|
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

From: Blake Hunter [REDACTED]
Sent: Wednesday, March 30, 2022 4:41 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Blake Hunter
[REDACTED]
[REDACTED]

I strongly oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait, who provides valuable services to needing populations. These vulnerable and protected populations deserve a safe and high quality location to receive the world-class therapy programs at ManeGait. Having a freeway so close to these horses and riders will jeopardize the services and experience. In addition this option would be dangerously close to schools and wetland areas

Bottom line is that this segment B option only expands the 380 issue to other areas of the community to satisfy one group of homeowners (who bought off a highway in the first place). Given that any solution will be disrupting someone's homes and businesses so why not keep 380 on 380 and reduce the impacted area to the highway itself?

Sincerely,

Blake Hunter

-----Original Message-----

From: Keep It Moving Dallas Contact Form [REDACTED]
Sent: Monday, April 04, 2022 12:55 PM
To: Tanesia Henderson [REDACTED]
Subject: keepitmovingdallas.com Contact Us submission

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.

Submitted on Monday, April 4, 2022 - 12:55

Please use the email address in the submission below. If you click "reply" to this email, it will send the email to the administrator of the keepitmovingdallas.com website and not to the user who submitted the contact form.

Submitted values are:

Your Name: Blake Ray
Your Email: [REDACTED]
Phone Number: [REDACTED]
Project: US 380 Collin County Feasibility Study Reason for contacting us: Other
Message:

Good Afternoon,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you,

Blake Ray

████████████████████
████████████████████
████████████████████

From: Blake Sadler [REDACTED]
Sent: Wednesday, March 30, 2022 11:53 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Blake Sadler/[REDACTED]

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait. My 8 year old daughter is special needs and currently rides at Manegait! Not only has is helped her emotionally but also she has gained confidence and the ability to communicate better with others! Please do not take this special place away from those in need.

Blake Sadler
[REDACTED]
[REDACTED]
Sent from my iPhone

Warmest Regards,

Blanca C Amezcua

[REDACTED]

|

[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group
Prosper ISD Board Prosper Town Council

[REDACTED]

[A Texas Department of Transportation (TxDOT)

message]<[https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-](https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7C5c7d5ba8c12848618aab08da10e4b778%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637840871756807701%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6I6k1haWwiLCJXVCi6Mn0%3D%7C3000&reserved=0)

[center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7C5c7d5ba8c12848618aab08da10e4b778%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637840871756807701%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6I6k1haWwiLCJXVCi6Mn0%3D%7C3000&reserved=0](https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7C5c7d5ba8c12848618aab08da10e4b778%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637840871756807701%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6I6k1haWwiLCJXVCi6Mn0%3D%7C3000&reserved=0)>



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments: I Deeply OPPOSE any and all aspects of consideration of the B-Alignment of the Brown + Gold segment of the 380 Bypass.

Injustice Financially to the Town of Prosper as it negates years of possible tax base.

A Blatant disregard for children/students, as there will be ADVERSE NOISE POLLUTION, DOCUMENTED AIR QUALITY DEGRADATIONS and a plethora of SAFETY HAZARDS to

- A) Founders Academy - Prosper's Only Charter School.
- B) Walnut Grove H.S.
- C) Bloomdale H.S. (#4)
- D) Cockrell Elem.

Developments/Residential + Commercial will be aborted.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print
 Name: Bob Benson
 Address: [REDACTED]
 Apartment, suite: [REDACTED]
 City/State/Zip: [REDACTED]

From: [REDACTED]
Sent: Wednesday, April 20, 2022 11:23 AM
To: Stephen Endres
Subject: 380 bypass proposals

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.

It is clear that the most cost effective proposal is route B.

It has minimal disruption to existing businesses and the earlier rerouting to the north would be advantageous to traffic flow around McKinney for everyone.

Thanks...

Bob Drury

From: Bob Fisher [REDACTED]
Sent: Tuesday, April 5, 2022 2:04 PM
To: Stephen Endres
Subject: US 380 Bypass Segment B

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.

Stephen:

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Bob Fisher, P.E. | Regional Manager
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

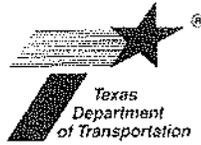
From: Bob Leydig [REDACTED]
Sent: Tuesday, April 5, 2022 2:18 PM
To: Stephen Endres
Subject: Project 380 Segment-B bypass

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

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B bypass alignment option.** This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

MOVED TO CURRENT LOCATION IN 2015
BECAUSE 380 WAS NOT NEXT TO WANTED PLACE
CONSIDERED TUCKER HILL! HARD TO
BELIEVE CURRENT STATE OF AFFAIRS.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: _____

Bob Seej

Address: _____

Apartment, s _____

City/State/Zip _____



From: Bob Stuart [REDACTED]
Sent: Tuesday, April 5, 2022 2:27 PM
To: Stephen Endres
Subject: Support for Option B - 380 Bypass

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

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. **It is also the least expensive option by nearly \$99 million** when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- **The cost of Segment-A is \$99 million more than Segment-B.**
- **It will create an overpass on 380 over Stonebridge Drive and Custer Road.**
- It will also cause the installation of water pipes (ducts) over 380.
- It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- 380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, March 28, 2022 12:54 PM
To: Botaria Enongene
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 |

<https://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.txdot.gov%2F&data=04%7C01%7Cchsmit%40burnsmcd.com%7Cd0ada34327fe42a396e008da10e3fff4%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637840868688705037%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&sdata=ZkKj6SDTrhduS7hUgzfZOQyAkacwpje1ZEE9CPg2W9c%3D&reserved=0>

-----Original Message-----

From: Botaria Enongene [REDACTED]
Sent: Tuesday, March 22, 2022 9:24 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>

[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Botaria Enongene

[REDACTED]

|

[REDACTED]

[REDACTED]

[A Texas Department of Transportation (TxDOT)

message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7Cd0ada34327fe42a396e008da10e3fff4%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637840868688705037%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ik1haWwiLCJXVCi6Mn0%3D%7C3000&sddata=%2F9bnC2sHIEuzUa3SAdKJdVJx2kDSSaLRiXQeY38hQT4%3D&reserved=0>

center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7Cd0ada34327fe42a396e008da10e3fff4%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637840868688705037%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ik1haWwiLCJXVCi6Mn0%3D%7C3000&sddata=%2F9bnC2sHIEuzUa3SAdKJdVJx2kDSSaLRiXQeY38hQT4%3D&reserved=0>

From: Susan Hostutler <[REDACTED]>
Sent: Tuesday, April 5, 2022 5:16 PM
To: Stephen Endres
Subject: 380 realignment

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

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Boyd and Susan Hostutler

[REDACTED]

[REDACTED]

[REDACTED]

From: Brad Clapp [REDACTED] >
Sent: Monday, April 4, 2022 12:32 PM
To: Stephen Endres
Cc: Jennifer Clapp
Subject: Opposition to HWY 380 Segment B

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.

Resident: Brad and Jennifer Clapp
[REDACTED]
[REDACTED]

We oppose the proposed HWY 380 Segment B for a variety of reasons:

- It threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT and an organization my wife and I support
- It threatens hundreds of existing and future homes that are planned for that side of Prosper
- It conflicts directly with the new Founders Classical Academy that was recently built

We do not understand how this option has been put back for consideration given it was struck down before. This is ridiculous. There is a perfectly good option that has minimal disruption along the existing HWY 380 corridor.

Thank you for your consideration.

Brad Clapp, CPA
Partner

[REDACTED]
[REDACTED]



Cain Watters & Associates, PLLC

[REDACTED]
[REDACTED]



Cain, Watters & Associates, L.L.C.

This message, including any attachments, is intended only for the use of the person or entity to which it is addressed and may contain information that is privileged and confidential. Any dissemination, distribution, copying or other use of this message or its content by a person other than the intended recipient is strictly prohibited. If you have received this message in error, please immediately notify us by e-mail ([REDACTED]) and delete this message from your system.

Electronic communications may not be secure and the sender or receiver should understand that due to the nature of electronic communications, there should be no expectation of privacy. All incoming and outgoing e-mail of Cain, Watters & Associates, L.L.C. is subject to review by its compliance department and/or regulatory authorities. This message may be read by persons other than the intended recipients. Questions regarding our policy may be sent to [REDACTED].

For your security, please use CWA approved file sharing solutions for the exchange of sensitive information including text and documents containing account numbers, credit card numbers or social security numbers. Contact us if you need assistance.

Any tax advice in the body of this e-mail was not intended or written to be used, and

cannot be used, by the recipient for the purpose of avoiding penalties that may be imposed under the Internal Revenue Code or applicable state or local tax law provisions.

From: Brad Grimes <[REDACTED]>
Sent: Wednesday, March 30, 2022 2:06 PM
To: Stephen Endres
Subject: Opposition of HWY 380 Segment B

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.

Hello, my name is Brad Grimes, and I am a long term native of NTX. Specifically Frisco TX. I am currently located at [REDACTED]
[REDACTED]

I oppose the proposed HWY 380 segment B because it threatens the daily services and special events of ManeGait—a key community resource as identified by TxDOT. The vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs that ManeGait offers. Please consider my request before the precious riders fall victim to your expansion plans.

Brad Grimes

From: Brandi White <[REDACTED]>
Sent: Sunday, March 27, 2022 10:24 PM
To: Stephen Endres
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Brown and Brown Segment B Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT'S US 380 EIS SCHEMATIC 30-20DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN'S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards

Brandi White
[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson
Texas State Senator Springer
Prosper Citizen Group

From: [REDACTED]
To: [Stephen Endres](#)
Subject: Opposition to HWY 380 Segment B
Date: Thursday, March 31, 2022 9:41:06 AM

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.

Mr. Endres,

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait — a key community resource as identified by TXDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive world-class therapy programs at ManeGait.”

Brandon Daniel
[REDACTED]

Thank you,

Brandon Daniel
[REDACTED]

From: Brandon Strode [REDACTED]
Sent: Thursday, April 21, 2022 2:26 PM
To: Stephen Endres
Subject: Segment B (Resident who lives at [REDACTED]) Support

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.

Mr. Endres (TXDOT team)

I am a resident in McKinney on [REDACTED] in Stonebridge Ranch.

Not because "not in my backyard" for segment A, but how can one miss the fact the growth between Preston and the proposed cut thru at Ridge (seg A) is about to be huge and the slowdowns west of the seg A are about to be huge.

We support Segment B because it makes the most sense and will "actually bypass" future light that will come across 380 in Prosper, west of Lowes. It is also more cost effective for tax papers.

Thank you for your time

Brandon Strode



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

I am against Option B due to many concerns.

① Air quality will be affected to Mansel Blvd which is for people with disabilities. Their rights are protected by the Disability Act and should be considered due to their health issues. Even moving them would be detrimental to their progress.

② Air quality at Saunders Academy & The New High School. I spoke with an air conditioning company (A.C. World) the units used will be bringing in polluted air from the traffic and it flows through intake into the regular systems. Outside air isn't better than inside air. Check for yourself.

③ Lastly, Cooper is a small town and it relies on the future tax revenue from the construction of tax generating properties you will be keeping from being built or destroying.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Broanda Istre

Address: [REDACTED]

Apartment: [REDACTED]

City/State: [REDACTED]

From: Brenda Waggoner <[REDACTED]>
Sent: Tuesday, April 5, 2022 4:23 PM
To: Stephen Endres
Subject: Option A

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.

We are writing to voice our strong opposition to Opposition A because it would disrupt McKinney's continuous access of hwy 380. We are in favor op B

Frank Waggoner
Brenda Waggoner
[REDACTED]
[REDACTED]
[REDACTED]

From: Brent <[REDACTED]>
Sent: Tuesday, April 5, 2022 7:42 PM
To: Stephen Endres
Subject: Project 380

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 Stephen,

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Brent Goldade

[REDACTED]

From: Nicole [REDACTED] >
Sent: Wednesday, April 6, 2022 9:30 PM
To: Stephen Endres
Subject: TxDOT US 380 EIS project from Coit Road to FM 1827

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.

Steven from TXDot,

I thought they issued a resolution to expand 380 or build the bypass through Tucker Hill which is part of McKinney instead of a bypass running through Prosper and specifically the non-profit Main Gait. Main Gait has provided a resource for much needed therapy and volunteer opportunities for high school kids in the surrounding neighborhoods.

Mayor Fuller is lobbying for the 380 business of McKinney, when they are the ones who benefit financially from the increase in traffic. We ask that TXdot hear our plight and not put the bypass through Prosper option B. It will most definitely cause a decrease in our home values, an increase in air pollution and noise pollution. It will negatively effect the existing schools and the new highschool going in off First street and the non-profit Main Gait.

This is a McKinney issue, a result of poor planning and now they are trying to defer the negative results of this poor planning to Prosper! Many of the people of Prosper were not aware of this possibility when they purchased their homes.

Please keep this highway bypass from going through the town of Prosper and ruining our community.

Thank you,
Whitley Place Prosper Resident
Brent Hoepner

[REDACTED]



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments: I support option A + oppose option B through Prosper. Option B would alter the residential aspect of the eastern quadrant of Prosper + would have deleterious impact on McKinney. Option B would impact Main Lake + cars through a \$5+ community. It would increase noise + air pollution in a residential area. It would also impact school children at Foundation Academy + Prosper High School #3

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Brent Kibler

Address: [REDACTED]

Apartment, suite, etc.: _____

City/State/Zip: _____

From: WARREN WILSON <[REDACTED]>
Sent: Tuesday, April 5, 2022 3:07 PM
To: Stephen Endres
Subject: Project 380

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.

Sir,
My wife and I reside in McKinney. We live in StoneBridge. I have reviewed the map that shows the possible bypass routes, Segment A & B, for 380. It would seem to me that the bypass needs to be extended as far as possible before reconnecting with 380. To be honest, I am disappointed it does not get to the DNT. I would recommend Segment B over Segment A for this reason alone. But, I can also see that Segment A requires 2 near 90 degree change of directions. I know your engineers can design, but that looks very expensive, and could cause for safety issues for drivers. A very gradual merge back to 380 makes more sense.

Thanks,
Brent&Becky Wilson

[REDACTED]

From: Brett Casadonte <[REDACTED]>
Sent: Tuesday, April 5, 2022 10:02 PM
To: Stephen Endres
Subject: Support for Project 380 Segment B

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

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

[REDACTED]

From: Brett Guillory [REDACTED]
Sent: Monday, March 28, 2022 5:50 PM
To: Stephen Endres
Subject: 380 by-pass proposal

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.

Although below is a copy and paste it perfectly expresses my opinions. My family and I live on Stonebridge and Norman Rockwell and Option A would be very detrimental to the walking traffic between Virginia and 380. Please do not move forward with Option A.

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-Bbypass** alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Brett

From: Brett Lunde <[REDACTED]>
Sent: Wednesday, April 13, 2022 4:33 PM
To: Stephen Endres
Subject: 380 by pass

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.

Hello Stephen,

I am writing to express my concern over the potential choice of route A for the planned 380 construction. It seems irresponsible to spend more money, and displace more businesses by choosing this route. The only argument against Route B is from one business that appears to be trying to buy sympathy. Please choose the option that benefits the most people, lower budget, and lower impact.

Thanks for your time,

-Brett

From: Leslie Purdy <[REDACTED]>
Sent: Sunday, April 3, 2022 10:47 AM
To: Stephen Endres
Subject: ManeGait -opposition to Hwy 380 bypass project

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.

We oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Brian & Leslie Purdy

[REDACTED]
[REDACTED]

-----Original Message-----

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, March 28, 2022 10:28 AM
To: Sarah Clark [REDACTED]
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 |

<https://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.txdot.gov%2F&data=04%7C01%7Cchs%40burnsmcd.com%7C6cf815aa3b194681347d08da10cf958b%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637840780998589990%7CUnknown%7CTWFpbGZsb3d8eyJWljoimC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCI6Mn0%3D%7C3000&data=7I5E%2FR8EbctpuXSW2409FEEB0CRh9RQHVVikLI2C9DE%3D&reserved=0>

-----Original Message-----

From: Sarah Clark [REDACTED]
Sent: Monday, March 21, 2022 3:27 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>

[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Brian & Sarah Clark

[REDACTED]
|
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7C6cf815aa3b194681347d08da10cf958b%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637840780998589990%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&sd=7n3cuZfNObsXyeu585I0YBU8eSRI3TML3rHXI9EwovQ%3D&reserved=0>>

From: Brian Cordill [REDACTED]
Sent: Tuesday, April 5, 2022 5:11 PM
To: Stephen Endres
Subject: 380 Improvements Feedback

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.

Hey Stephen,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Regards,

-Brian

--

Brian Cordill

[REDACTED]
[REDACTED]

From: Ovens, Brian D. [REDACTED]
Sent: Friday, April 8, 2022 3:27 PM
To: Stephen Endres
Subject: McKinney Resident discussing the 380 bypass.

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements and minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road, and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Brian D Ovens
[REDACTED]
[REDACTED]

March 24, 2022

TXDOT Dallas District
Stephen Endres, P.E.
4777 E US Highway 80
Mesquite, TX 75150

Dear Mr. Endres,

I am Brian de la Houssaye of McKinney. I understand TXDOT is receiving considerable input from citizens of Prosper who have moved to eastern Proper to enjoy a pastoral lifestyle. Well, we did the same when we moved to NE McKinney.

The proposed Bypass route opposed by Prosper (Option B) would begin roughly at 380 and Coit and go northeasterly through an area with a few homes already constructed and an area in which a developer has plans to build a number of new homes. The proposed route preferred by Prosper (Option A) would begin roughly at 380 and Stonebridge Parkway and go north past homes and neighborhoods already established in McKinney, cost approximately \$100 million more, together with having to go through a series of close proximity stop lights (Custer, Hilltop and Stonebridge) which would exacerbate the bottleneck issue prompting the bypass in the first place.

It appears the residents of Prosper want a solution that favors a few, punishes the majority, costs more and is not the best solution to relieve the congestion.

The best alternative is Option B. It avoids the most disruption to current residents of either area, costs the least and is the best solution to relieving the congestion along 380.

Respectfully,

A handwritten signature in black ink, appearing to be "Brian de la Houssaye", with a long horizontal stroke extending to the right.

From: Brian Driscoll [REDACTED] >
Sent: Friday, April 8, 2022 8:28 AM
To: Stephen Endres
Subject: Opposition to Project 380 Segment-A

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.

Stephen,

As a homeowner, ([REDACTED]) and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Sincerely,

Brian Driscoll
[REDACTED]

--

Brian

From: Debbie Dunn [REDACTED]
Sent: Sunday, April 10, 2022 7:40 PM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Brian Dunn
[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

[REDACTED]

From: Brian Herr [REDACTED]
Sent: Wednesday, April 6, 2022 12:34 PM
To: Stephen Endres
Subject: 380 Bypass Support for Segment B

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

As a homeowner and citizen of McKinney, TX., ***I strongly SUPPORT the Project 380 Segment-B bypass alignment option.*** This option, I feel, is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. **It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.**

I also strongly oppose Segment-A. As it causes the following:

1. \$99,000,000 more expensive!
2. It will move traffic farther East into McKinney. This causes more noise, pollution and reduces property value.
3. It will remove 17 small businesses off 380 and Custer!
4. We don't need an overpass over Stonebridge Drive and Custer Road OR installation of water pipes over 380.
5. A large interchange to be constructed at the intersection of Segment-A and 380. This will potentially depress home values!

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

--

Thank You,
Brian Herr
Soli Deo Gloria

From: Brian Kleve [REDACTED]
Sent: Tuesday, March 29, 2022 8:32 AM
To: Stephen Endres
Subject: 380 Bypass

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Brian Kleve
[REDACTED]

From: Brian Scholwinski [REDACTED]
Sent: Thursday, March 31, 2022 6:37 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

Opposition to HWY 380 Segment B

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Brian Scholwinski

From: Brian Williams [REDACTED]

Sent: Friday, April 8, 2022 3:23 PM

To: Stephen Endres

Cc: [REDACTED]
[REDACTED]
[REDACTED]

Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Brian Scott Williams
[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

[REDACTED]

From: Brian Sieling [REDACTED]
Sent: Friday, April 1, 2022 1:46 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

Name: Brian Sieling

Address: [REDACTED]

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, (MY DAUGHTER) deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Thank you
Brian Sieling

From: B & C [REDACTED]
Sent: Wednesday, April 6, 2022 12:26 PM
To: Stephen Endres
Subject: Project 380 Segment-B bypass route

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

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 **Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families (including mine) in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the alternative route.

The alternative route would destroy the tranquility of many patio restaurants and a beautiful pond park we frequent! Please DO NOT destroy this with the more expensive option!

Respectfully, Brian Welnick [REDACTED]

From: Brian White [REDACTED]

Sent: Saturday, April 9, 2022 6:12 PM

To: Stephen Endres

Cc: [REDACTED]
[REDACTED]
[REDACTED]

Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

REPLACE REPLACE Full Legal Name

Full Residential or Business Address

City, State, Zip

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

[REDACTED]

From: Bridgette [REDACTED]
Sent: Thursday, April 7, 2022 10:21 PM
To: Stephen Endres
Subject: 380 bypass costs

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.

Hello,
I'm double-checking the city of McKinney's numbers that plan A will cost \$98M more than plan B.

I've looked everywhere on the documentation about it and I can't find anything that goes over costs. I've seen the schematics, I've seen the public hearing information, etc.

Do you know where those costs are on your site?

Thank you for your help,

--

Bridgette
[REDACTED]

From: Brittany Jones [REDACTED]
Sent: Saturday, April 2, 2022 9:08 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Brittany Jones
[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait. I am a closed head-injury rider at ManeGait and go every Wednesday. Thank you.

From: Brittany Clark - Fuentez [REDACTED] >
Sent: Wednesday, March 30, 2022 4:02 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Brittany Clark Fuentez

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

From: Brittney EuDaly [REDACTED]

Sent: Saturday, April 9, 2022 6:42 PM

To: Stephen Endres

Cc: [REDACTED]

Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Brittney EuDaly

[REDACTED]

[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson

Texas State Senator Springer

Prosper Citizen Group

Prosper ISD Board

Prosper Town Council

From: Brittney Dajda <[REDACTED]>
Sent: Tuesday, April 5, 2022 10:03 AM
To: Stephen Endres
Subject: Stonebridge Ranch resident: 380 Bypass- OPTION B

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 Stephen,

My husband David and I live in Wren Creek in Stonebridge Ranch in McKinney. My husband and I would like to vote for OPTION B. This option would help our community sustain quality of life, considering we are very close to 380.

Thank you for listening to our concerns.

Please feel free to contact me at the number below with any questions

Thanks,

Brittney Noble-Jack
REALTOR® CHMS, RENE, ABR

[REDACTED]
Lead Buyer Agent
Jane Clark Realty Group
Keller Williams Realty

[REDACTED]

[REDACTED]



From: Brittney Dajda [REDACTED]
Sent: Tuesday, April 5, 2022 10:06 AM
To: Stephen Endres
Subject: 380 Bypass- strongly support SEGMENT B

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.

Hello,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should NOT be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you for your consideration.

Best,

Brittney Noble-Jack
REALTOR® CHMS, RENE, ABR

[REDACTED]
Lead Buyer Agent
Jane Clark Realty Group
Keller Williams Realty

[REDACTED]

[REDACTED]



From: BK Starks [REDACTED]
Sent: Tuesday, March 29, 2022 9:29 PM
To: Stephen Endres
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Brown and Brown Segment B Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT'S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN'S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Brody Starks and Katie Starks
[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group

From: Brooke Allen [REDACTED]
Sent: Tuesday, March 29, 2022 9:02 AM
To: Stephen Endres
Subject: Project 380 Segment-B

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

--

Brooke Allen, CJE



From: Brooke Green [REDACTED]
Sent: Saturday, April 2, 2022 8:33 AM
To: Stephen Endres
Subject: Opposition to Hwy 380 Segment B

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.

I want to state my opposition to Segment B because it threatens key community resources. The fact that in 2020 the ManeGait area was seen as a valuable community reassured by TxDOT needs to be remembered. I know there are hard decisions to be made but I firmly believe that 380 should stay on 380 or move way further north.

Thanks,
Brooke Green
[REDACTED]
[REDACTED]

From: Maggie Hudson [REDACTED]
Sent: Friday, April 1, 2022 3:19 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Brooks Hudson - [REDACTED]

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

From: Bruce [REDACTED]
Sent: Tuesday, April 5, 2022 3:08 PM
To: Stephen Endres
Subject: 380 Bypass in McKinney, TX, Segment B fan

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.

I am a 20 year McKinney resident near [REDACTED].

I strongly favor Segment B.

Segment A costs more and would increase traffic in my already existing neighborhood. It is better suited to be located further west.

Bruce and Arlene Klein

[REDACTED]
[REDACTED]
[REDACTED]

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 30, 2022 1:04 PM
To: [REDACTED]
Subject: RE: Input from US380 Project Public Meeting (Tuesday, March 22nd) - Proposal B

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 | www.txdot.gov

From: [REDACTED]
Sent: Thursday, March 24, 2022 1:37 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Input from US380 Project Public Meeting (Tuesday, March 22nd) - Proposal B

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.

After attending the meeting at Collin College, we are very disappointed that TXDOT is still considering the Route B option to put a major 8-lane bypass through Prosper, Texas; a small, 23 square mile residential community of upscale homes, schools, and ranches. The Town of Prosper has done a great job planning for its past, present and future development, with 380 staying on 380; and Route B would cause devastation to the community's prior planning and the safety/security of this community and its residents.

Proposal B:

This proposal would put an 8-lane freeway with frontage roads, merging with the current US 380 on the southeast corner of Prosper. This proposal represents a **significant** impact for Prosper, displacing residential and commercial properties on a major portion of the city's eastern gateway. The Town of Prosper and my family are opposed to this plan and continue to support planned current/future developments accordingly to the "keep 380 on 380" goal **throughout Prosper's jurisdiction.**

Proposal B of the proposed Gold/Brown alignment poses a significant impact to both existing **and future** residential and commercial developments planned within the Town of Prosper,

> This alignment would directly impact over 360 future homes and thousands of residents, and indirectly impact many more,

> This alignment will increase ground-level ozone impacting at least two environmentally sensitive facilities (ManeGait and Founders Academy) resulting in a conflict with Air Quality guidelines publicized by the North Central Texas Council of Governments (NCTCOG),

> This alignment runs directly through a quickly developing section of the Town of Prosper causing significant environmental impacts on the human and natural environment by adding a new and unplanned interstate through Prosper versus utilizing the planned, existing alignment within Prosper town limits,

> This alignment has a detrimental effect on ManeGait Therapeutic Horsemanship: a unique nonprofit facility providing equine therapy to hundreds of adults and children with disabilities,

> This alignment is in close proximity to existing and future schools (including a high school), impacting student safety (motor vehicle and personal),

> This alignment would negate/void the planning performed by the Town of Prosper for future expansion of US 380 within town boundaries, affecting resident home values and effectively separating the southeast corner of Prosper from the remainder of the town.

We would request that TxDOT **not** ask the Town of Prosper to **modify its plans** for expansion of US 380 and **bear the associated safety/financial impacts**, to accommodate a lack of planning on the part of McKinney (to reserve sufficient right of way/space to accommodate expansion of US 380 on its current "footprint").

Respectfully,

Bruce and Jill Blackmon

[REDACTED]
[REDACTED]

A Texas Department of Transportation message



From: Red River Mail [REDACTED]
Sent: Monday, March 28, 2022 6:13 PM
To: Stephen Endres
Subject: I support Project 380 Segment-B

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.

Dear Mr. Endres,

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you,

Bruce Duty
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Bruce Mueller [REDACTED]
Sent: Wednesday, April 6, 2022 7:10 PM
To: Stephen Endres
Subject: Opposition to US HWY 380 Segment B

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.

Mr. Endres;

First, let me say I have been a resident of Prosper since 2012, and a volunteer at Mane Gait Therapeutic Horsemanship since 2013.

It is my understanding that early in the process of exploring where the proposed bypass/expansion of US HWY 380 should go (2020 US 380 Collin County Feasibility Study), Mane Gait was identified by TxDOT to be a “Key Community Resource” serving two protected status populations – the disabled and children. Due to this, TxDOT removed from consideration any alignment that impacted Mane Gait’s daily operations. More recently, a new “Segment B” was added to consideration which appears to violate the Americans with Disabilities Act and Executive Order 12898 on Environmental Justice.

It is unsafe and unreasonable for disabled riders and their therapy horses to work 60+ hours a week in close proximity to construction and operation of a major highway. The vulnerable and protected populations served deserve a safe, high quality, easily accessible location to receive beneficial therapy programs at Mane Gait. TxDOT reportedly interviewed similar horsemanship facilities, and from that claimed the proposed highway does not pose a problem for operations. It is doubtful any facilities were located near a major highway.

The alignment of Segment B will also detrimentally affect several schools in Prosper, and negatively affect the tax base and tax revenue of both the Town of Prosper and the Prosper Independent School District. It also poses a significant negative impact to existing and future residential and commercial developments planned within Prosper. This will disproportionately affect a smaller community’s tax base (as compared to the tax base of cities impacted by other alternatives).

The Town of Prosper made planning decisions many years ago to be able to keep the current alignment of US 380 where it currently is through the Town limits. Prosper should not have to bear the effects of a neighboring city’s (McKinney) lack of planning.

Sincerely,

Bruce Mueller

[REDACTED]

[REDACTED]



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments: ^{← Best Route} Segment B = A Must Because Intersect Growth Of McKinney Northwest Section Of City Is
 Between Segment A + B = McKinney 2040 Plan Inter. Roads = Ridge Rd. + Coit Rd. FM 1478 North
 E = More North Away From East Bank Trinity River Land. C = Further Away From McKinney National
 Airport That Will Have 25 Gates Approx 2025 Domestic Flights. D = Is Located On Future Growth
 In Close In City Of McKinney. Also E = Closer To FM 546 South + West Of Airport In McKinney Area
 B + E + C Are The Best Routes Because Of Future Growth In McKinney

- Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
- I am employed by TxDOT
 - I do business with TxDOT
 - I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print
 Name: BRUCE R. LAWÉ JR
 Address: [REDACTED]
 Apartment: [REDACTED]
 City/State: [REDACTED]

From: [REDACTED]
To: [Stephen Endres](#)
Subject: Opposition to U.S. 380 Segment B
Date: Thursday, March 31, 2022 10:30:25 AM

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.

Bruce & Dianne Swank

[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Bruce Swank

[REDACTED]

Bruce Swank

From: Bryan Cole [REDACTED]
Sent: Tuesday, April 5, 2022 2:00 PM
To: Stephen Endres
Subject: Hi Stephen, vote of support for Project 380 Segment-B

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 Stephen,

Thanks for taking a second to review my vote of approval for Project 380 Segment-B.

I have lived in McKinney in Stonebridge for 8 years. As mentioned, I do strongly approve Project 380 Segment-B. I feel this option is the least disruptive to existing businesses and people whose homes are along 380. And given that this option is approximately \$99 million less than segment-A, it only makes sense to move forward with Segment-B.

Segment-A is bad for several reasons:

- It eliminates or removes at least 17 small businesses west of the 380 and Custer intersection on the North side
- As mentioned, it costs approximately \$99 million more
- It will create an overpass on 380 over Stonebridge Drive and Custer, and no one wants that
- It will lead to other major construction pipes and infrastructure over 380
- It will negatively impact property values for all homes near Segment-A along 380

Segment-B is the BEST option, and would limit the intrusion into existing businesses and homeowners lives. This positive option has a much lower chance of TxDOT being involved in unwanted litigation due to the construction, lowered property values, and displaced businesses, than segment-A.

Thank you for your consideration in this matter and logging my vote in support of Project 380 Segment-B.

Have a great week.

Bryan Cole
Owner

[REDACTED]
[REDACTED]
Rev21 Digital, Inc.

From: Bryan Camella [REDACTED]
Sent: Wednesday, April 6, 2022 11:31 AM
To: Stephen Endres
Subject: Stonebridge Ranch Resident Feedback | 380

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.

Hello,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

Thank you. -Bryan Camella

From: Bryce Bewley [REDACTED]
Sent: Sunday, April 10, 2022 2:04 PM
To: Stephen Endres
Subject: We support Segment-B

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.

Dear Sir,

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements and minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road, and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Bryce & Louise Bewley

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

From: Bunny Mitchell <[REDACTED]>
Sent: Monday, April 4, 2022 10:05 AM
To: Stephen Endres
Subject: Oppose Segment B

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.

Many families and their special kids depend on the difference making therapy at ManeGait. The construction and the after completion noise factors would be terribly disruptive and dangerous for it's riders and therapy horses. Shame on Txdot for pursuing 380 segment B and going back on your previous decision. It would be devastating on the activities at ManeGate. I oppose Segment b.

From: Denise McMillan [REDACTED]
Sent: Sunday, April 3, 2022 11:01 AM
To: Stephen Endres
Subject: Vote for Option B

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.

1. Option B is almost \$100 million cheaper, but importantly, uses less materials (cement/steel) and cars/trucks travel less distance, creating less pollution.
2. To me, there is no comparison to the soft impact Option B has to the environment, residents and 0 businesses invested in the area.

Please choose OPTION B for less impact on our community.

Sincerely,
C. Denise McMillan
[REDACTED]

I am writing regarding proposed segment B option for expansion of US 380 in the Collin County. Segment B is an inequitable option for the Town of Prosper and its residents, businesses, and charitable organizations. Segment A is the vastly superior choice if a 380 bypass is needed.

The town of Prosper and its residents are strongly opposed to segment B. Segment B would do considerable harm to the Town of Prosper. For example, the proposed segment would displace a senior living community in development, go through other residential neighborhoods in development, pass in extremely close proximity to two schools and potential future schools, and impact many businesses along the proposed segment. In addition, ManeGait, an organization that provides therapy for children and adults with disabilities via the healing power of horses would be absolutely devastated. This proposed segment would run right up to the property of ManeGait, causing dire consequences for the charitable organization.

As a result, Prosper's development plan would be completely ruined. In addition, there would be severe economic hardships on the town. The tax revenues for the town (and Prosper ISD) would be severely diminished. Also, the Town of Prosper would have to pay for the policing and safety of that segment, with lower revenues.

Many residents also moved to the area directly affected by segment B to be away from the 380. This is especially the case when segment A was chosen a year and a half ago, giving current residents of Prosper the confidence to move into the neighborhoods that would be affected by segment B. Segment B seems even more inequitable when considering the potential conflict of interest by a local judge who is promoting that segment.

Given the harm to Prosper's future economic growth, the additional safety costs, the displacement of needed housing, the proximity to schools, the absolutely devastating effects on a wonderful therapeutic and charitable organization, segment B would be nothing short of a disaster for the Town of Prosper. If a 380 bypass is needed, segment A is the only logical choice.

Thank you for your consideration.

From: Caleb Madsen [REDACTED]
Sent: Thursday, April 7, 2022 12:09 AM
To: Stephen Endres
Subject: HWY 380 - OPPOSE Option A (support option B)

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.

Dear Mr. Endres,

As a young adult living in and planning to raise a family in McKinney, TX, I **strongly SUPPORT the Project 380 Segment-B** (over option A) bypass alignment, and vehemently oppose option A.

Option B is the least disruptive to businesses with minimal displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I am shocked that TxDOT would overspend \$99 million to destroy the "Unique by Nature" look and feel of our beloved McKinney when there are clearly better options.

Additionally, I am shocked these are the only options to choose from when there's more open land further west and north. Why can't the bypass start west of Cross Roads and go north of the established towns and tie into 380 east of Princeton. Starting east of Coit Rd. is already too late. It needs to start further west because of the traffic increase.

I strongly **oppose Segment-A**. It should not be considered for the following reasons:

*It does NOT MEET the criteria of reducing accidents in already busy intersections. The intersection of Custer and 380 has many "near collisions" that go unreported. As the area grows, it is vital that TxDOT understands adding more burden between Coit and Stonebridge is unthinkable and irresponsible.

*Option A does NOT MEET the criteria to manage congestion. The congestion between Custer and Stonebridge is already increasing which option A will negatively impact. Option A would be a mis-management of congestion.

*Option A does NOT MEET the criteria to improve east-west mobility. The time saved for commuters between Stonebridge and 75 will only amount to about 15 minutes which should not qualify as significantly improving east-west mobility.

*Option A does NOT MEET the criteria to improve safety. By increasing traffic flow to Stonebridge which many will use as a "short-cut" instead of Custer, the safety of Stonebridge Drive will be significantly decreased for the families that daily walk and ride bikes along the beautiful pathways. There is a school zone where children's lives are at stake.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

Segment B is the best option to improve traffic flow and safety in our corridor while also preserving the economic business and residential vibrancy of our community.

Sincerely,

Caleb Madsen
[REDACTED]
[REDACTED]

From: c driver [REDACTED]
Sent: Wednesday, March 30, 2022 2:07 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: COMMENT: I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

From: CAMERON REEVES [REDACTED]
Sent: Saturday, April 2, 2022 10:44 AM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Thank you,

Cameron Reeves
[REDACTED]
[REDACTED]

From: Camilla Howarth [REDACTED]
Sent: Thursday, March 31, 2022 8:01 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Camilla howarth / [REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Thank You,
Camilla Howarth



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

I live in Sucker Hill and Segment A would affect my neighborhood and the value of all our homes in Sucker Hill. Seg. A would pass directly in front of our neighborhood and loop up along our eastern property line. The value of our homes will be directly affected and with the noise pollution, air pollution as well. Another affect that we had no idea would happen is that with Seg A we would no longer be able to exit left out of our neighborhood. We would have to turn right drive a mile and make a U-turn. I am pleading with you to go with Segment B to avoid this direct negative impact on our community.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

Thank you.

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Camille Chan
 Address: [Redacted]
 Apartment: [Redacted]
 City/State: [Redacted]

From: candace daniels [REDACTED]
Sent: Saturday, April 9, 2022 9:03 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Candace Daniels
[REDACTED]
[REDACTED]

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait. My grandson relays on a similar program, and it is very important that his surroundings are quiet. Thank you.

[REDACTED]

From: Candice Heinisch [REDACTED]
Sent: Tuesday, April 5, 2022 2:40 PM
To: Stephen Endres
Subject: 380 Bypass Project

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.

Hello,

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community. Many thanks for your consideration,
Candice Heinisch

From: Carla Sayle [REDACTED]
Sent: Wednesday, April 6, 2022 10:57 AM
To: Stephen Endres

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.

I support Sement B
Carla Sayle

From: Carlton Kupp [REDACTED]
Sent: Wednesday, April 6, 2022 9:09 AM
To: Stephen Endres
Subject: US 380 bypass

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.

Dear Mr. Endres,

I am a resident of Lakewood at Brookhollow in Prosper, TX, and am opposed to the Proposed B Option of the TXDOT plan for the US 380 bypass around McKinney. This Option B would greatly affect our property values since it would come within less than a half a mile from our residence. It would also limit our entrance/exit from our development to westbound only with no option to turn eastbound. I think the option A would be a better plan since this has been an issue for McKinney and not Prosper and should not penalize Prosper residents for poor longterm planning on McKinney's part. Option A would solve this traffic issue and keep the bypass in McKinney.

Regards,

Carlton Kupp
[REDACTED]
[REDACTED]

From: Carol Brejot [REDACTED] >
Sent: Monday, April 4, 2022 12:15 PM
To: Stephen Endres
Subject: RE: Opposition to HWY 380 Segment B

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.

Apologies, I believe I spelled your last name wrong in the salutation. I know someone with the last name Endress.

From: Carol Brejot
Sent: Monday, April 4, 2022 12:11 PM
To: Stephen.Endres@txdot.gov
Subject: Opposition to HWY 380 Segment B

Dear Mr. Endress:

I am opposed to the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, including children and the disabled, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at [ManeGait](#). This organization was founded by my college friend Priscilla Darling, along with her family. They are passionate about their mission and have served countless children, families and veterans in the area.

I am asking TxDOT to reconsider this action. There is huge opposition to this in Collin County. Although I now live in Houston, my family is all in the Dallas area, along with many high school and college friends. I'm sure there is an alternative that is respectful of the constituents in this area.

Thank you.

Carol Brejot

[REDACTED]

[REDACTED]

Carol Brejot
Carol Brejot PR

[REDACTED]

[REDACTED]



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

I thank you for sharing the various alignments. In the past, FM roads cross a street were made for a better perspective. Including more specific location would have been helpful since our property is located off of 1827 (FM). Thank you for 1827 the new 380 by pass will end.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: CAROL BOUTCHER
Address: [REDACTED]
Apartment, [REDACTED]
City/State/Z [REDACTED]

From: Carol Carrillo [REDACTED]
Sent: Wednesday, April 6, 2022 10:04 AM
To: Stephen Endres
Subject: Project 380

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.

Mr. Endres,

I am a homeowner in McKinney, Texas. I **strongly support Segment-B** bypass alignment option for Project 380. Not only is this option more cost effective, it also will have minimal impact on existing neighborhoods adjacent to US 380.

Thank you.

Carol Carrillo

From: Carol Gillis [REDACTED]
Sent: Saturday, April 2, 2022 9:01 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

- It is unreasonable and unsafe for 150 disabled riders and their horses to work 60 hours a week with the sounds, emissions, and vibrations of construction for 3-4 years.
- In the future, it is unreasonable and unsafe for these riders to receive therapy with a roadway/traffic equivalent to US HWY 75 towering over them and their therapy horse.
- Segment B will also result in land acquisition from property that is regularly used to support ManeGait's operations.

From: Carol Watson [REDACTED]
Sent: Tuesday, April 5, 2022 5:36 PM
To: Stephen Endres
Subject: Opposition to Hwy 380 Segment B

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.

Good Afternoon,

I am writing in opposition to the proposed Hwy 380 segment B. This threatens the daily services and special events of ManeGait.

Mane Gait is a key community resource as identified by TxDOT. They provide services to children and those with physical disabilities. These vulnerable and protected populations, deserve a safe, high quality, and easily accessible location to receive world-class therapy programs at ManeGait.

I have known many families who have been positively impacted by MainGait, and it would be a tragedy to put their therapy programs at risk. As a lifelong horsewoman, I can tell you that it would be very dangerous to have horses subjected to construction and highway noise. This could cause a flight response from the horse, which then could result in significant injury (fall risk) to already vulnerable, and at risk individuals. As a health care provider, I have seen first hand how equestrian therapy can positively impact those with medical issues and/or disabilities.

I urge you to place the highway in another location where ManeGait will not be affected, so they can continue to provide life changing services to vulnerable populations.

Thank you for your time.

Sincerely,

Carol M. Watson, MPA, PA-C
Health Care Provider
Lifelong Horsewoman
Mother

[REDACTED]
[REDACTED]

From: Carol Nichols [REDACTED]
Sent: Wednesday, April 6, 2022 5:07 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Carol Nichols

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Thank you.

Carol Nichols
[REDACTED]
[REDACTED]
[REDACTED]

From: Carol Norton [REDACTED]
Sent: Tuesday, April 5, 2022 5:04 PM
To: Stephen Endres
Subject: Project 380 /Segment-B Bypass

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Sincerely,
Carol Norton

[REDACTED]
[REDACTED]

From: Carol [REDACTED]
Sent: Tuesday, March 29, 2022 8:19 AM
To: Stephen Endres
Subject: I strongly support the Project 380 Segment B bypass

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

As a homeowner on Stonebridge Drive between [REDACTED] and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Carol Ruskowski
Vice President of Membership
Century Golf Partners/APGM

From: Carolyn Adams [REDACTED]
Sent: Saturday, April 2, 2022 3:35 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Carolyn Adams
[REDACTED]
[REDACTED]

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait. As a parent of a child with Autism that needs services like these to be able to operate in the community, I implore you to find an alternative solution. I understand how dangerous 380 has become and I agree that there needs to be change, however, not at the cost of interfering with services for our most vulnerable populations in Texas.

I appreciate your time and consideration on this matter,
Carolyn Adams

*Carolyn Adams NASM-CPT
Owner/Trainer
4 The ❤️ Of Fit
Adapted Fitness Manager
Powered To Move
Special Needs Personal Trainer
Rhythm Works Integrative Dance Instructor
Certified Autism Fitness Trainer
Certified Group Fitness Instructor
Certified Drumba Fitness Instructor*
[REDACTED]
[REDACTED]

Isaiah 40:31 "But those who hope in the Lord will renew their strength, they will soar on wings like eagles, they will run and not grow weary, they will walk and not be faint."

From: Carolyn Fleming [REDACTED]
Sent: Monday, April 4, 2022 7:13 AM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

Thank you for opportunity to express opposition to where the HWY 380 Segment B will be disrupting the operations of Manegait. The statement from TxDOT in the HWY 380 feasibility study indicates an awareness of the importance of the services of Manegait. Please consider alternatives that do not disrupt the services Manegait offers the vulnerable and disabled people they work with.

Thank you,
Carolyn Fleming

[REDACTED]
[REDACTED]

From: Carolyn Fredricks [REDACTED]
Sent: Monday, March 28, 2022 7:08 PM
To: Stephen Endres
Subject: 380 segment-b

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today [REDACTED]

From: Carrie Leuci [REDACTED]
Sent: Friday, March 25, 2022 2:48 PM
To: Stephen Endres
Cc: [REDACTED]
[REDACTED]
[REDACTED] t
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Carolyn Leuci

[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

From: Carolyn Phillips [REDACTED]
Sent: Tuesday, April 5, 2022 11:23 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Carolyn Phillips, [REDACTED]
NAME/ADDRESS:

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.
Carolyn Phillips

From: Carrie Weller [REDACTED]
Sent: Tuesday, April 5, 2022 10:09 PM
To: Stephen Endres
Subject: 380 bypass

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

As a homeowner and citizen of McKinney, TX., I strongly **SUPPORT** the **Project 380 Segment-B** bypass alignment option.

-Carrie Weller

From: Maggie Hudson [REDACTED]
Sent: Friday, April 1, 2022 3:18 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Carter Hudson

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

From: Casey Lucas <[REDACTED]>
Sent: Thursday, March 31, 2022 11:22 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Casey Lucas / [REDACTED]

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Thanks.

Casey Lucas
[REDACTED]

From: Catherine Kaetzer <[REDACTED]>
Sent: Thursday, March 31, 2022 1:33 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Catherine Kaetzer / [REDACTED]

COMMENT:

Dear Mr. Endres,

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

While I am not a local resident of McKinney, I am a fellow Texan and have heard of the good work done at ManeGait. From one Texan to another I implore you to reconsider this proposed route of HWY 380 Segment B for the reasons stated above. Together let's stay Texas strong and Texan proud.

Thank you for your consideration of my request.
Catherine Kaetzer

From: Catherine Reidy <[REDACTED]>
Sent: Tuesday, April 5, 2022 2:21 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Catherine Reidy
[REDACTED]
[REDACTED]

COMMENT:

We have been avid supporters of Mane Gait since from before it began. We have seen hundreds and hundreds of lives changed through the riding center. Not just the lives of the children and adults with disabilities, or the courageous men and women who have faithfully served our country in the Armed Forces, but the volunteers, the surrounding communities, the churches, and the organizations that have had the privilege of being a part of the healing that happens at Mane Gait. The current location of Mane Gait is paramount to the ability to provide services and healing to the vulnerable population it serves. I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, March 28, 2022 12:55 PM
To: Catherine Walsh
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 | www.txdot.gov

From: Catherine Walsh [REDACTED]
Sent: Tuesday, March 22, 2022 9:05 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>

[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Catherine L. Walsh



CC:

Texas House Representatives: Sanford, Holland, and Patterson
Texas State Senator Springer
Prosper Citizen Group
Prosper ISD Board
Prosper Town Council

A Texas Department of Transportation message



From: clzercher [REDACTED]
Sent: Wednesday, March 30, 2022 5:33 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

I oppose all of the US HWY 380 proposal that runs through Prosper, specifically Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT.

Really, this whole proposal is ridiculous. It will displace numerous families and businesses, and will wreck property values across the area. Prosper residents should not pay for the failure of other cities and governing bodies to properly plan for expansion. This is a tough situation, but TxDot needs to come up with a more creative solution than running 380 through established communities with no regard for the families living and working there.

Please keep 380 on 380.

--

Thanks,
Catherine Zercher

[REDACTED]

[REDACTED]

Prosper ISD

From: Cathy Tomcala [REDACTED]
Sent: Tuesday, April 5, 2022 2:29 PM
To: Stephen Endres
Subject: 380 segment B

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.

Dear Mr. Endres and Txdot.gov,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million When compared to the cost of the also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

Sincerely,
Cathy and John Tomcala

[REDACTED]

[REDACTED]

From: Cathy Bebee [REDACTED]
Sent: Tuesday, April 19, 2022 7:45 AM
To: Stephen Endres
Subject: Project 380 Bypass route

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.

Hello Mr. Endres,

I am a nurse and have lived in my home which faces [REDACTED] for 19 years. Being single, I love my neighborhood and have felt safe here for many years. I am very concerned about the upcoming development of the 380 Bypass.

PLEASE know that Option B is the best option for many reasons:

This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380. **This is the part that worries me the most!**
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

On April 10, 2022, the Dallas Morning News published a front-page article about the Project 380 bypass route. The article, focused on ManeGait, was well written but poorly researched as it only told half of the story. In the interest of fairness and complete reporting, the other side of the story should be told. These are the facts that were not reported:

There was no mention of the fact that back in 2019, the City of McKinney offered to acquire the current ManeGait property and move it to a newly constructed facility at no cost to ManeGait. They refused to consider this option even though they now say they may have to move and build a new facility. Interestingly, in the last few years, ManeGait was the recipient of several hundred thousand dollars from City of McKinney grant programs. Neither of those items were covered in the article.

Further, TxDOT has researched stakeholder concerns including those expressed by ManeGait. TxDOT updated Segment-B so that none of the ManeGait property is taken. **TxDOT even researched other similar facilities in the**

state of Texas and found no ManeGait operational issues should be expected. That was not mentioned in the article.

There was no discussion of the **seventeen businesses that will be destroyed if Segment-A is built versus none if Segment-B is built**. The businesses to be destroyed are located on the North Side of 380 on both sides of Custer Road and the number will grow since more businesses are under construction today. **Segment-B only goes through currently undeveloped land in Prosper while Segment-A goes through a currently heavily developed area in McKinney**. In McKinney's Tucker Hill, businesses that front on 380 also will also be impacted. Was there any discussion with any of these business owners?

The cost of Segment B is \$99 million LESS than Segment-A.

There was no reporting on the impact to Kensington Village which is directly in front of where the proposed Segment-A would enter 380. The proposed Segment-A interchange would greatly increase noise and pollution in that SRCA neighborhood potentially affecting the enjoyment and value of their homes. Were any of those property owners contacted for comment?

There is an expected 3-4 year construction cycle that will impact many current businesses and homes with noise and traffic disruption if Segment-A is built. Segment-B will have minimal impact on homes and businesses.

Mr. Endres, please consider me and how Segment A will affect me. I am so close to retirement and would love to stay in my home, so please approve Segment B.

Thank you for your time,

*Sincerely,
Cathy Bebee*

From: Cathy Cheatham [REDACTED]
Sent: Wednesday, March 30, 2022 2:12 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Cathy Cheatham, [REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait. Please do not, by any means, interrupt the operations of this invaluable service provided to our most vulnerable individuals.

Sincerely,

Cathy Cheatham

From: Cathy Tomcala [REDACTED]
Sent: Thursday, April 21, 2022 9:03 PM
To: Stephen Endres
Subject: 380 bypass

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.

Suggested Wording for US 380 Comment Form

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the

also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

- *The cost of Segment-A is \$99 million more than Segment-B.

- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.

- *It will also cause the installation of water pipes (ducts) over 380.

- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.



Comment

From: Catie Grace Mitchell <[REDACTED]>
Sent: Monday, April 4, 2022 10:09 AM
To: Stephen Endres
Subject: Oppose 380 Segment B

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.

Please stay away from ManeGait. I have a friend that rides there and it has made a difference in her everyday life. The riders LOVE ManeGait. I oppose! Stay away!

From: Chad PrahI <[REDACTED]>
Sent: Wednesday, April 6, 2022 12:53 PM
To: Stephen Endres
Subject: US 380 bypass

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

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

- *The cost of Segment-A is \$99 million more than Segment-B.

- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.

- *It will also cause the installation of water pipes (ducts) over 380.

- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Chad Prah



From: chanel zmak <[REDACTED]>
Sent: Wednesday, March 30, 2022 5:28 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B-[REDACTED]

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.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

From: Channa Jones <[REDACTED]>
Sent: Wednesday, April 6, 2022 1:29 PM
To: Stephen Endres
Subject: 380 Bypass

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

As a homeowner, business owner ([REDACTED]), and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Sincerely,

Channa Jones
[REDACTED]

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 30, 2022 11:20 AM
To: Charisse Barnes
Subject: RE: 380 bypass vote segment b

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation

O: 214-320-4469 |

<https://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.txdot.gov%2F&data=04%7C01%7Cchsmith%40burnsmcd.com%7C79f3322452c248094dd108da12691216%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637842539731418301%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&data=TF8CS8VxCCBfcMkfSnnQRXhkhVpJUsiLMQDTBskIH%2Bg%3D&reserved=0>

-----Original Message-----

From: Charisse Barnes [REDACTED]
Sent: Wednesday, March 23, 2022 10:12 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: Dwaine Barnes <[REDACTED]>
Subject: 380 bypass vote segment b

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.

I live in mckinney and pick SEGMENT B

[REDACTED]

[A Texas Department of Transportation (TxDOT)

message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7C79f3322452c248094dd108da12691216%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637842539731418301%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&data=SLpkhY66jeWZ1npirvgGgOGbZ6Wjuwc92nasf3DkT04%3D&reserved=0>

<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7C79f3322452c248094dd108da12691216%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637842539731418301%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&data=SLpkhY66jeWZ1npirvgGgOGbZ6Wjuwc92nasf3DkT04%3D&reserved=0>

From: Charles Cotten [REDACTED]
Sent: Saturday, April 16, 2022 10:31 PM
To: Stephen Endres
Subject: Oppose Segment B

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.

Mr Endres. Please consider the consequences of the proposed Segment B on the community of Prosper. First and foremost is the devastating impact on ManeGait. Then the elimination of almost 200 homes being built for seniors like myself. Also the prevention of almost 300 beautiful homes planned along the lake and creek and the apartments planned on 380 all which are directly in the proposed path of Segment B.

Prosper planned for the expansion of 380 on 380 and that is where it should stay. TXDoT initially approved Segment A before succumbing to political pressure to add Segment B for consideration. Please keep 380 on 380 thru Prosper by denying Segment B.

Thanks.
Charles Cotten
CSE Commercial Real Estate
[REDACTED]
[REDACTED]

From: Charles Kallal [REDACTED]
Sent: Friday, April 8, 2022 4:01 PM
To: Stephen Endres
Subject: Segment B

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.

We strongly support segment B for 380 corridor.
Charles Kallal
[REDACTED]

From: Charles Pyne [REDACTED]
Sent: Monday, March 28, 2022 9:58 AM
To: Stephen Endres
Subject: 380 project

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.

With the changes you have made to option B, I SUPPORT OPTION B.

[REDACTED]

From: Charles Hall [REDACTED]
Sent: Saturday, April 2, 2022 10:30 AM
To: Stephen Endres
Subject: ManeGait

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.

Stephen Endres:

I have a granddaughter who utilizes ManeGait for her therapy. "I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait."

Sincerely,

Charles W Hall

[REDACTED]
[REDACTED]

From: charlie jackson [REDACTED]
Sent: Sunday, April 3, 2022 1:47 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Charles Jackson/[REDACTED]

COMMENT: As a grandparent to a granddaughter with Rett Syndrome please think of her when you make your decision. Horse therapy is a god send to a child who cannot walk or talk. This proposed construction needs to be re-thought. Hopefully the needs of the handicap will be considered in the decisions being made. They ask for little but provide great joy to those who love them.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

From: [REDACTED]
Sent: Wednesday, March 30, 2022 3:14 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment A

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.

NAME/ADDRESS:
Charlie Weinberger

[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment A; it threatens the value and daily quality of life of dozens of residential neighborhoods, businesses, nearby elementary schools and residents of all ages.

The additional traffic, noise, pollution and emissions will have a direct negative impact on all nearby residents far into the future. Negative impact on property values is a real concern, too.

Adjacent homes were built 20+ years ago as part of a planned HOA community with green spaces and community gathering areas. While growth and change is inevitable, a massive, elevated, multilane freeway looming overhead, and a greatly-widened local street (Stonebridge Drive) was never a consideration. These green spaces are essential to a healthy community, literally and figuratively.

Option B costs \$99 million less than Option A and is much less disruptive to current businesses and homes. Respectfully asking, how is Option A still in the running?

Thank you for considering your fellow Texas citizens.

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]

From: CHARLOTTE BOICH [REDACTED]
Sent: Tuesday, April 5, 2022 4:19 PM
To: Stephen Endres
Subject: Segment B option

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.

I want to send in my choice for Segment B option. I feel that this is the best solution for this project. Thank you,
Charlotte Boich

[REDACTED]

From: [REDACTED]
Sent: Wednesday, March 30, 2022 10:50 AM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY38 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT'S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN'S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Charmyne Crowe

[REDACTED]
|
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson

Texas State Senator Springer

Prosper Citizen Group

From: Cheng Chang [REDACTED]
Sent: Tuesday, April 5, 2022 2:14 PM
To: Stephen Endres
Subject: Project 380 Bypass

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.

Good Afternoon, Mr. Endres,

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Best Regards,

Cheng Chang, P.E. LEED, BCxP
[REDACTED]

From: Cheri Driscoll [REDACTED]
Sent: Friday, April 8, 2022 8:28 AM
To: Stephen Endres
Subject: Oppose A

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

As a homeowner of a house at [REDACTED] and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Sincerely,

Cheri Driscoll

From: Cheri Driscoll [REDACTED]
Sent: Friday, April 1, 2022 8:42 AM
To: Stephen Endres
Subject: 380

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.

My family lives at [REDACTED]. We are requesting plan B.
Thank you for your time,
Cheri Driscoll

From: Cheryl Miller [REDACTED]
Sent: Wednesday, April 20, 2022 10:21 AM
To: Stephen Endres
Subject: Plan B for Collin county

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.

I support plan B for the new expressway !

~Cheryl miller

[REDACTED]
[REDACTED]

From: Chip Marz [REDACTED]
Sent: Tuesday, March 29, 2022 2:39 PM
To: Stephen Endres
Subject: US 380 Segment-B bypass option

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

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option.

There are many opinions about which option, A or B is best. And you will undoubtedly hear from many people, I hope that TXDOT will consider the facts and not the number of voices heard one way or the other. And the facts are indisputable.

Option B option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Chip Marz
[REDACTED]

From: Chloe Guthrie [REDACTED]
Sent: Wednesday, March 30, 2022 3:09 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Chloe Guthrie
[REDACTED]

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Sincerely,
Chloe Guthrie
[REDACTED]

From: Makenzie Blythe [REDACTED]
Sent: Wednesday, April 6, 2022 5:07 PM
To: Stephen Endres; Chris Blythe
Subject: Concerned McKinney Citizens & Stonebridge Ranch Residents - Supports Project 380 - Option B Bypass Route

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.

Dear Stephen,

We have been residents of McKinney for more than 18 years and purchased our home in Stonebridge Ranch in 2011. The village we live in is Wren Creek, which backs up to 380 (.5 mile away) and runs parallel to [REDACTED].

One of the main reasons we purchased this home is because Stonebridge Ranch is a master-planned community and because our neighborhood is across the street from Wilmeth Elementary School (La Cima Drive and Stonebridge Drive) also about .5 miles from 380.

Our son has attended Wilmeth Elementary for all five years and has walked and biked to school during the early fall/spring. We can't imagine other kiddos in Stonebridge Ranch, specifically in Wren Creek or surrounding neighborhoods will be able to walk/bike to school if Project 380 - Option A is passed. Having the ability to walk to school enables our family to meet neighbors, build friendships, get exercise, and have a sense of comradery in our community.

Also, several small business owners live in our neighborhood and they frequently support Spirit Nights at our elementary school and other community events. Many of them managed to survive running independent businesses/restaurants during a C-19 pandemic and do not need to be impacted by the expansion of 380. In fact, it was brought to my attention that if Option A is selected more than 17 small businesses will be lost in McKinney. I encourage you to visit 11/17 or EJ Willis Gastro Pub to speak with them directly.

There are not many communities that invest in their community like Stonebridge Ranch does. Please think of the future elementary students and their parents and surrounding neighborhoods that will not have the ability to walk their kids to school, meet their neighbors and enjoy common grounds if Option A is chosen. I am sending you this email as an advocate for future McKinney residents to enjoy the same quality of life that we have today.

Beyond the lifestyle and businesses I mentioned above, there are other reasons to not select Option A

- Increased traffic, pollution, noise
- Decreased home values
- An overpass at 380/Custer/Stonebridge
- Required installation of water pipes over 380/Custer/Stonebridge
- And many more...

I ask you to please select Option B Bypass for the 380 expansion project as it is the best option to improve traffic in our corridor while also ensuring the economic and preservation of our community in Stonebridge Ranch.

Thank you for your time and consideration,

Chris & Makenzie Blythe

[REDACTED]
[REDACTED]

From: Nicole Cunningham <[REDACTED]>
Sent: Wednesday, April 6, 2022 5:27 PM
To: Stephen Endres
Subject: Project 380 segment B

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.

We support Project 380 segment B. This segment A would make it impossible to get into the neighborhood.
Chris and Nicole Cunningham
[REDACTED]

From: Chris Carroll <[REDACTED]>
Sent: Tuesday, April 5, 2022 2:48 PM
To: Stephen Endres
Subject: Segment B!

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.

We want Segment B for the 380 bypass!

Chris Carroll, Co-Founder
HMS – Healthcare Margin Specialists

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



**HEALTHCARE
MARGIN
SPECIALISTS**



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

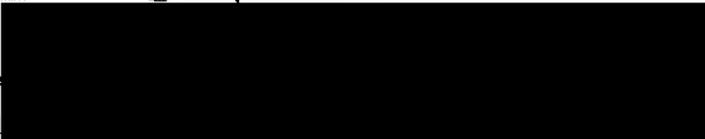
RE: 4692 CR1164 - Drainage easements appear to be quite large. Can it be made smaller? It affects our future property line negatively. Please reduce size.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Chris Cooper
Address: 
Apartment: _____
City/State: _____

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Tuesday, April 5, 2022 9:34 AM
To: Christopher Cottone <[REDACTED]>
Subject: RE: US 380 Plan B proposal

Sure.

I'm curious what other determining factors need to be considered in determining the bypass route? Also, what is the earliest date that this project would break ground?

We have to consider all the items in the matrix qualitatively when making a decision. Different factors become deciding factor in in different studies. We have not made a decision at this time.
3 to 4 years would be the earliest.

If I need to share my feedback through another outlet or survey assuming public input is being accepted could you please send me that information?

Any method, comment form, email, mail or voicemail is accepted for comments.

<http://www.keepitmovingdallas.com/US380EISPublicMeeting>

Stephen

From: Christopher Cottone <[REDACTED]>
Sent: Tuesday, April 5, 2022 8:53 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: RE: US 380 Plan B proposal

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.

I had a few questions would you please give me some feedback on those. Any information would be appreciated.



From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Tuesday, April 5, 2022 8:52 AM
To: Christopher Cottone [REDACTED]
Subject: RE: US 380 Plan B proposal

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
 Transportation Engineer

Dallas District | Texas Department of Transportation
 O: 214-320-4469 | www.txdot.gov

From: Christopher Cottone <[REDACTED]>
Sent: Tuesday, April 5, 2022 8:41 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
 [REDACTED]
Subject: US 380 Plan B proposal

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.

Mr. Endres,

I live in the Stonebridge Ranch Community (Wren Creek) just south of Stonebridge and 380. I am in support of the Plan B Proposal for the 380 bypass addition.

I've lived in McKinney for 12 years now and witnessed first hand the surrounding areas grow and frankly I'm very proud of the economic development. That said my family moved to the Stonebridge Ranch Community HOA for several reasons most notably was stability. It stands to reason that a major project like this should consider the size and scale of the impact it will have on the largest population of citizens. The Stonebridge Ranch HOA alone has a larger population than the entire Town of Prosper. In addition the existing infrastructure in Mckinney was in place long before Prosper was really even established as a town. To that point Route B seemingly makes sense as it impacts a smaller population and far less established businesses.

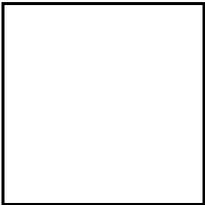
Please note the vast majority of children that live in my immediate community account for the majority of the student body of Cockrell Middle School and their route is Stonebridge to 380. In addition to that an equal amount of 16-18 year

olds drive themselves to Mckinney North Highschool using that same route. As a father of a pre teen and a 13 year old daughter I hope you can appreciate my concern if Plan A was approved.

I also understand the expense of Route B is 100 million dollars cheaper which seemingly makes good business sense. I'm curious what other determining factors need to be considered in determining the bypass route? Also, what is the earliest date that this project would break ground?

My family at [REDACTED] in Mckinney supports the US 380 Route B proposal and we are very much opposed to the Route A proposal. If I need to share my feedback through another outlet or survey assuming public input is being accepted could you please send me that information?

Thanks in advance for your response.



From: Chris Doyle <[REDACTED]>
Sent: Sunday, April 3, 2022 11:20 AM
To: Stephen Endres
Subject: Opposition to Segment B option for 380

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.

Dear Mr. Endres:

I'm writing to express my opposition to the segment B option for 380. We recently spent a lot of money building a beautiful new home in Prosper set back a bit from the existing 380. If you go ahead with segment B, 380 will be considerably closer to my home and subdivision. Please reconsider this option and go with segment A.

Sincerely,

Chris Doyle
[REDACTED]

From: Chris Dugas [REDACTED]
Sent: Friday, April 8, 2022 4:09 PM
To: Stephen Endres
Cc: Tracy Dugas
Subject: Hwy 380 EIS project

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.

Dear Mr. Endres,

Thank you for allowing comments on this project. I am a Prosper Resident that owns a home extremely close to the proposed "Bi-Pass" going through Prosper near [REDACTED]. For the record, I would like to comment that we need to "Keep 380 ON 380". I purchased my home years ago and bought in this area since I was north of 380 a long distance, as not to harm my property value due to proximity from Hwy 380. The people in McKinney in Stonebridge Ranch and Tucker Hill KNEW they were buying homes close to a major highway, but now they want to put a Bi-Pass in my back yard. I Strongly object and will do Everything in my power to stop this By-Pass from coming through Prosper at ANY point.

My understanding is that there is a gentleman who is a high-ranking government official living in Tucker Hill who want to keep this proposal alive. I thought this issue was decided some time ago, but I believe this one person is keeping this alive. He should have bought his home further away from Hwy 380 like I did many years ago. I know the City of Prosper has opposed this Bi-Pass from the beginning, and Every Prosper resident that I know refuses to allow this to happen. We ask for your good solid Common Sense to make this decision. People who purchased their home within 1/8 of a mile from a major highway should not be allowed to destroy My property value because they do not like a proposed highway change. I ask for your justice in making this decision and appreciate the opportunity for my input.

Best regards,

Chris Dugas
Prosper Resident
[REDACTED]

From: Chris Elson <[REDACTED]>
Sent: Tuesday, April 5, 2022 3:41 PM
To: Stephen Endres
Subject: Hwy 380 plans.

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

As a resident of McKinney I am wanting to voice my support for Plan B of the proposed construction to relieve congestion on Hwy 380 in the approach to Hwy 75.

Respectfully,
Chris Elson

Sent from my iPad

From: Christopher Ewing <[REDACTED]>
Sent: Wednesday, April 6, 2022 11:20 AM
To: Stephen Endres
Subject: HWY 380 Alignment Comments

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

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

- *The cost of Segment-A is \$99 million more than Segment-B.

- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.

- *It will also cause the installation of water pipes (ducts) over 380.

- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Chris Ewing



From: Kokenes(TX) <[REDACTED]>
Sent: Tuesday, April 5, 2022 3:43 PM
To: Stephen Endres
Subject: Comments for support for Project 380 Segment-B

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.

Mr. Endres,

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Sincerely,

Chris Kokenes

[REDACTED]

[REDACTED]

[REDACTED]

From: Chris Krieger [REDACTED]
Sent: Friday, March 25, 2022 1:41 PM
To: Stephen Endres
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

REPLACE REPLACE Full Legal Name

Full Residential or Business Address

City, State, Zip

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

Sent from my iPhone

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Friday, March 18, 2022 2:43 PM
To: Chris Roland [REDACTED]
Subject: RE: 380 Bypass

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
214-320-4469

From: Chris Roland [REDACTED]
Sent: Friday, March 18, 2022 1:31 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: 380 Bypass

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.

Hey Stephen,

I won't be able to make the 3/22 meeting but please count me as one of the (I'm sure many) people who is adamantly opposed to "route B" on the attached graphic... or any route that would require eminent domain.

Thanks,
Chris

A Texas Department of Transportation message



From: [REDACTED]
Sent: Tuesday, April 5, 2022 5:24 PM
To: Stephen Endres
Subject: US 380 Bypass

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.

Dear Mr. Endres:

I am a 20 year resident of Stonebridge Ranch in McKinney. I support US Project 380 Segment B.

Best regards,

Chris Troseth

[REDACTED]
[REDACTED]

From: Christa Platt <[REDACTED]>
Sent: Wednesday, March 30, 2022 3:48 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Christa Platt [REDACTED]

COMMENT:

Your research concerning ManeGait was fallible. No other PATH Premier Accredited center in Texas the size of ManeGait is located within 50-100 ft of a highway, and none have operated next to a 3- to 4-year highway construction project.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations, namely the disabled and children, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

I also oppose this newly presented Segment B because of too close proximity to the newly opened Founder's Academy school to protect the children attending there and anywhere that encroaches in the Town of Prosper.

Thank you,

Christa Platt

From: Christan Hodges [REDACTED]
Sent: Tuesday, April 5, 2022 7:14 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

Christan Hodges
[REDACTED]
[REDACTED]

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGai

From: Christel Keller [REDACTED]
Sent: Wednesday, April 6, 2022 7:14 PM
To: Stephen Endres
Subject: Re: TxDOT US-380 Bypass

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.

Dear TxDOT,

I know you must be receiving many of these type of emails. I would like to share my thoughts as well.

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Respectfully,
Christel Keller

From: Christian Trejo <[REDACTED]>
Sent: Wednesday, April 6, 2022 11:59 PM
To: Stephen Endres
Cc: [REDACTED]
[REDACTED]

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Christian I Trejo

[REDACTED]

[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson
Texas State Senator Springer
Prosper Citizen Group
Prosper ISD Board
Prosper Town Council

--

Christian Trejo

From: Joy [REDACTED]
Sent: Saturday, March 26, 2022 5:11 PM
To: Stephen Endres
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Brown and Brown Segment B Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT'S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN'S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Prosper land mass is not nearly as big as McKinney, Frisco and other surrounding areas. This is detrimental and egregious to put this on such a small town. McKinney should carry the weight.

Warmest Regards,

Christie Joy Varela

[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group

Joy Varela

From: Christie Roberts [REDACTED] >
Sent: Tuesday, April 5, 2022 7:53 PM
To: Stephen Endres
Subject: Support for Project 380 Segment-B bypass

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.

Hello Mr. Endres,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, and minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also **preserving** the economic business and residential vibrancy of our community.

Thank you for your consideration,
Christie Roberts
[REDACTED]

From: Christina Alstrin <[REDACTED]>
Sent: Monday, March 28, 2022 8:16 PM
To: Stephen Endres
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Brown and Brown Segment B Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT'S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN'S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Christina Alstrin

[REDACTED]

[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group

[REDACTED]

From: Christina Burress <[REDACTED]>
Sent: Friday, April 1, 2022 12:24 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

Christina Burress
[REDACTED]
[REDACTED]

If you don't know what ManeGait is or how it helps the disabled children and adults in our community; I invite you to take a tour and see these kids therapy in action. This program is imperative for this already underserved population.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Christina Burress

[REDACTED]

From: Christina C [REDACTED]
Sent: Tuesday, April 5, 2022 9:33 PM
To: Stephen Endres
Subject: Opposed to Segment B

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.

I am writing to strongly oppose the newly proposed Segment B to US 380. As a resident of Prosper, this new proposal will be detrimental to the city and impose an unnecessary burden on the Lakewood neighborhood. Keep 380 on 380 or move the road to a different area.

Sincerely,

Christina

[REDACTED]

From: Christina Whitney [REDACTED]
Sent: Thursday, March 31, 2022 2:20 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:

Christina Whitney
[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Thanks,
Christina

From: Christine Cawood <[REDACTED]>
Sent: Sunday, April 3, 2022 10:39 PM
To: Stephen Endres
Subject: US 380 Bypass Alignment

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.

Dear Mr. Endres;

As a homeowner and citizen of McKinney, TX **I STRONGLY SUPPORT the the Project 380 Segment B** bypass alignment option. This option is the least disruptive to business with no displacement, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 when compared to the cost of the Segment A alignment.

I strongly oppose Segment- A. It should not be considered for the following reasons:

1. It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
2. The cost of Segment-A is \$99 million more than Segment-B. This alone should be enough to choose Segment A.
3. It will create an over pass on 380 over Stonebridge Drive and Custer Road.
4. It will cause the installation of water pipes ducts) over Hwy 380.
5. It will decrease traffic safety and increase traffic on Stonebridge neighborhood street arterial to Hwy. 380 such as Stonebridge Dr. Ridge Road and Lake Forest Dr., increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
6. It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
7. Hwy 380 as it exists will be demolished and moved North to be rebuilt to the South side of the new access road will be in the same location as the existing 380 is today.
8. Segment B is the best option to improve traffic in our corridor while also preserving the economic business and residential vibrancy of our community.
9. TX Dot's own study proved that the noise factor would not affect the therapeutic quality at Main Gate the horse farm as has been argued by others to support Segment A.
10. Selecting Segment A will create lengthy road closures for getting our kids to school at Cockrill Middle School, McKinney North & Boyd High School or teenagers there.
11. Segment A could result in traffic delays from Stonebridge Dr. when in need of ambulance or emergency travel to Baylor, Scott and White Hospital.
12. Having major detour traffic rerouted through our neighborhoods could affect pick up of our kids from Wilmeth Elementary.

I urge you to Select and Support the Segment B choice!

Concerned Stonebridge Ranch Citizen,

Christine Cawood
[REDACTED]
[REDACTED]

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, March 28, 2022 1:05 PM
To: Christine Chiappinelli [REDACTED]
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 | www.txdot.gov

From: Christine Chiappinelli <[REDACTED]>
Sent: Wednesday, March 23, 2022 11:27 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED

ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Christine Chiappinelli

██████████

██████████

From: Chris Dubek [REDACTED]
Sent: Monday, March 28, 2022 9:13 PM
To: Stephen Endres
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Brown and Brown Segment B Alternate Routes

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.

Dear Mr. Endres, I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper. Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021, CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT'S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN'S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE." I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Christopher Dubek (home/land owner)
[REDACTED]

CC:
Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group
[REDACTED]

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 23, 2022 10:08 AM
To: Christopher Bosworth
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
214-320-4469

From: Christopher Bosworth [REDACTED]
Sent: Wednesday, March 23, 2022 9:06 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Christopher J. Bosworth
[REDACTED]

[REDACTED]
[REDACTED]
CC:

Texas House Representatives: Sanford, Holland, and Patterson

Texas State Senator Springer

Prosper Citizen Group

Prosper ISD Board

Prosper Town Council

A Texas Department of Transportation message





PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

I am for keeping 380 on 380 through Prosper. Custer Rd/West should stay on current alignment that has been planned for ~~FM~~ by Prosper.

The town has been opposed to B.

B will impact residents, businesses & school children.

B will impact ManGait - special needs facility.

Keep 380 on 380 through Prosper.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Christopher Kim

Address: [REDACTED]

Apartment, su [REDACTED]

City/State/Zip: [REDACTED]

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Tuesday, March 15, 2022 8:12 AM
To: Christopher Manrell <[REDACTED]>
Subject: RE: OPPOSITION TO HWY38 Alternative Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
214-320-4469

From: Christopher Manrell [REDACTED]
Sent: Monday, March 14, 2022 11:08 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
Subject: OPPOSITION TO HWY38 Alternative Routes

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.

Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE

DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION;
FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE
PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR
AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment
changes, including the new Gold and Brown alternative segment B alignments.

Thank you,

Christopher Manrell

██████████

██████████████████

A Texas Department of Transportation message



From: Erpelding, Christy [REDACTED] >
Sent: Tuesday, April 5, 2022 2:45 PM
To: Stephen Endres
Subject: Support of Project 380 Segment - B

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.

Mr. Enders,

I have lived off US 380 for the last 13 years and I've seen the traffic levels and commute time increase until it has become unbearable. Last year I moved to McKinney to get off 380. Now as a resident of McKinney, TX that lives just south of Custer Road, these proposed changes will affect me daily. This is why I strongly SUPPORT the Project 380 Segment-B bypass alignment.

This alignment will be much more cost efficient and it will be the least disruptive to businesses in our area. There will also be minimal impact on existing homes and families living in the neighbors along US 380. This is a great area to live in and we are begging you to keep this way.

Thank you for your consideration in this matter.

Thanks,

Christy Erpelding

From: [REDACTED]
Sent: Thursday, April 14, 2022 6:00 PM
To: Stephen Endres
Cc: [REDACTED]
[REDACTED]
[REDACTED]

Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Christy Glasgow
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

Regards,

Christy Glasgow
[REDACTED]
[REDACTED]

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Tuesday, March 22, 2022 8:54 AM
To: Chrystyna Johnson [REDACTED] >
Subject: RE: Opposition to HWY 380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
214-320-4469

From: Chrystyna Johnson [REDACTED]
Sent: Monday, March 21, 2022 5:04 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
[REDACTED]
Subject: Opposition to HWY 380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE

SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,
Chrystyna Johnson

██████████
██████████

A Texas Department of Transportation message



From: Chuck and Elaine Davis [REDACTED]
Sent: Wednesday, April 20, 2022 9:35 AM
To: Stephen Endres
Subject: HWY 380 Bypass Project, McKinney -- YES to SEGMENT B Plan.

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.

Dear Mr. Endres,

As a Texas voter and resident of McKinney, I would like to register my strong **APPROVAL for the building of the SEGMENT B Plan** of the HWY 380 bypass project being constructed through the McKinney area. Choosing the SEGMENT B plan will cost Texas taxpayers far less, and be far less disruptive to both current residents and existing businesses that live and operate along HWY 380.

I strongly DISAPPROVE of the SEGMENT A plan, which represents a disregard for the residents and businesses affected by that route of construction. Such a disruption will be remembered and duly noted in the next state elections by the many (and growing number of) people who reside in the affected areas of McKinney.

Thank you for your consideration.

Regards,

Chuck Davis

[REDACTED]
[REDACTED]

It must be felt that there is no national security but in the nation's humble acknowledged dependence upon God and His overruling providence. John Adams (1825)

From: Cinda Lohmann <[REDACTED]>
Sent: Monday, April 4, 2022 11:08 PM
To: Stephen Endres
Subject: US 380 Public Comment: Coit Road to FM 1827

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.

Good evening Mr. Endres,

Let me first start off by thanking TxDOT and those involved with the continued analysis for the US 380 Project Expansion. As TxDOT is well aware, US 380 sees a significant amount of traffic daily through the McKinney area and a solution is necessary.

I am a homeowner within the Stonebridge community located at Stonebridge Drive and US 380. I recognize that neither Option A or Option B may be ideal options and potentially there are other solutions. However, **I would strongly SUPPORT the Project 380 Segment-B** bypass alignment option over Segment-A.

Our family will be directly effected by the Segment-A bypass option. Daily our kids travel along US 380 to McKinney North High School and Cockrill Middle School. During the estimated construction timeline, we will have 3 student drivers traversing the construction area daily. I am concerned with a potential decrease in traffic safety and an increase of traffic on Stonebridge neighborhood streets such as Stonebridge Drive, Ridge Road and Lake Forest Drive. This will result in increased traffic, road noise, and vehicle tailpipe emissions in our neighborhoods.

I recognize that Segment-B bypass may not be the ideal option, but this option is the least disruptive to businesses with no displacements, and has minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. Segment-B bypass is also the least disruptive to the current flow of traffic on US 380 during the construction phase. Segment-B bypass is a lower cost option by nearly \$99 million (MM) when compared to the cost of the Segment-A alignment.

\$99MM is a significant amount of tax-dollars required for an option which has significant downsides. This is a component which should not be overlooked when making the final decision. As with all Federal regulatory programs, an economic cost assessment must be performed. The cost benefit analysis takes into account the social impact as well as the environmental impact. Segment-A is unfavorable in an economic cost assessment as well as an environmental impact.

In regards to the environmental impact, Segment-B bypass has a lower impact as presented in the Segment Analysis Matrix by TxDOT with less total linear feet of rivers/streams impacted (2,813 ft), significantly less forest land (32 acres) removed providing a higher CO2 reduction impact versus grassland, and a slightly lower acreage of wetland effected.

Segment-B looks to the future growth of north Texas and eliminates the routing of traffic back into a highly congested, fully developed area. Routing Segment-B as proposed, provides direct routing for future developments to access the DNT.

I would strongly SUPPORT the Project 380 Segment-B bypass alignment option over Segment-A.

It is not apparent whether or not TxDOT has considered moving the project even further north to the Collin County outer loop, eliminating the need to expand US 380 to the levels proposed. Pulling traffic north and connecting US 75 with DNT and potentially I-35 could shift traffic off of US 380. These projects should not be assessed in isolation but rather considered jointly.

Thank you for your consideration in this matter.

Sincerely,

Cinda Lohmann, PE
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Wednesday, March 30, 2022 4:28 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

"I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait."

Cindy Carlisi

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

I support Option A. Any other option that goes through Prosper will have a negative impact on environment. Option B would displace a much needed affordable community and adversely impact a protected class -
Any option other than A would bisect Founders Academy.
Option B is in direct conflict with the air quality guidelines.

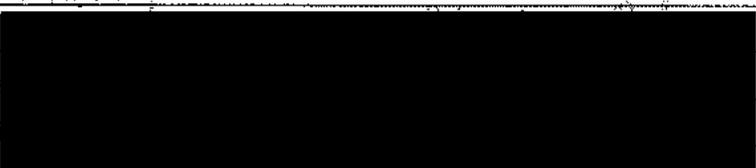
Please choose option A - Any other option has a negative impact on my Prosper community.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: CINDY JACKSON
Address: 
Apartment, s
City/State/Z

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Tuesday, March 15, 2022 8:13 AM
To: Cindy Juengling <[REDACTED]>
Subject: RE: Opposition to HWY38 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
214-320-4469

From: Cindy Juengling <[REDACTED]>
Sent: Tuesday, March 15, 2022 7:57 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
Subject: Opposition to HWY38 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY

DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Cindy Juengling

████████████████████
████████████████████

A Texas Department of Transportation message



From: Cynthia Kleckner [REDACTED]
Sent: Tuesday, April 5, 2022 2:37 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Cynthia and Barry Kleckner [REDACTED]

COMMENT:

We oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

We urge you to reconsider this plan.
Cynthia and Barry Kleckner

Sent from my iPhone
Cindy Kleckner,RDN,LD,FAND
[REDACTED]

From: Cindy Kumpa [REDACTED] >
Sent: Tuesday, April 5, 2022 5:05 PM
To: Stephen Endres
Subject: 380 Bypass

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

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

Cindy Kumpa
[REDACTED]
[REDACTED]

From: Cindy Magby <[REDACTED]>
Sent: Sunday, April 3, 2022 11:38 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Cindy Magby [REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Sent from my iPhone

From: Cindy Rickerby <[REDACTED]>
Sent: Wednesday, March 30, 2022 5:27 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: COMMENT: I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,
Claire Christensen



CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

Claire Christensen



[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7Cb127bbcf9d794794160108da10cf9d0b%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637840781130236376%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ikh1haWwiLCJXVCi6Mn0%3D%7C3000&sd=NCiDOd99Xz9atwIlgALtPHZCl1N1y662tohyLBU%3D&reserved=0>>

From: Claire Hollek [REDACTED]
Sent: Thursday, March 31, 2022 3:00 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Hello,

I'm reaching out in regards to the HWY 380 Segment B proposal.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

I personally know the family that owns this sacred operation and would like to add that should this segment be approved, the negative effects on the community will spread severely. These are good good people doing the work that MATTERS & means the world to so many vulnerable families. Without this facility, (and it's clear they will not be able to function should the segment be approved), so many with people with little to no voice in this world, will suffer greatly.

While it may not seem like a personal decision, it absolutely will be to these precious people. I urge you to take a look at some of the stories of families upon families that have been changed due to Mangaits services.

Thank you,

Claire Hollek
[REDACTED]
[REDACTED]

Sent from my iPhone

From: Clarke Drummond [REDACTED] >
Sent: Monday, March 28, 2022 5:29 PM
To: Stephen Endres
Subject: Project 380 Support for B

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 Stephen,

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B**bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you,
Clarke Drummond
[REDACTED]

Sent from my iPhone

From: Clark Taylor [REDACTED]
Sent: Tuesday, April 5, 2022 2:48 PM
To: Stephen Endres
Subject: FW: George Schaeffer Trust - Request for Profile View Schematic
Attachments: Texas Freeway Schematic.pdf

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.

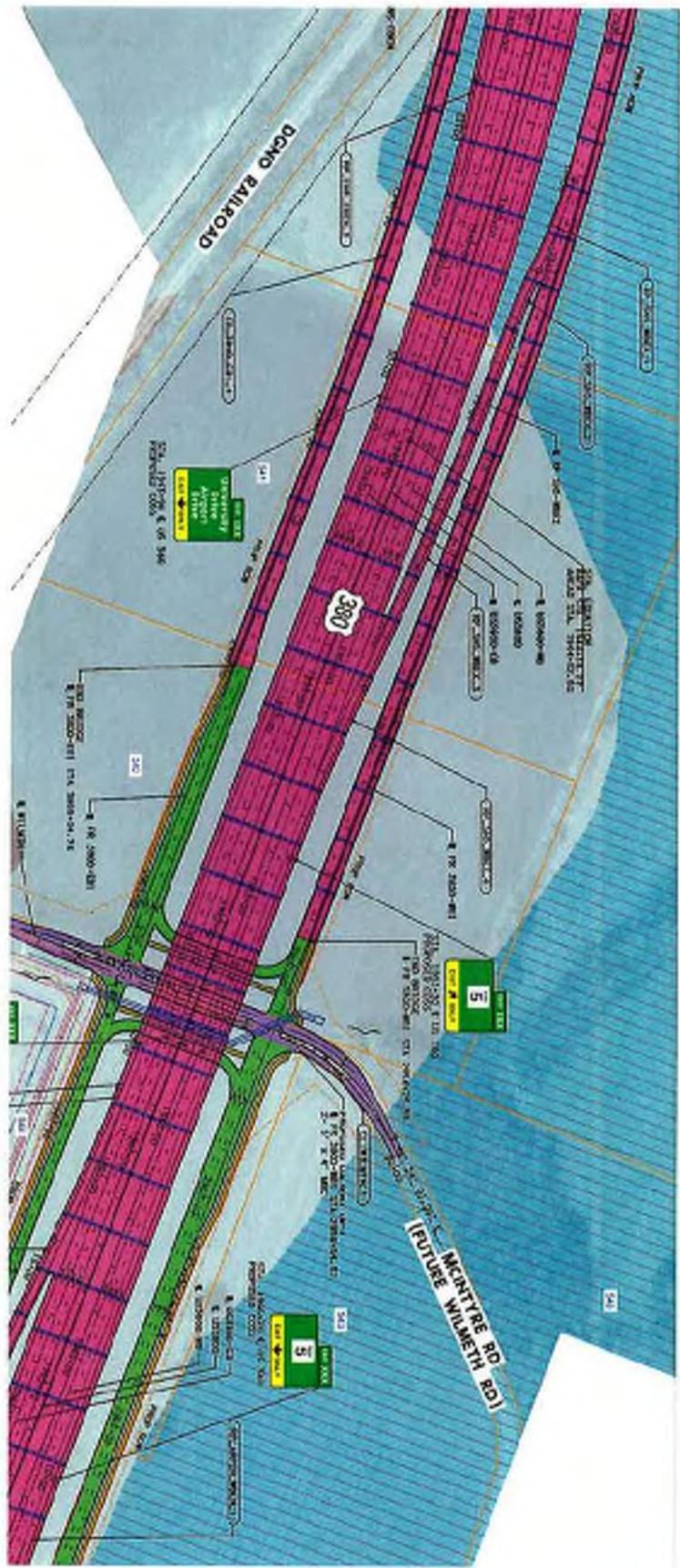
-----Original Message-----

From: Clark Taylor
Sent: Friday, April 1, 2022 4:23 PM
To: 'stephen.endres@txdot.gov' <stephen.endres@txdot.gov>
Cc: George Schaeffer [REDACTED]
Subject: George Schaeffer Trust - Request for Profile View Schematic

Mr. Endres, thank you for taking the time to talk with me about Segment D of the US 380 Extension as it affects Parcels 541 and 542 on the Schematic. As we discussed, please email me a profile view of the freeway and frontage roads for the portion thereof over Parcels 541 and 542.

Thank you for all of your help.

With kind regards, Clark Taylor
[REDACTED]



From: Claude <[REDACTED]>
Sent: Friday, April 15, 2022 1:42 AM
To: stephen.enders@txdot.gov; Stephen Endres
Subject: Matt Shaheen's letter regarding 380

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.

I just read the letter written by this guy and have to say that it sure sounds like a politician with direct ties to developers. I bet if we look into his campaign finances we'll find that to be the case.

The bottom line on 380 A vs B is the EXISTING homes and communities impacted. They are complaining about open land being used and the loss in value with segment B, and one horse stable that can be moved to Pilot Point. I've lived here for a long time and this is the first time I've ever heard of the horse place.

The traffic that would be generated by trying to modify the existing lanes of 380 and putting high speed traffic and 30' overpasses on top of thousands of existing homes makes absolutely no sense. I'm sorry that Prosper envisions themselves as this premium retirement community, but those homes have not been built. People are not living on or near segment B. Moving 5 families impacts 10-20 people, but building down the throat of multiple existing communities impacts tens of thousands of people.

The developers in Prosper will still make money. Once that property is re-zoned it will be worth a fortune for commercial development. They just don't want to wait for that to play out and are trying to tip the scale in their favor by campaigning against the obvious right choice, to run the bypass on the proposed segment B.

Thanks
Claude West

From: Claudia Stewart <[REDACTED]>
Sent: Thursday, April 21, 2022 10:47 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Claudia Stewart
[REDACTED]
[REDACTED]

As a parent of a child who utilizes Mane Gait, I hope you are listening to the feedback and how the expansion recommendations will negatively impact this program.

I oppose the proposed HWY 380 Segment B because it will prevent ManeGait from serving two vulnerable and protected status populations – the disabled and children (as identified by TxDOT). Specifically:

- ManeGait operations cannot safely operate wedged 50-100 feet between 16 lanes of traffic (4-lane Custer Road and a 12-lane HWY 380).
- TxDOT's comparison of ManeGait with other riding facilities is based on centers smaller in size and scope, and NONE operate this close to a major highway.
- Many ManeGait riders have sensory issues. Construction noise, traffic, and sirens will negatively impact these individuals and disrupt the therapy services they receive at ManeGait.
- Traffic and construction noises and vibrations can scare horses, which poses a direct threat to the safety of ManeGait riders and volunteers.
- The proposed route also goes directly through the land that ManeGait uses for trail rides, fundraising events, and horse pasture.
- If Segment B is chosen, ManeGait will be forced to relocate or suspend operations.

These children and adults with disabilities and military veterans deserve a safe, high-quality, easily accessible location to receive the world-class therapy programs provided at ManeGait.

Sent from my iPhone

From: cj binando <[REDACTED]>
Sent: Tuesday, April 5, 2022 4:14 PM
To: Stephen Endres
Subject: You have my support for Project 380 Segment-B

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.

Dear Mr. Endres,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 **Segment-B bypass alignment option**. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you for considering my feedback.

Sincerely,

Claudine Binando
[REDACTED]
[REDACTED]

From: Clint Leffingwell <[REDACTED]>
Sent: Tuesday, April 5, 2022 8:28 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

Dear Mr. Endres,

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. In the 23 years that I have lived in McKinney, ManeGait has stood out as an irreplaceable service organization to this community and the vulnerable and protected populations that they serve. These populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait. Thank you for your consideration of this strongly held conviction.

Sincerely,
Clint Leffingwell

[REDACTED]
[REDACTED]

From: Clint Moss <[REDACTED]>
Sent: Friday, April 1, 2022 9:35 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Clint Moss MD
[REDACTED]
[REDACTED]

Dear Mr. Endres,

I am writing to voice my strong opposition to the proposed HW 380 Segment B realignment option provided by TxDOT. Below are my reasons for opposition that I hope you will take into account, along with the other residents of Prosper who oppose this realignment option. I sincerely hope that TxDOT will take into account ALL the impacts of the 380 expansion and not only which option will keep traffic moving fastest.

1. The realignment has already been studied, reviewed, and discussed with the clear determination that Option A is the best route with the least impact financially and environmentally and has the least impact to the communities effected.
2. Prosper should not have to suffer economic or other negative outcomes due to Mckinney's poor planning. Prosper has long accounted for the expansion of 380 and made conscious decisions and efforts with this in mind. All these decisions have been made to keep 380 on 380. Please keep Mckinney's problems in Mckinney.
3. Option B would divide the town of Prosper. It would destroy several housing communities currently under construction that lie directly in the path of Option B. It would negatively impact Founder's Academy School and place those children in danger of air quality issues, noise pollution, and dangerous traffic due to this school not owning their own busses and requiring parents to pick up and drop off all their students. Again, these areas were planned long ago to be away from and safe from 380 expansion in Prosper city limits.
4. Option B would have a huge negative impact on the city of Prosper's tax base. Again, Mckinney's lack of foresight and planning should not impact Prosper's economic outcomes.
5. Due to our smaller size, it is easy to say that Option B would impact less people compared to Mckinney. I would argue the opposite. It may impact less total people, but will impact a much larger percentage of Prosper and its citizens compared to Mckinney. Due to Prosper's small size, removal of those lands for Option B and removing the planned communities and business that would have been there has a much larger impact on our overall economic strategy and tax base. It will have a larger impact percentage-wise compared to a city with a greater footprint and populace, such as Mckinney, that can better absorb such an impact.
6. Option B would endanger and destroy the facilities, land and abilities of ManeGait Therapeutic Horse Ranch and prevent the invaluable services of those who need it most. I personally have been involved with ManeGait for 5 years and have first hand seen the positive impacts this facility has in the lives of children, the disabled, and veterans with disabilities. This facility has world class facilities and treatment programs aimed to help those that have served us and those that are most in need. Contrary to TxDOT's recommendation, forty-five feet of distance between a highway as large as US75 and the facility will not

allow services to continue at ManeGait. This is not someone's backyard project who owns horses for fun. I encourage you to tour their facility if you have not already done so.

Thank you for your time and hopefully your strong consideration of these points.

Sincerely,

Clint Moss MD

From: Clint Ory <[REDACTED]>
Sent: Friday, March 25, 2022 2:28 PM
To: Stephen Endres
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Clint Ory
[REDACTED]
[REDACTED]

- CC:
- Texas House Representatives: Sanford, Holland, and Patterson
 - Texas State Senator Springer
 - Prosper Citizen Group
 - Prosper ISD Board
 - Prosper Town Council

From: Clyde Seitz <[REDACTED]>
Sent: Monday, April 4, 2022 6:38 PM
To: Stephen Endres
Subject: Project 380

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.

Mr. Endres:

My wife and I live at [REDACTED]. We have been residents of McKinney, Tucker Hill since May, 2014. As homeowners and citizens of McKinney, Texas, **we both strongly support the Project 380 Segment-B** bypass alignment option. This option in our opinion is the least disruptive option to businesses with no displacements, minimal impact on existing homes and families living in the neighborhoods along and adjacent to US 380. It is also the least expensive option when compared to the cost of the Segment-A alignment. And, these are the specific reasons Segment-A option should not be considered:

1. It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
2. It will create an overpass on 380 over Stonebridge Dr. and Custer Rd.
3. It will cause the installation of water pipes (ducts) over 380
4. It will decrease traffic safety and increase traffic on Stonebridge Dr., Ridge Road and Lake Forest Dr. increasing traffic, noise, pollution and reducing our property values during construction since these roads are the only roads leading South from 380.
5. It will also cause a large interchange to be constructed at the Intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
6. 380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 today.
7. The cost of Segment-A is \$99 million more than Segment-B.

All of this to say, Segment-B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community. We ask that you please consider all of our thoughts and choose Segment B bypass alignment option.

Very truly yours,

Clyde A. Seitz and Lynda C. Seitz

From: [REDACTED]
To: [Stephen Endres](#)
Subject: Opposition to U.S. 380 Segment B
Date: Thursday, March 31, 2022 10:58:20 AM

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.

NAME/ADDRESS:
Coby Wells

[REDACTED]

Please save ManeGait! This World-class therapy is making a huge difference in the life of my niece and many others who benefit from the therapy provided through this amazing organization. Due to the positive impact MainGait has on this community and the lives that are being changed, I strongly oppose the proposed HWY 380 Segment B!

It threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Sent from my iPhone

From: Cody Hill [REDACTED]
Sent: Tuesday, April 5, 2022 7:05 PM
To: Stephen Endres
Subject: TXDOT Project 380

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.

Stephen

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community

Thank you

Cody

[REDACTED]

[REDACTED]

[REDACTED]

From: Colin McLain [REDACTED] >
Sent: Friday, April 8, 2022 4:04 PM
To: Stephen Endres
Subject: Hi Stephen, we strongly SUPPORT the Project 380 Segment-B

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.

Stephen,

My name is Colin McLain. My wife, Noel McLain, and I have been homeowners and citizens of McKinney, TX. since 2008. We **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements and minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

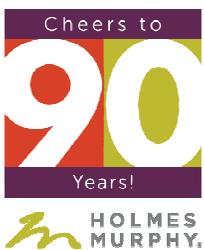
We also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road, and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you,

Colin McLain



Colin McLain
Vice President, EB/Shareholder

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

==== Privacy Statement =====

This electronic document including any attachments may contain confidential, privileged, and/or copyrighted information and is intended for use solely by the intended recipient(s). You are hereby notified that any unauthorized disclosure, copying, distribution, or use of this message is prohibited. If you received this message in error, please notify the sender by reply e-mail and permanently delete this message from your computer.

==== Legal Statement =====

Nothing contained herein shall be construed as or constitute legal or tax advice. You have the right to, and should seek the advice of tax or legal counsel at your own expense. Third Party information contained in these materials have been compiled and obtained from sources believed to be reliable and credible but no representation or warranty, express or implied, is made by Holmes Murphy, or any of its subsidiaries or affiliates, as to their accuracy or completeness.

=====

Please be advised: Coverage cannot be bound without the acknowledgment of a licensed staff member.
Corporate Address: 2727 Grand Prairie Parkway, Waukegan, IA 50263



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments: We need Segment A. Keep 380 on 380.

Segment B is clearly the route that has the most negative impact. Segment B runs right thru the only senior housing project under construction in Prosper. It also runs immediately adjacent to 2 schools, and 3 residential neighborhoods, a cemetery, and a Massage Coit Therapy center. Prosper planned for the 380 expansion and shouldn't be punished for the poor planning in McKinney.

No to Segment B.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Cohen Gotten
 Address: [REDACTED]
 Apartment, suite, etc.: [REDACTED]
 City/State/Zip: [REDACTED]

From: [REDACTED]
Sent: Wednesday, April 13, 2022 4:53 PM
To: Stephen Endres
Subject: 380

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.

I have been a volunteer at ManeGait for a few years . I do love that charity, but I do not support the Plan A for the the widening of 380. I support Plan B which impacts less homes and business. Cost less , and as someone who pays \$12k a year in taxes, I expect TxDot to consider the most fiscally responsible answer to the project.

I am also concerned about the traffic congestion caused by construction to commuters . 380 is a dangerous highway as it is. I know too many people who have been involved in accident with serious injuries and even those who have lost their lives. Construction on 380 also makes it harder to get to Baylor McKinney from the west, which impacts not just McKinney residents, but also Prosper, Frisco etc.

I am not personally affected by the construction, but I do travel on 380 on occasion.

Please do not be influenced by the Prosper biased article in The Dallas Morning News. That article just played on the heartstrings for reader, seeing the evil TxDot vs the beloved nonprofit. ManeGate will survive no matter where 380 is built.

Regards,
Colleen McConnell

Sent from my iPad

From: Connie Chatelain [REDACTED]
Sent: Thursday, April 7, 2022 11:21 PM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30-20DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Connie Chatelain
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson
Texas State Senator Springer
Prosper Citizen Group
Prosper ISD Board
Prosper Town Council

From: Connie Agee <[REDACTED]>
Sent: Monday, April 4, 2022 5:38 PM
To: Stephen Endres
Subject: US380EISP comment

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

As a resident of Zip 75071 I am against option A of our segmented expansion. Option A displaces businesses, is more costly, and will directly impact my neighborhood La Cima.

I am in support of Option B to veer north to the west of Custer and east of Coit.

Thank you,

Connie Thompson

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Tuesday, March 15, 2022 11:26 AM
To: Corey Cheek <[REDACTED]>
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
214-320-4469

From: Corey Cheek <[REDACTED]>
Sent: Tuesday, March 15, 2022 9:55 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN

THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

REPLACE REPLACE Full Legal Name

Full Residential or Business Address

City, State, Zip

CC:

Texas House Representatives: Sanford, Holland, and Patterson
Texas State Senator Springer
Prosper Citizen Group
Prosper ISD Board
Prosper Town Council

Corey Cheek

██
██

A Texas Department of Transportation message



From: Corrie Zuker <[REDACTED]>
Sent: Tuesday, April 5, 2022 8:13 PM
To: Stephen Endres
Subject: I oppose SEGMENT-A

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

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Thank you,

Corrie E. Zuker

From: Cory Nimmer <[REDACTED]>
Sent: Tuesday, April 5, 2022 1:58 PM
To: Stephen Endres
Subject: Comments regarding 380

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

As a homeowner and citizen of McKinney, TX., I strongly **SUPPORT** the **Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Sent from my iPhone

-----Original Message-----

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Tuesday, March 15, 2022 8:12 AM
To: Cory Van Kleeck [REDACTED]
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
214-320-4469

-----Original Message-----

From: Cory Van Kleeck [REDACTED]
Sent: Monday, March 14, 2022 10:35 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE

TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS;
AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Cory Van Kleeck

[REDACTED]

[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper
Citizen Group Prosper ISD Board Prosper Town Council

[A Texas Department of Transportation (TxDOT)

message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7C3ca05f95309147f961d408da06856e3c%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637829467391882176%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&sdata=w2zkBZ9YsdloFXpwqfGyMID3AaQP6frtUCYhVuh%2F25A%3D&reserved=0>>

From: Coulter Daniel [REDACTED] >
Sent: Wednesday, March 30, 2022 11:36 AM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

*Coulter Daniel
Prosper, Tx*

From: Courtney Condit <[REDACTED]>
Sent: Sunday, April 10, 2022 10:40 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: [REDACTED]

As a longtime Manegait volunteer, I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Thanks,
Courtney

--
Courtney Condit

-----Original Message-----

From: Stephen Endres <Stephen.Endres@txdot.gov>

Sent: Friday, March 18, 2022 4:56 PM

To: Courtney Womble [REDACTED]

Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres

214-320-4469

-----Original Message-----

From: Courtney Womble [REDACTED]

Sent: Friday, March 18, 2022 4:03 PM

To: Stephen Endres <Stephen.Endres@txdot.gov>

Cc: [REDACTED]
[REDACTED]
[REDACTED]

Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION;

FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Courtney Womble

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7C20ecfbb2e2e4ab9e9eb08da092a151a%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637832373592559373%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ikk1haWwiLCJXVCi6Mn0%3D%7C3000&:sdata=I9FQMv3iMtPIHiBxd5DMeJC%2BavSZyl890EUHKVxO%2BxU%3D&:reserved=0>>

From: Craig Anderson <[REDACTED]>
Sent: Tuesday, April 5, 2022 9:36 AM
To: Stephen Endres
Subject: Support Segment - B for Project 380

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.

Good morning Mr. Endres,

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you for your time.

Craig Anderson
[REDACTED]
[REDACTED]
[REDACTED]



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments: We have lived in Prosper for 12 years, Prosper is only 9 miles by 3 miles within economic proximity for much larger area of Dallas, Frisco, & McKinney - This road will diminish home value and take money to diversify area. Please remove out of program!

Against alignment through Prosper!

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print
 Name: Chris Anderson
 Address: [REDACTED]
 Apartment, suite, etc: [REDACTED]
 City/State/Zip: [REDACTED]

From: Oliver and Crissy Castle <[REDACTED]>
Sent: Wednesday, March 30, 2022 4:07 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Thank you
Crissy Castle

[REDACTED]

Sent from my iPhone

From: C Corera [REDACTED] >
Sent: Tuesday, April 5, 2022 2:17 PM
To: Stephen Endres
Subject: I strongly SUPPORT the Project 380 Segment-B bypass option

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 Stephen,

As a homeowner and citizen of McKinney TX, I strongly SUPPORT the Project 380 Segment-B bypass option.

I also strongly oppose Segment A.

Thanks
Cristo Corera
[REDACTED]

From: Crystal Androvett <[REDACTED]>
Sent: Saturday, April 2, 2022 10:11 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Crystal Androvett
[REDACTED]

Dear Mr. Endres:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Please consider this valuable company and even more valuable clients before making further decisions.

Regards,
Crystal Androvett
Sent from my iPhone

From: [REDACTED]
Sent: Thursday, March 31, 2022 11:23 AM
To: Stephen Endres
Subject: 380 project-McKinney resident of Stonebridge

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the Southside of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

We bought our home in 2020 for the specific location and neighborhood and creating this 8 lane highway so close to our home would create noise and traffic that we moved away from just 2 years ago. Please take these above reasons into consideration as it would be detrimental to our community. Thank you for listening to our concerns and really taking these things into consideration.

Crystal Collins
[REDACTED]

From: crystal mikeman <[REDACTED]>
Sent: Monday, April 4, 2022 7:21 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

Dear Mr. Endres,

My name is Crystal Mikeman and I live at [REDACTED]. I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

We moved here in 1992 to escape large highways and noise. It doesn't seem right that our quality of living is being threatened. We did not choose to live near a huge highway for a reason. The people who live and do business along 380 chose to move close to a major road. Please keep 380 on 380 and not in my backyard.

Thank you for your consideration,

Crystal Mikeman

Sent from my iPhone

From: Fryes [REDACTED]
Sent: Thursday, March 31, 2022 7:45 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Curt & Lisa Frye
[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Sent from my iPhone



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.

Comments:

As a homeowner and citizen of McKinney TX,
I strongly support the Project 380 segment -
B bypass alignment option. This option is the least
disruptive to businesses with no displacement, minimal
impact to existing homes and families living in
neighborhoods along and adjacent to US 380.

I strongly oppose Segment A. This should not be
considered. It destroys 17 small businesses (West
of 380 and Coit). The cost for Segment A is 578
million more than Segment B. It will also cause more noise
& pollution than Segment B will.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
 I do business with TxDOT
 I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name:

CURTIS REED

Address:

Apartment:

City/State:



DALLAS TX 750
5 APR 2022 PM 2 L



RECEIVED TXDOT-DAL

APR 07 2022

DISTRICT MAILROOM

F00

TxDOT DALLAS DISTRICT OFFICE

ATTN: STEPHEN ENDRES, P.E., CSJ 0135-02-065 ETC., US 380

4777 E U.S. HIGHWAY 80

MESQUITE, TEXAS 75150-6643

75150-664399



Fold Here

Fold Here

CTV

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

From: cindy chase <[REDACTED]>
Sent: Wednesday, March 30, 2022 3:15 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Cynthia Chase, [REDACTED]

COMMENT: Segment B will interrupt ManeGait's ability to serve two vulnerable and protected status populations -- the disabled and children (as identified by TxDOT). Furthermore, I have an 8 yr old granddaughter who has been going to Mane Gait routinely for therapy. It has greatly influenced her abilities of awareness and motor skills. It's extremely sad and very thoughtless to value TXDOT advantages of more highway space above the mental, physical and emotional needs of our children and the disabled. I realize progress and expansion must take place to accommodate the public. I pray for an alternative solution. The general public nor TXDOT can understand how important places such as Mane Gait are until they experience the goodness and difference it brings to a loved one!!! Please re-visit the current proposal and vote "No". Make a better life for those who are not as fortunate to have what we take for granted every single second and everyday!! Maintain ManeGait as it is; keep this truly wonderful blessing!!

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Sent from my iPhone

From: CYNTHIA HOLLENBACH [REDACTED] >
Sent: Wednesday, March 30, 2022 3:32 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Cynthia Hollenbach [REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Cynthia Hollenbach

From: Cindy Leggette <[REDACTED]>
Sent: Friday, April 1, 2022 8:53 AM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Cynthia Leggette
[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

Sent from my iPhone

From: Dale and Cindy Long <[REDACTED]>
Sent: Thursday, April 7, 2022 10:49 PM
To: Stephen Endres
Subject: 380 By-Pass

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

As I study the proposals for Segment A and Segment B regarding the 380 bypass, I am quite concerned regarding the impact that Segment A would bring to homeowners and businesses within the areas outlined, not to mention the 99 million dollars more that would be needed to complete Segment A as opposed to Section B. This amount would certainly create a financial burden to many McKinney taxpayers.

I do agree that a bypass is needed, but this is a poor option due to the impact on our densely populated neighborhoods with arterial traffic to and from the south side of 380, certainly causing the devaluation of our homes. Segment A will also cause the loss of at least 17 businesses, which will displace employees and decrease city revenues. Two of the arterial roads, Lake Forrest and Ridge Road, have large schools located on these roads south of 380. This would compromise the safety of our children, many of whom walk and bike to school, as well as create compromised car pool and bus lanes.

I am a homeowner and citizen of McKinney. I strongly oppose Segment A and would hope for you to see this option as a non-option in such a densely populated area that includes the largest HOA in Texas, Stonebridge Ranch.

Sincerely,

Cynthia Long

Sent from [Mail](#) for Windows

From: Sheils <[REDACTED]>
Sent: Tuesday, April 5, 2022 3:31 PM
To: Stephen Endres
Subject: Content of Support - TxDot (Stonebridge Ranch)

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

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Regards,
D & Sheila Sanders

From: Dafne Wineroth <[REDACTED]>
Sent: Tuesday, April 5, 2022 10:41 PM
To: Stephen Endres
Subject: 380 bypass

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.

Hello,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should NOT be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you for your consideration.

Dafne Wineroth
[REDACTED]
[REDACTED]

-Have a blessed day!

From: Dale Huffman <[REDACTED]>
Sent: Monday, March 28, 2022 5:43 PM
To: Stephen Endres
Subject: Support for Segment B

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 Stephen,

I would like to voice my support for Segment B. The Segment A option is more invasive to our beautiful community and businesses and is more costly than Segment B.

Thank you,

Dale Huffman

From: Dan Curtis <[REDACTED]>
Sent: Wednesday, April 20, 2022 6:56 PM
To: Stephen Endres
Subject: 380 By Pass

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.

We are for Segment B.
Dan and Barbara Curtis
Sent from my iPhone

From: Daniel Demases [REDACTED]
Sent: Thursday, March 31, 2022 6:58 PM
To: Stephen Endres
Subject: By-pass thought

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 Stephen,

Hope you are having a good week. I'm a resident of Prosper and wanted to just quickly voice my opinion on the 380 bypass. It feels wrong that our Environmental sustainability study that identified a preferred path is not being selected. I think we all know about judge self and his opposition to the route selected by the environmental study. That fact will soon be heard to larger audiences, and it's frankly embarrassing as a tax payer we aren't moving forward with the first study.

I know it's unfair to point any of this to you, I just wanted to express that my family and I believe strongly option B is the wrong choice and would destroy a well planned town. If you were in our shoes and a politician tried to influence something that didn't make sense, I ask how would feel? The size of prosper pales in comparison to McKinney, and we need all the development we can get.

Have a good week, and good luck with the project.

Thanks!

Dan Demases

[REDACTED]
[REDACTED]

Sent from my iPhone

From: Duffy, Dan <[REDACTED]>
Sent: Tuesday, April 5, 2022 3:33 PM
To: Stephen Endres
Subject: Project 380 Bypass Route

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 Stephen –

As a homeowner and a citizen of McKinney, TX, I strongly support the Project 380 Segment-B bypass alignment Option.

Understanding there are many items to consider collectively when deciding how to route this bypass option which is needed due to the considerable growth in the area, I struggle with the idea that consideration would not be weighted towards the least impact to taxpayers. Cost alone would be weighted towards the Segment B option and it would seem as well as disruption from a construction and utility standpoint (from my understanding) as well as the traffic impact (not to mention the detrimental impact to small businesses).

I'd strongly oppose the Segment A option as a result as well given its almost the inverse proposition to Segment B when you consider cost/construction/traffic impact.

Given the sizeable population difference between those located near Segment A option (McKinney) vs. Segment B (Prosper) is roughly (depending on census numbers taken) anywhere from 6-8x the population impact it would seem considerably short-sighted as well to opt for Segment A, disrupt the larger voting population vs. Segment B, as ultimately the choice should be made predicated on impacting the fewest individuals as possible at hopefully the lowest possible cost.

Thanks
Dan Duffy

This e-mail and any attachments may contain confidential and privileged information. If you are not the intended recipient, please notify the sender immediately by return e-mail, delete this e-mail and destroy any copies. Any dissemination or use of this information by a person other than the intended recipient is unauthorized and may be illegal. Unless otherwise stated, opinions expressed in this e-mail are those of the author and are not endorsed by the author's employer.

Le présent message, ainsi que tout fichier qui y est joint, est envoyé à l'intention exclusive de son ou de ses destinataires; il est de nature confidentielle et peut constituer une information privilégiée. Nous avertissons toute personne autre que le destinataire prévu que tout examen, réacheminement, impression, copie, distribution ou autre utilisation de ce message et de tout fichier qui y est joint est strictement interdit. Si vous n'êtes pas le destinataire prévu, veuillez en aviser immédiatement l'expéditeur par retour de courriel et supprimer ce message et tout document joint de votre système. Sauf indication contraire, les opinions exprimées dans le présent message sont celles de l'auteur et ne sont pas avalisées par l'employeur de l'auteur.

This e-mail and any attachments may contain confidential and privileged information. If you are not the intended recipient, please notify the sender immediately by return e-mail, delete this e-mail and destroy any copies. Any dissemination or use of this information by a person other than the intended recipient is unauthorized and may be illegal. Unless otherwise stated, opinions expressed in this e-mail are those of the author and are not endorsed by the author's employer.

Le présent message, ainsi que tout fichier qui y est joint, est envoyé à l'intention exclusive de son ou de ses destinataires; il est de nature confidentielle et peut constituer une information privilégiée. Nous avertissons toute personne autre que le destinataire prévu que tout examen, réacheminement, impression, copie, distribution ou autre utilisation de ce message et de tout fichier qui y est joint est strictement interdit. Si vous n'êtes pas le destinataire prévu, veuillez en aviser immédiatement l'expéditeur par retour de courriel et supprimer ce message et tout document joint de votre système. Sauf indication contraire, les opinions exprimées dans le présent message sont celles de l'auteur et ne sont pas avalisées par l'employeur de l'auteur.

From: Dan Herod <[REDACTED]>
Sent: Tuesday, April 5, 2022 2:46 PM
To: Stephen Endres
Subject: Segment B Yes

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.

My home is in [REDACTED]. I urge you to select Segment B for the 380 Bypass. Millions of Dollars will be saved and several small businesses will be spared. Segment B is the best routing system offered for the majority of homeowners AND for better trafficking. Thank you for your consideration, Dan Herod Sent from my iPhone

From: Dan Kennedy <[REDACTED]>
Sent: Saturday, March 26, 2022 7:21 AM
To: Stephen Endres
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Brown and Brown Segment B Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT'S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN'S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,
Dan Kennedy

[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group

Sent from my iPhone

From: Dan Phillips <[REDACTED]>
Sent: Friday, April 1, 2022 12:26 PM
To: Stephen Endres
Subject: 380 Bypass

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.

Mr Endres,

I am writing regarding the proposed 380 bypass options as proposed recently by TXDOT.

As a citizen of the City of McKinney and one who resides near 380 I would like to strongly support Segment B as it will have the least adverse affect to those residential areas and businesses along or near 380.

In my opinion Segment A option would create another traffic issue similar to that where 380 and US 75 intersect where there is constant traffic congestion. Also it will destroy a number of small businesses along 380 near Custer Road. I heard of numbers as high as 17 small businesses that would be eliminated at their present location. On top of these it apparently is \$99 million dollars more than Segment B option. Lets start spending the tax payers money more wisely and for the benefit of all citizens of McKinney especially those living along this corridor.

Option A will increase traffic through all the north/south arterial roads going through single family neighborhoods in this area during construction. Increased traffic through these neighborhoods will create more traffic safety issues (there are a number of schools along these arteries), increased noise and lowered property values in these neighborhoods.

It is also my understanding that Segment A option will create a large interchange and flyovers at 380 which is near a large single family neighborhood which will without a doubt drive down their property values.

Again I want to strongly support Segment B which is the best option to improve traffic, preserve current economic businesses as well as control future growth and maintain McKinney as a livable, vibrant and safe city for all.

Sincerely,
Dan Phillips

From: Dan Reynolds [REDACTED]
Sent: Saturday, April 2, 2022 8:15 AM
To: Stephen Endres
Subject: Letter of Opposition to US Highway 380 By-Pass (Option B)

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.

Dear Mr. Endres,

My family and I recently moved to Prosper last Spring after carefully considering many different areas around North Dallas. We spent considerable time visiting various towns and cities that we felt would be best for our family. In the end, we settled on Prosper in the wonderful Whitley Place community. Part of the appeal was the long term strategy of the township, the small town community and many other factors that just told us this was home.

We had heard the previous rumblings of a highway possibly coming to town, but that issue we were told had been put to rest 3 years ago (or so it seemed). Since that time, we have learned of Plan B of the Texas DOT, that might possibly move 380 right through the east side of our beautiful town. And practically in our backyard. As you might imagine, when you make a decision to move to a community and spend millions of dollars to do so, our hearts sank. We have also heard that perhaps there has been some possible impropriety involving a former County Judge who lives in the community of McKinney's Tucker Hill. We find that very disturbing and quite honestly unethical to say the least. I believe the original TxDOT proposal was scheduled to route the by-pass along the east side of the Tucker Hill Community. My understanding is that the east-side land involved was in a flood plain where no homes would be built or effected. As such, there would be no loss of potential revenue to the city of McKinney. Apparently the county Judge used his position of influence to try and protect his backyard by offering up Prosper as the sacrificial lamb.

Prosper is like the David and McKinney Goliath. We should not be bullied into having to accommodate something that should have been properly managed by the city of McKinney. At 200k+ residents, McKinney has grown exponentially with not much of a long-term vision or planning strategy. Prosper on the other hand has been very diligent and specific in addressing the long term planning needs of the town. Carefully and methodically addressing the necessary issues to successfully manage infrastructure and growth, while maintaining property values, educational needs, etc. It seems unfair to shift that burden to Prosper when McKinney could have done a better job of handling their cities growth issues.

Plan B directly impacts our town and the community of Whitley Place in many ways. Although we have been here less than a year, some of the areas we see as adversely effected, include the following:

- The Lasadera Prosper (55+) Community which I believe is being planned by the Delin Bros., would be in jeopardy and probably cancelled. The loss of tax revenue would be substantial not to mention the missed opportunity to provide quality housing to the 55+ community.
- The Mane Gait Therapeutic Program would lose the serenity and peaceful location that provides therapy to children and adults with disabilities
- The Founders Academy (which we can see from our backyard)
- The new Lighthouse Church (again a stone's throw from the cemetery beyond our backyard) would likely be abandoned.
- The small cemetery (again literally in our backyard) which is planning an expansion along the west side of Custer
- The Malabar Hill subdivision under construction on the south end of East First Street
- The Walnut Grove HS also under construction on the south side of East First Street
- Cockrell Elementary, Rogers Middle Schools
- Overall environmental impact of increased emission, noise pollution and poor air quality
- Decreased property values in the surrounding area (i.e. our home and all the million dollar homes of Whitley Place)
- And of course, the lost tax revenue to a town that depends on that for its future

Many of these are less than a mile from our new home and community in Whitley Place. And all of them directly affect the town of Prosper. How incredibly awful that would be for Whitley Place which includes not only the homeowners, but the institutions listed above, to endure the noise pollution, loss of property values (and certain future lawsuits), environmental and ecological impact that are just unnecessary.

In our opinion, the only options available should be:

- 1) Keep 380 on 380 (it works why change it) If traffic gets a bit busy during the work day thru McKinney, well they should have thought about some of those issues before they built all those residential neighborhoods, etc,; or
- 2) Stick with Plan A to build the by-pass east of Tucker Hill

We understand that you have an extremely difficult job. We respectfully request that you not make a decision that would seriously and adversely effect our small town of Prosper forever. We did not create this problem. The town's leadership is doing a masterful job with LT planning and strategic expansion that makes it the desirable town that it is. Please don't let Goliath win by pushing their issue to the little town of Prosper to the detriment of its 30k residents. Please hear our small voices and look for some other option (1 or 2 above) that would be a more fair and better alternative than Plan B.

I have also heard and agree with using the TxDOT's "Below Grade Main Lanes" drawing that keeps service roads at ground level, thereby limiting the noise element below ground in so called "canyons". As I understand that, it would be similar to the Central Expressway passes by the area of SMU in Dallas.

In closing, we urge the TxDOT to please not let Goliath and McKinney's questionable leaders force Prosper to suffer the consequences of plan B. We ask that you pursue the best option, ethically, economically, socially and environmentally and either keep 380 on 380 or use the original plan east of Tucker Hill. Our town of Prosper needs your help and support.

Best regards,

Dan

The Reynolds

[REDACTED]
[REDACTED]
[REDACTED]

This email and any attachments thereto may contain private, confidential, and privileged material for the sole use of the intended recipient. Any review, copying, or distribution of the email (or any attachments thereto) by others is strictly prohibited. If you are not the intended recipient, please contact the sender immediately and permanently delete the original and any copies of this email and any attachments thereto.

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, March 28, 2022 11:58 AM
To: Dana Park
Subject: RE: Proposed Improvements to US 380

Thank you for your comments. We will add them to our public meeting summary.

Please review all materials on the project's public meeting website. There are detailed schematics showing the location and design of the alternatives.

<http://www.keepitmovingdallas.com/US380EISPublicMeeting>

Stephen Endres

Transportation Engineer

Dallas District | Texas Department of Transportation

O: 214-320-4469 | www.txdot.gov

From: Dana Park [REDACTED]
Sent: Tuesday, March 22, 2022 6:14 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
Subject: Proposed Improvements to US 380
Importance: High

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.

Dear Mr. Endres,

I was reviewing the online presentation this evening with regards to the proposed improvements to US 380. Maps provided in the meeting materials were vague as far as what specific areas could be impacted. I live in McKinney off of County Road 338 [REDACTED]. We are currently outside of the city limits. There are custom homes, along with ours, with acreage on this road. Is my (and my mom's) home and surrounding homes being considered for this proposed 8 lane highway where we could be potentially displaced or have a frontage road running in front of everyone's home? I am disheartened that a major highway etc. is being proposed for this area. I moved from the city to live in the quiet, countryside. I love where I live and do not wish to have it turned into a city environment and all that comes with that. I am especially concerned about home value decreasing.

I appreciate your response and look forward to hearing from you.

Sincerely,

Dana Park

PrimeLending, A PlainsCapital Company NMLS # 13649, Equal Housing Lender.

CONFIDENTIALITY NOTICE: The information contained in this email communication (including any attachment(s)) is strictly confidential and intended solely for the person or entity named above. If you are not the intended recipient of this email, you are hereby notified that any disclosure, distribution, reproduction, or other use of this communication is strictly prohibited. If you have received this communication in error, please immediately notify the sender by return email and permanently delete this communication (including any attachment(s)) from your system.

CONTRACT NOTICE: Nothing within this email communication, including the signature block, should be construed as forming a contract, binding an offer, establishing acceptance, or constituting a signed agreement. The author of this email communication is not authorized, and has no intent, to make offers or enter into contracts or agreements via email communications.

A Texas Department of Transportation message



From: Dana Riddle [REDACTED] >
Sent: Saturday, April 2, 2022 8:06 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:

Dana Riddle
[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Thank you,
Dana Riddle
[REDACTED]

From: Danae Crawford [REDACTED]
Sent: Tuesday, April 5, 2022 2:14 PM
To: Stephen Endres
Subject: Project 380 Bypass

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.

I am a homeowner in Stonebridge Ranch and I strongly support the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses and has minimal impact on existing homes and families living in neighborhoods close to US 380 and Custer Road. It is also the least expensive option.

Thank you for your consideration.

Danae Crawford | Legal Assistant

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



CONFIDENTIALITY NOTICE: This e-mail and any attachments are for the exclusive and confidential use of the intended recipient. If you are not the intended recipient, please do not read, distribute, or take action in reliance upon this message. If you have received this in error, please notify us immediately by return e-mail and promptly delete this message and its attachments from your computer system. We do not waive client-attorney or work product privilege by the transmission of this message.

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Thursday, March 24, 2022 8:42 AM
To: [REDACTED]
Subject: FW: TxDOT Internet E-Mail. (US 380 comment)

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 | www.txdot.gov

From: NoReply <NoReply@txdot.gov>
Sent: Wednesday, March 23, 2022 8:07 AM
To: DALINFO <DALINFO@txdot.gov>
Subject: TxDOT Internet E-Mail.

Name : Dani Harding

Email : [REDACTED]

Phone : [REDACTED]

Requested Contact Method : Email

Reason for Contact : Customer Service

Comment : Absolute NO to the new 380 project.

Disclaimer: This email and any attachments are sent in strictest confidence for the sole use of the addressee and may contain legally privileged, confidential, and proprietary data. If you are not the intended recipient, please advise the sender by replying promptly to this email and then delete and destroy this email and any attachments without any further use, copying or forwarding.

From: Daniel Bentley <[REDACTED]>
Sent: Tuesday, March 29, 2022 7:26 PM
To: Stephen Endres
Subject: Project 380 Segment B

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.

Mr. Endres:

I support the Project 380 Segment-B bypass

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you,
Daniel Bentley

[REDACTED]
[REDACTED]



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.

Comments:

Recognizing the need to expand infrastructure on pace with population growth, it seems counter-productive to displace that population to do so! Segment "C" will pass right through the front pastures of myself and four of my direct neighbors. While this technically may not displace our physical homes, it will most certainly displace our lifestyle and income. We all grow hay, and in so-called "bumper-crop" years we sell the hay to others. Even in normal years the hay we produce saves us from having to buy hay from others. Hobby farming is a lifestyle that is incongruous with an eight lane highway. Segment "C" will displace me as I search for a new place to continue this lifestyle. At the very least, move Segment "C" westward over vacant land. More to the point

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT *choose Segment "D" which avoids more homes*
 I do business with TxDOT *and businesses.*
 I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: DANIEL BLOCK

Address: [REDACTED]

Apartment, suite, etc.: _____

City/State/Zip: [REDACTED]

From: Daniel Langford [REDACTED] >
Sent: Monday, April 4, 2022 5:05 PM
To: Stephen Endres
Subject: Stephen, Opposition to U.S. 380 Segment B

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.

Name/Address:
Daniel Langford

[REDACTED]
[REDACTED]

Comment:

I oppose the proposed HWY 380 Segment B. ManeGait is changing the lives of disabled kids, veterans, and their families on a daily basis. This proposed segment would end that. Please do the right thing and not allow this to happen.

From: Dan & Jeanette Madsen <[REDACTED]>
Sent: Wednesday, April 6, 2022 2:08 PM
To: Stephen Endres
Subject: Hwy 380 - OPPOSE Option A (support B)

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.

Dear Mr. Endres,

As a homeowner and tax-paying citizen of McKinney, TX, I **strongly SUPPORT the Project 380 Segment-B** bypass alignment, and vehemently oppose option A.

Option B is the least disruptive to businesses with minimal displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I am shocked that TxDOT would overspend \$99 million of our tax dollars to destroy the “Unique by Nature” look and feel of our beloved McKinney when there are clearly better options.

I strongly **oppose Segment-A**. It should not be considered for the following reasons:

*It does NOT MEET the criteria of reducing accidents in already busy intersections. The intersection of Custer and 380 has many “near collisions” that go unreported. As the area grows, it is vital that TxDOT understands adding more burden between Coit and Stonebridge is unthinkable and irresponsible.

*Option A does NOT MEET the criteria to manage congestion. The congestion between Custer and Stonebridge is already increasing which option A will negatively impact. Option A would be a mismanagement of congestion.

*Option A does NOT MEET the criteria to improve east-west mobility. The time saved for commuters between Stonebridge and 75 will only amount to about 15 minutes which should not qualify as significantly improving east-west mobility.

*Option A does NOT MEET the criteria to improve safety. By increasing traffic flow to Stonebridge which many will use as a “short-cut” instead of Custer, the safety of Stonebridge Drive will be significantly decreased for the families that daily walk and ride bikes along the beautiful pathways. There is a school zone where children’s lives are at stake.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and

pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

Segment B is the best option to improve traffic flow and safety in our corridor while also preserving the economic business and residential vibrancy of our community.

Sincerely,

Daniel Madsen

[REDACTED]
[REDACTED]



Virus-free. www.avast.com

From: Noe, Daniel {PEP} <[REDACTED]>
Sent: Sunday, April 3, 2022 12:15 PM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Thank you for your time

Daniel Noe
[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

From: Danielle Gil <[REDACTED]>
Sent: Monday, April 4, 2022 5:34 PM
To: Stephen Endres
Subject: Proposed 380 Improvements

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.

Mr. Endres,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Sincerely,
The Gil Family

From: Danielle Kazmierczak [REDACTED]
Sent: Saturday, April 2, 2022 2:21 PM
To: Stephen Endres
Subject: 380 Bypass

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.

Dear Mr. Endres.

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Sincerely,

Danielle M. Kazmierczak
[REDACTED]
[REDACTED]

From: Danielle Marvin <[REDACTED]>
Sent: Wednesday, April 13, 2022 4:53 PM
To: Stephen Endres
Subject: 380 Bypass

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.

I strongly OPPOSE Segment A and I strongly support Segment B. Please take into consideration the cost, the businesses that will be affected and the HOMEOWNERS!!!

MaineGate is a wonderful organization but should not have the lions share of the voice in how the traffic solution will be handled. So many more people are affected with Segment A.

Please choose Segment B.

Danielle Marvin

From: Danielle Pahlavan <[REDACTED]>
Sent: Tuesday, April 5, 2022 11:42 AM
To: Stephen Endres
Subject: Route B Opposition

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.

Please make correction for my opposition to Route B. Outside my front door:)

Danielle Pahlavan
Whitey place home owner

Sent from my iPhone

From: Keith Demma <[REDACTED]>
Sent: Wednesday, March 30, 2022 5:02 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Danna and Keith Demma [REDACTED]

My son is 8 years old. He has Down Syndrome. This has been by far one of the most impacting programs for Max and our family and his ability to speak and also his coordination abilities. Please don't destroy something that is good and delivers on community promise to support veterans and the disabled.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

From: Danny Wade [REDACTED] >
Sent: Friday, April 1, 2022 10:38 AM
To: Stephen Endres
Cc: Courtney Wade [REDACTED]
Subject: Opposition to HWY 380 Segment B

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.

Mr. Endres,

My name is Danny Wade and I reside at [REDACTED].

I am writing this email to you to express my extreme opposition to the proposed HWY 380 Segment B due to the fact that it threatens the daily services, operations and special events of **ManeGait** – a KEY Community resource as identified by TxDOT. The vulnerable and protected populations, which include my Granddaughter, deserve a Safe, High Quality, Easily Accessible location to receive the World-Class Therapy Programs at **ManeGait!**

My hope is that TxDOT and All those in authority will head the request to support our most vulnerable Texans.

Thank You,

Danny

Danny Wade || Chief Operating Officer
Teltech Group

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

CHECK OUT OUR
ONLINE MAKEOVER!

www.Teltech.com

www.ShopTeltech.com



From: WILSON, DANNY [REDACTED] >
Sent: Thursday, April 7, 2022 4:51 PM
To: Stephen Endres

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.

Mr. Endres this is not something that will be good for Prosper and it's citizens. As a former council member and knowing the values of the communities that in Prosper will be a huge disruption. Please know that I and most of the residents in Proper



DANNY WILSON
Agency Owner

[My Website](#) [My Account](#) [Allstate Mobile](#) 

Allstate. you're in good hands[®]

*I need your help! If you get a survey from Allstate about us, please take the time to tell us how we are doing. I need to make sure that we are getting a **10** in service for our office and positive feedback will help me personally. As always, If there is anything I can do for you please do not hesitate to let me know.*

From: Emily Rosenvold [REDACTED]
Sent: Friday, April 1, 2022 2:12 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Darin Rosenvold [REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

From: Darlene Simmons [REDACTED]
Sent: Friday, April 1, 2022 5:52 PM
To: Stephen Endres
Subject: WE WANT OPTION B

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.

Hello Stephen,
Thank you for allowing me to voice my opinion concerning the 380 bypass. Option B is much more cost effective and displaces NO BUSINESSES whereas option A is the opposite -not the choice we want. Please use Option B.
Sincere thanks,
Darlene and Steve Simmons
[REDACTED]

Sent from my iPhone

From: Darlene Griffin [REDACTED]
Sent: Friday, April 1, 2022 5:05 PM
To: Stephen Endres
Cc: [REDACTED]
[REDACTED]
[REDACTED]

Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

REPLACE REPLACE Full Legal Name

Full Residential or Business Address

City, State, Zip

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

Sent from my iPhone

From: David Johnson [REDACTED]
Sent: Monday, April 4, 2022 1:21 PM
To: Stephen Endres
Subject: 380 Alignment: Support for B, Opposition to A

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.

We are McKinney (Tucker Hill) residents strongly in support of option B. In both the short run (and especially during the actual construction phase) and also in the long run, option A limits emergency vehicle access and creates noise and air pollution detrimental to our growing neighborhood. Option A also impacts safety for local high schools, poses greater driving challenges in freezing weather, and (as a longer route) increases pollution for the area overall. Option A is far more disruptive to residences both during and after construction and businesses are far more heavily impacted with this option. Significantly, costs borne by taxpayers are nearly \$100 million greater with option A. We say YES to option B and NO to option A.

Dave and Stephanie Johnson
[REDACTED]
[REDACTED]

From: David Eagleston <[REDACTED]>
Sent: Thursday, April 21, 2022 8:33 AM
To: Stephen Endres
Subject: Expansion of 380

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.

Stephen Enders
Transportation Engineer
Texas Department of Transportation
477 E. US Highway 80
Mesquite, Texas 75150

Good morning Mr. Endres,

My wife and I are **opposed to Option A** for the expansion of US 380 in the western portion of Collin County. We are concerned about the safety and well-being of the numerous children in our community (Tucker Hill) if option A is approved. Option B will put the new portion of the highway far enough away from our streets that our children won't be affected by the traffic and noise. With option B, the community of Tucker Hill and our neighborhood in general will enjoy the peace and quiet that we have come to appreciate, while the driving public will gain an improved, efficient traffic flow.

Thank you very much for your time and consideration.

Dave

Dave Eagleston
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Tuesday, March 15, 2022 11:27 AM
To: Dave Friedrichs [REDACTED] >
Subject: RE: Opposition to HWY38 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
214-320-4469

From: Dave Friedrichs [REDACTED] >
Sent: Tuesday, March 15, 2022 8:36 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
Subject: Opposition to HWY38 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Raymond David Friedrichs

[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson

Texas State Senator Springer

Prosper Citizen Group

Prosper ISD Board

Prosper Town Council

[REDACTED]
[REDACTED]

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Tuesday, March 15, 2022 11:26 AM
To: Dave Harness <[REDACTED]>
Subject: RE: Opposition to HWY38 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
214-320-4469

From: Dave Harness <[REDACTED]>
Sent: Tuesday, March 15, 2022 9:28 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
Subject: Opposition to HWY38 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

David Harness, Trustee DS Enterprises Trust

████████████████████

████████████████████

████

Texas House Representatives: Sanford, Holland, and Patterson

Texas State Senator Springer

Prosper Citizen Group

Prosper ISD Board

Prosper Town Council

From: Dave Kimzey [REDACTED]
Sent: Friday, April 8, 2022 6:48 PM
To: Stephen Endres
Cc: Shirl Kimzey
Subject: 380

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.

The growth is going North. Highway 380 should move north and prepare for more growth.

Thanks for all you guys do. It is much appreciated by many of us.

Dave

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 30, 2022 11:15 AM
To: Dave Kimzey
Subject: RE: Highway 380

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 | www.txdot.gov

From: Dave Kimzey [REDACTED]
Sent: Wednesday, March 23, 2022 5:41 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: Shirl Kimzey [REDACTED]
Subject: Highway 380

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.

Mr. Endres,

Some comments on the Highway 380 project through McKinney,

First, I would like to say that we appreciate what the TX DOT does. Planning major projects like this one is a really hard task.

We've lived in Texas for 50 years (18 in Plano and 32 in McKinney). We have witnessed amazing growth of these communities and thoroughly enjoy where we live. We can remember when Highway 75 through Richardson and Plano was 2 lanes each way and McKinney was a small remote community.

The growth has been phenomenal and doesn't appear to be slowing (AT ALL).

Given that the rapid expansion is likely to continue east to west and south to north around 380, I think it is prudent to select either Option Brown or Blue. If we don't make those expansions now, it will come back again in just a few years to reconsider.

Thanks again,

Dave Kimzey



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

*PROBABLY HAS PLANNED FOR SEGMENT A
SINCE THE REVIEW FAILED TO CONSIDER THE IMPACT
OF NEW ROAD CONSTRUCTION, MCKINNEY AND
WANTS THE PROSPECT TO PAY FOR THEIR
MISMANAGEMENT*

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: DAVE TAYLOR
Address: [REDACTED]
Apartment, suite, etc.: _____
City/State/Zip: [REDACTED]

From: David Cota [REDACTED]
Sent: Friday, April 8, 2022 7:09 AM
To: Stephen Endres
Subject: 380 Option A

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.

Stephen

We totally oppose Option A as a bypass route versus Option B due to the following reasons:

1. The unacceptable and additional costs of upwards to \$100 million.
2. The disruption and displacement of more businesses than Option B.
3. The negative impact to more homeowners, residential neighborhoods, schools and hospitals than Option B.
4. Option A will impact the local environment more than Option B.

For these reasons and more it becomes crystal clear that Option B is the best and only option that should be considered.

On a separate note, when we look at the bypass route we propose you keep it completely away from 380 and extend the route north of Prosper and straight west to the toll road. This will eliminate the potential impact along 380 and to businesses and residential neighborhoods in McKinney and Prosper.

And while you're at it, why not take the expressway straight west to I 35? This would provide an easy east/west route connecting Hwy 75 and I 35.

Thank you
David & Judy Cota

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Sent by David Cota

From: Dave & Sara Lewis [REDACTED]
Sent: Tuesday, April 5, 2022 4:24 PM
To: Stephen Endres
Subject: TEX-Dot McKinney 380 By-pass Proposal Citizens Comment

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.

TEX-Dot Project, McKinney Project Manager:

We as homeowners, David & Sara Lewis, [REDACTED], wish to supply our comments to the updated proposal for the 380 bypass. We strongly support the "Segment-B" bypass option for the Project 380 By-pass. This option is truly the best in that it allows for future regional residential growth without more disruption, and would be the least disruptive to existing and future businesses, which are needed in our community. We consider the "Segment-B" option to be the best forward-looking proposal, since we are already behind the curve; proper future planning somehow got missed years ago. We also believe that the \$99 million savings this option offers compared to the "Segment-A" proposal is beneficial to the city budget and the resident tax-payer, without losing the central focus of why this much needed by-pass is needed. \$99 million is a significant savings!

We are strongly opposed to "Segment-A" option due to the added cost, and the "A" plan's construction of an overpass on 380 over Stonebridge Drive and Custer Road which would be both unsightly, unnecessary and detrimental to local businesses. "Segment-A" option would decrease traffic safety and increase traffic in Stonebridge neighborhood streets as they flow into Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive. This would increase traffic, noise and pollution in our neighborhoods, and would likely reduce our property values during construction as those are the only roads leading South from 380.

"Segment-B" is the best option to improve traffic flow in our corridor, while also preserving the economic business and residential harmony within our area. Please do not accept the "Segment-A" option, and proceed with the "Segment-B" option for the sake of McKinney residents affected by this major TEX-Dot project.

David & Sara Lewis
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Monday, March 28, 2022 5:39 PM
To: Stephen Endres
Subject: SUPPORT for Project 380 Segment-B bypass alignment option

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

David Allen
[REDACTED]
[REDACTED]

From: David Sylvester [REDACTED] >
Sent: Wednesday, April 6, 2022 11:29 AM
To: Stephen Endres
Subject: Tucker Hill Input From David and Pam Sylvester April 6, 2022

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.

My wife and I are 10 year residents of Tucker Hill and we feel that Option B is the ideal solution as it has the hallmark of "Less Is More" which makes it the most "Ethical" of choices. A solid business ethic is the result of good people expressing wisdom and high purpose while making decisions that result in less harm to its citizens and the environment, all for the ultimate good of the community. Tucker Hill is fortunate to have sincere ethical leaders who have been consistently engaged and focused on obtaining a result that achieves the least harm and the ultimate good for Tucker Hill and the community.

Option B fulfills this:

Option B is less costly.

Option B has less business impact.

Option B has less home displacement.

Option B provides a more direct and expedient route and will be safer.

Option B has far less environmental impact.

Option B provides less disruption to Collin College and Baylor Hospital.

Option B benefits are many, detailed and support less is more.

Truly Option B is the most ethical, cost effective and beneficial - providing the least harm to its citizens and environment - all for the ultimate good of the community.

Most Sincerely, David and Pam Sylvester

[REDACTED]
[REDACTED]

From: David Bartos <[REDACTED]>
Sent: Friday, March 25, 2022 7:06 PM
To: Stephen Endres
Subject: 380 bypass

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.

Hello.

McKinney has MORE than enough room to house this expansion without interfering with schools, businesses, and nonprofits, especially the ones here in Prosper.

The brown and gold build alternatives disrupt the new Prosper high school, the Founder's school, and the Mane Gait nonprofit organization that helps children with horse therapy. Either of them would go right by the new High school. We do not need 8 lanes of traffic running right by it especially with new young drivers, my children will be among them.

The green build would cause way too many business relocations.

My vote is for either the **purple** or **blue** option, which allows for McKinney to benefit from the 380 expansions but not infringe on the small town of Prosper.

Thank you
David Bartos

From: David Batty [REDACTED] >
Sent: Friday, April 1, 2022 4:30 PM
To: Stephen Endres
Subject: HWY 380 Proposed Routes

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.

Stephen,

I am a Prosper resident and would like to STRONGLY oppose all routes that go through Prosper. I have carefully and objectively reviewed all of the material on your website and while I do see that route B is less disruptive, that is less disruptive NOW. When you look at how Prosper is growing and the planned or potentially planned things that will be coming into that section of Prosper, it really affects the town's future. Prosper, being small, already has the problem of being a neighborhood town, and a highway running through it will only limit the neighborhoods that come in. Commercial usually bypasses Prosper due to its size. So if plan B was done, it limits the potential use of the land you are looking at.

I am not sure why Prosper has to take the brunt of poor planning by McKinney. Prosper has made sure that the setbacks were correct for future 380 expansions, etc. Unfortunately, McKinney built things right on top of 380. Now they have to deal with the consequence of poor planning.

The bigger thing I don't understand is why dump the bypass into Prosper? At some point the 380 part in Prosper will need to be bypassed. You can only widen so much. So the DNT is only a mile or 2 farther west, why not connect this bypass into the DNT? Yes, I understand it goes a little further but it only makes sense that you bypass a large amount of traffic to another highway and not dump it into a town/city. I would highly recommend this solution be looked at which would be running the bypass to DNT that can handle the traffic. If the traffic needs to go further west, well then we can extend the bypass even further. Isn't that the way most of these "loops" got made in DFW?

Again, strongly oppose Plan B and encourage the team to look at other alternatives. Plan A coming straight down seems like a better plan than B as it gets right to 380 instead of going diagonal through a town like Plan B. But again, if I had another choice, I would run it to DNT.

Thanks
David Batty
[REDACTED]

From: David Bowe [REDACTED] >
Sent: Wednesday, April 6, 2022 4:33 PM
To: Stephen Endres
Subject: 380 Bypass proposals

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.

Dear Mr. Endres,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you for taking the time to consider my position.

Sincerely,

David Bowe
[REDACTED]
[REDACTED]

Sent from my iPhone

From: David Clausi [REDACTED]
Sent: Tuesday, April 5, 2022 7:36 PM
To: Stephen Endres
Subject: Opposition to Hwy 380 Segment B

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.

Stephen:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Sincerely,

David Clausi

From: David Collins [REDACTED] >
Sent: Thursday, April 21, 2022 9:27 PM
To: Stephen Endres
Subject: 380 Project

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the Southside of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

We bought our home in 2020 for the specific location and neighborhood and creating this 8 lane highway so close to our home would create noise and traffic that we moved away from just 2 years ago. Please take these above reasons into consideration as it would be detrimental to our community.

Thank you for listening to our concerns and really taking these things into consideration.

David Collins
Stonebridge Homeowner [REDACTED]

Sent from my iPhone

From: David Ewing <[REDACTED]>
Sent: Tuesday, March 29, 2022 9:16 AM
To: Stephen Endres
Subject: 380 expansion

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.

I am strongly opposed to Option A for the US380 expansion project for the following reasons.

Option A displaces a total of 17 businesses, Option B displaces ZERO

Option A cost to relocate utilities is \$61M, Option B is \$25M

Option A total cost to acquire ROW (right of way) is \$178M, Option B cost is \$137M

Option A total cost of design/construction is \$450M, Option B is \$428M

Option A total cost is about \$100M higher than Option B

Option A impacts more acres of wetlands, rivers/streams, and forest/prairies than Option B

Option A impacts 14.9 acres of Statewide Important Farmland, Option B only 2 acres

Option A's increase in noise would have a severe negative impact on the established Stonebridge Ranch neighborhoods. Option B does not come as close to any existing neighborhoods.

Option A would cause increased traffic on Stonebridge Ranch Dr & Ridge Rd which both have elementary schools very close to 380: Wilmeth Elementary and McClure Elementary.

David Ewing
[REDACTED]
[REDACTED]

From: David Hull <[REDACTED]>
Sent: Tuesday, April 5, 2022 3:54 PM
To: Stephen Endres
Subject: Segment B -Mckinney

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.

We approve segment B of the Highway 380 project in Mckinney.

Get [Outlook for iOS](#)

From: [REDACTED]
Sent: Tuesday, April 5, 2022 5:54 PM
To: Stephen Endres
Subject: TxDOT Project 380 Bypass

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.

Good Afternoon Mr. Endres,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 **Segment-B bypass alignment option**. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 30, 2022 11:11 AM
To: David Mince
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation

O: 214-320-4469 |

<https://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.txdot.gov%2F&data=04%7C01%7Cchs%7Ccd264512dd03443b608a308da1267f458%7Cbfbb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637842534938707158%7CUnknown%7CTWFpbGZsb3d8eyJWljoImMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&data=6W%2BH7hVQuuFiLpkdJzM1e9yZRJIQAFy1cBViPj3tiok%3D&reserved=0>

-----Original Message-----

From: David Mince [REDACTED]
Sent: Wednesday, March 23, 2022 2:44 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

REPLACE REPLACE Full Legal Name

Full Residential or Business Address

City, State, Zip

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group
Prosper ISD Board Prosper Town Council

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7Cd264512dd03443b608a308da1267f458%7Cbfbb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637842534938707158%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C3000&sd=VCGy2SZgtWXrD7nN14Vk08Fp0RtaKNEYGfqtSD83Ds%3D&reserved=0>>

From: David Noble-Jack <[REDACTED]>
Sent: Tuesday, April 5, 2022 10:12 AM
To: Stephen Endres
Subject: 380 Bypass - support of Option B

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.

Mr. Endres,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should NOT be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you for your consideration.

David Noble-Jack

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Monday, March 28, 2022 9:14 PM
To: Stephen Endres
Cc: [REDACTED]
Subject: 380 By-Pass

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.

Stephen

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you,

David L Vaughan

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Dean Fleming [REDACTED] >
Sent: Thursday, April 14, 2022 9:13 PM
To: Stephen Endres
Subject: Project 380 Bypass Route

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.

Dear Mr. Endres: as a citizen of McKinney, I would like to voice my support for the "Segment-A" proposal over "Segment-B" proposal for this Bypass.

It is my understanding that TxDOT has researched stakeholder concerns, including those recently expressed by ManeGait to the Dallas Morning News and that TxDOT updated Segment-B so that none of the ManeGait property would be taken. Further, 17 businesses may be destroyed if Segment-A is built versus none if Segment-B is built. These businesses are located on the North Side of 380 on both sides of Custer Road where even more businesses are under construction. Segment-B only goes through currently undeveloped land in Prosper while Segment-A goes through a heavily developed area in McKinney.

It is further my understanding that the cost of Segment-B is \$99 million less than Segment-A.

If there is an expected 3-4 year construction cycle, it will impact many current businesses and homes with noise and traffic disruption if Segment-A is built. Segment-B should have minimal impact on homes and businesses.

I greatly appreciate your consideration and effort on behalf of the City of McKinney and of our State.

Rev. Dean Fleming, Ret.
McKinney, TX

does not adversely affect this protected class

- 4) Any option that bisects Prosper would be in immediate proximity to Founders Academy as well as new drivers attending Prosper's Walnut Grove High School (currently under construction)
- 5) Option B is in direct conflict with the Air-Quality Guidelines

Thank you.

Disclaimer: This email and any attachments are sent in strictest confidence for the sole use of the addressee and may contain legally privileged, confidential, and proprietary data. If you are not the intended recipient, please advise the sender by replying promptly to this email and then delete and destroy this email and any attachments without any further use, copying or forwarding.

A Texas Department of Transportation message



From: Deborah Anthony [REDACTED]
Sent: Friday, April 8, 2022 6:08 PM
To: Stephen Endres
Subject: Support Project 380 PLAN B

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements and minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. This is unacceptable and detrimental to the economy. Many family-owned businesses will suffer and be destroyed.

Traffic is already hazardous. This will have a strongly negative impact on quality of life for hundreds if not thousands of persons living and traversing 380 and Custer. There are significant potential health risks, such as death by traffic, not only to residents but also persons entrusting their safety to the wise actions of TXDOT.

Additionally, the cost of Segment-A is \$99 million more than Segment-B. Taxpayers suffering from this Plan will help to fund this Plan.

Thank you for considering my input. Yours sincerely,

Deborah Anthony, Resident

From: Deborah Festner [REDACTED]
Sent: Thursday, March 31, 2022 3:34 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Deborah Festner
[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Sent from my iPhone

From: Debbie Hedgpeth [REDACTED]
Sent: Saturday, April 16, 2022 5:09 PM
To: Stephen Endres
Subject: 380 Bypass

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

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380. *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

Deborah Hedgpeth
[REDACTED]
[REDACTED]

--
Debbie McKinney
[Redacted]

From: Deborah Papatonis <[REDACTED]>
Sent: Wednesday, April 20, 2022 1:54 PM
To: Stephen Endres
Subject: Option B is the only solution that makes sense

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.

Good Afternoon,

Please choose Option B for the bypass in McKinney. That is the only viable option that maintains quality property values for residents near 380, including the charming Tucker Hill neighborhood, most of all. It's also \$99MILLION DOLLARS more cost-effective.

Please do not choose Option A. Much too disruptive.

Thanks and Best Regards,
Deborah Papatonis
[REDACTED]

From: Denisefelty [REDACTED] >
Sent: Thursday, March 31, 2022 3:06 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Denise Felty [REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Sent from my iPhone

From: McKee, Dennis (D.) [REDACTED]
Sent: Thursday, April 21, 2022 1:36 PM
To: Stephen Endres
Cc: McKee, Dennis (D.)
Subject: US380 expansion

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.

Dear Mr. Endres,

Here are the reasons that Segment A is a poor option for the US380 bypass and should be rejected.

- Segment B costs \$99M less than Segment A (\$590M vs \$689M)
- Segment B displaces fewer existing structures 12 in B vs 31 in A
- Segment B requires \$40M lower right of way costs (\$137M vs \$178M)
- Segment B is safer due to less sharp corners than A
- Segment B requires fewer interchanges than A (5 vs 6)
- Segment B impacts less wetlands and forest
- Segment B has 0 hazardous material sites while Segment A has 11
- Segment B does not impact the Tucker Hill or Stonebridge neighborhood entry/exit routes

I am wondering why an outer loop option is not being considered as Segment A is terrible, B is better but routing further from either would seem to be a much better option. Hopefully the items above will help with a decision.

Thank you for your consideration in this important matter.

Dennis McKee

[REDACTED]
[REDACTED]
[REDACTED]

From: Dennis Scott [REDACTED]
Sent: Wednesday, April 6, 2022 2:15 PM
To: Stephen Endres
Subject: Re: 380 By-Pass Project (Options A & B)

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.

Thank you.

[Sent from the all new AOL app for iOS](#)

On Wednesday, April 6, 2022, 10:47 AM, Stephen Endres <Stephen.Endres@txdot.gov> wrote:

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres

Transportation Engineer

Dallas District | Texas Department of Transportation

O: 214-320-4469 | www.txdot.gov

From: Dennis Scott [REDACTED]
Sent: Tuesday, March 29, 2022 6:14 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: 380 By-Pass Project (Options A & B)

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.

Mr. Endres,

I'm writing to provide my feedback on the 380 By-Pass Project for McKinney/Prosper.

Based on the information presented and the various options (as I do own a home in McKinney), I would support the Option or Segment B by-pass option. It clear to me (again my opinion and based on the data) this option supports the least amount of impacts to homeowners. Plus this option is a savings of \$99 million dollars when compared to option A. And as tax payer, I'm all for a option that cost less and is the best options (win-win).

And in reviewing what Option A provides, it looks like it will impact negatively impact 17 businesses, and cost \$99 million more then Option B. Then were other facts about traffic flow, a new overpass to be built, new interchanges to be developed etc,,,

So again, based on the options presented, it appears Option B is the best approach both from a build and cost perspective.

I hope you take the feedback and weigh all the options and choose Option B.

Thanks for your time,

Dennis Scott

██████████



TEXAS DEPARTMENT OF TRANSPORTATION

VIEW THE ENTIRE MAP ON
THE PUBLIC MEETING WEBSITE



SEGMENT MAP



A Texas Department of Transportation message

HELP

#EndTheStreakTX

End the streak of daily deaths
on Texas roadways.



SEGMENT MAP



From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Tuesday, April 12, 2022 11:43 AM
To: Devon Tryggestad <[REDACTED]>
Cc: Smith, Chelsey <chsmith@burnsmcd.com>; Cannon-Mackey, Shari <scannonmackey@burnsmcd.com>
Subject: RE: 380 EIS

1. How will this effect the development of the Collin County Outer Loop? [The outer loop is a separate project and the regional model shows that both east west freeways are needed and justified.](#)
2. Has the development of the Collin County Outer Loop been considered as an alternative to this project? If yes, what is the outcome of that study? [The regional model shows two east west freeways are needed between Denton and Collin Counties.](#)
3. Has the development of six lane roads in Collin County that would connect US 75 to North Dallas Tollway been considered? In addition roads North and South as well. (I have looked at the proposed plan for roadways in Collin County). Essentially would the plan to grid out the rest of Collin County help alleviate the congestion on US 380? [The regional model included future 6 lane arterials in both east west and north south directions. If you look in Dallas County arterials and freeways are needed to address current traffic demand and the same will apply to Collin and Denton Counties in the future.](#)

Stephen Endres

214-320-4469

From: Devon Tryggestad <[REDACTED]>
Sent: Tuesday, April 12, 2022 11:20 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: 380 EIS

Stephen,

I currently [REDACTED]. I understand the current routes and the reasoning for a development of a freeway. I do have a few questions about the 380 Bypass project that i haven't been able to find information about. They are listed below:

1. How will this effect the development of the Collin County Outer Loop?
2. Has the development of the Collin County Outer Loop been considered as an alternative to this project? If yes, what is the outcome of that study?
3. Has the development of six lane roads in Collin County that would connect US 75 to North Dallas Tollway been considered? In addition roads North and South as well. (I have looked at the proposed plan for roadways in Collin County). Essentially would the plan to grid out the rest of Collin County help alleviate the congestion on US 380?

Thank you,

Devon Tryggestad

A Texas Department of Transportation message



THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest regards
Diana Halback

[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson
Texas State Senator Springer
Prosper Citizen Group
Prosper ISD Board
Prosper Town Council

A Texas Department of Transportation message



From: Diane Buckner <[REDACTED]>
Sent: Thursday, March 31, 2022 4:58 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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

As a parent of a child with special needs, who has greatly benefited from equine therapy, I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Individuals with disabilities and special needs have limited resources; the purpose and need for ManeGait, which has been a part of the community for years, is integral for these individuals.

Respectfully,
Diane Buckner

[REDACTED]
[REDACTED]

Sent from my iPhone

From: L Diane Reynolds (Gmail) [REDACTED]
Sent: Thursday, April 7, 2022 11:27 PM
To: Stephen Endres
Subject: 380 expansion

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.

Dear Steve,

I am opposed to Option A and in favor of Option B. Option B is much less expensive by nearly \$100 million and less disruptive to the community. Option A will create a hazardous situation for a considerable area of the community during construction and permanently decrease air quality. Option A will also prevent timely entrance and exits onto 380 for emergencies. My neighborhood only has entrance and exit via 380.

Maingate should not be the deciding factor when the studies prove Option B will not prevent them from operating as usual.

Thank you for your consideration and please support Option B as the best solution.

Sincerely,
Ugh
Diane Reynolds

[REDACTED]
[REDACTED]

Sent from my iPhone 11

From: [REDACTED]
Sent: Thursday, March 31, 2022 9:26 PM
To: Stephen Endres
Subject: Re: 380 Bypass Options

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.

This so-called plan is an insult to all the voters in the Prosper/McKinney area and a waste of our taxpayer dollars. This is the plan from hell for the following reasons:

1. The new lanes will do nothing for traffic flow, because they funnel into the present 380, complete with traffic lights and no lane discipline, at both ends. We drive 380 solely to get to the businesses located along this road. What good is driving miles to the north when you have to come right back to go to Costco, a supermarket, a pharmacy, or a parts store?
2. When 380 was being increased from 2 to 3 lanes in each direction years ago, we looked forward to better traffic flow. It never happened, because drivers now drive in formation across 3 lanes instead of 2.
3. There has been no coordination with NTTA about their plans for a loop or bypass. No representatives we talked to at the meeting on March 22, 2022 were even aware of NTTA plans. The new bypass will be a few miles from what is being proposed by you. The 380 plans are not only redundant, but a waste of taxpayer dollars on studies, plans and fruitless consideration of 'options.'

So we would have to put up with years of construction, disruption of schools and neighborhoods for no net benefit. Stop wasting taxpayer dollars on inane studies! There are plenty of real road problems that need to be solved, such as Coit Rd and Custer.

Dirk J. Schroeter, Lt Colonel, USAF (Retired)

Regards,

Don and Cindy DeBoer

Hello! Our names are Miles & Diana Wooley and we are homeowners in La Cima, District 4.

During last week's TxDOT meeting on the US 380 expansion, we learned one of the proposed options, A, will put a 25 foot elevated 8 lane highway at the intersections of Stonebridge and 380, as well as, Custer and 380. Previous renditions of the US 380 expansion from Custer to Stonebridge had this stretch below grade with Stonebridge and Custer being the overpasses. So, learning that the current proposal for Option A now includes a raised highway was shocking.

We strongly support the Option B alignment that has US 380 veering north about a half mile west of Custer. In reading through TxDOT's Segment Market Analysis, we noted that Option B is the less costly and least disruptive alignment coming in at \$100M less than Option A. We have heard that one of Prosper's main concerns is the Manegait facility being disturbed. From what we can see on the map, the bypass does not affect Manegait. What are we missing?

We have heard that one of Prosper's main concerns is the Manegait facility being disturbed. From what we can see on the map, the bypass does not affect Manegait. What are we missing?

Another concern is also for the high school students that are driving to/from Boyd and McKinney North during all this construction. This is also a safety issue that needs to be considered

We strongly oppose Option A which will have a severely negative impact to La Cima and the other neighborhoods in it's alignment of Wren Creek, Tucker Hill, Kensington, and Ridge Crest before it veers north. The highway will be noisy, unsightly, and will completely disfigure our undisturbed nature preserves at the La Cima pond and adjacent green belt and preserved wetlands. It will also have the same negative impact on the upscale West Grove entertainment hub that the council have worked so diligently to bring to our corner of McKinney.

Sincerely,

Miles & Diana Wooley

From: Jodie Rogan [REDACTED]
Sent: Thursday, April 21, 2022 10:18 AM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to Highway 380 Alternate Routes

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.

Dear Mr. Endres,

We are writing regarding our opposition to highway 380 Segment B in Prosper. We strongly oppose segment B as it would greatly impact the Town of Prosper, and specifically, the neighborhood in which we live, Lakewood at Brookhollow. Not only would segment B bring a freeway much closer to our home, it would also greatly impact that access to our neighborhood and would likely increase cut-through traffic through our neighborhood. (Segment A would also alter the access to the neighborhood, and we oppose the access being altered in that option as well.). Adding this freeway as proposed in segment B would drastically change the Town of Prosper and the reason why so many of us have moved to this suburban area by significantly increasing the volume of traffic directly near our neighborhood. We respectfully and strongly oppose segment B in its entirety and the alteration that segment A would create at the entrance to our neighborhood and request alternate options be considered.

Thank you for your consideration,

Don and Jodie Rogan
[REDACTED]



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

Any chance the 380 by pass will also go around the city of Princeton? 380 traffic in Princeton is as bad as McKinney 380 traffic.

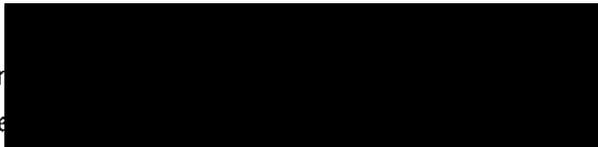
There are some TX DOT markers on CR 408. CR 408 is supposed to be 4 lanes some time. Is ~~that~~ CR 408 going to become a TX DOT road?

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Don Butcher
Address: 
Apartment:
City/State:

I believe that TxDOT has good intentions. This was made very evident in the TxDOT's 2020 US380 Collin County Feasibility Study proclaiming ManeGait a "key community resource" serving two protected status populations - the disabled and children. However the above plan shows that TxDOT is willing to force the closure of a "key community resource" due to unsafe conditions by placing a major thoroughfare too close to ManeGait.

It is unreasonable and unsafe for 150 disabled riders and their horses to work 60 hours a week with the sounds, emissions, and vibrations of construction for 3-4 years. In the future, it is unreasonable and unsafe for these riders to receive therapy with a roadway/traffic equivalent to US HWY 75 towering over them and their therapy horse. Additionally, segment B will also result in land acquisition from property that is regularly used to support ManeGait's operations. Land that is not easily replaceable by a 501c3 Non-Profit organization in ManeGait's service area.

From one engineer to another, I welcome a dialogue on the data obtained by TxDOT, or even from a Texas Transportation Institute study/survey. If you are working with TTI, they can contact the Courtney Grimshaw Fowler Equine Therapeutic Program, a PATH Premier Accredited Center, that is a part of Texas A&M University College Station campus.

Thank you for your time on this matter.

Regards,
Don Rakow



To: Stephen Endres <Stephen.Endres@txdot.gov>

Subject: Re: US380 in front of SBR

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.

Thanks Stephen. The new elevated recommendation is horribly invasive and not acceptable. A is a terrible option altogether in my opinion, but if it must be done the old rendering of depressed lanes is much better than the new renderings. Attaching old versus new, although I'm sure you have them.

Thanks again!

On Thu, Mar 24, 2022, 6:41 AM Stephen Endres <Stephen.Endres@txdot.gov> wrote:

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres

Transportation Engineer

Dallas District | Texas Department of Transportation

O: 214-320-4469 | www.txdot.gov

From: Donald Martinez [REDACTED]
Sent: Wednesday, March 23, 2022 10:39 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: US380 in front of SBR

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.

Stephen,

I am writing tonight regarding the US380 plan presented this week. I am opposed to Option A. The plan to build elevated lanes in front of SBR between Custer and Stonebridge Drive is concerning. The cost of A is much higher and will only continue to increase as development occurs over the next several years. In addition, in earlier presentations, depressed lanes were proposed in this section. I understand that the plan had to be altered due to LaCima Lake. Option A was already bad, but that reason should have been included in your environmental study, it categorically changed this proposal for the worse for SBR.

Option B is much less disruptive and should be considered or an alternative option with overpasses at major intersections only should be considered, like Preston and DNT in Prosper on 380, along with major changes at 75/380. Those changes would be much more affordable and accomplish much of what you are trying to solve for.

Option A is far too disruptive and should not be considered.

Thanks,

Donald Martinez

A Texas Department of Transportation message



From: Donald Martinez [REDACTED]
Sent: Wednesday, March 23, 2022 10:39 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: US380 in front of SBR

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.

Stephen,

I am writing tonight regarding the US380 plan presented this week. I am opposed to Option A. The plan to build elevated lanes in front of SBR between Custer and Stonebridge Drive is concerning. The cost of A is much higher and will only continue to increase as development occurs over the next several years. In addition, in earlier presentations, depressed lanes were proposed in this section. I understand that the plan had to be altered due to LaCima Lake. Option A was already bad, but that reason should have been included in your environmental study, it categorically changed this proposal for the worse for SBR.

Option B is much less disruptive and should be considered or an alternative option with overpasses at major intersections only should be considered, like Preston and DNT in Prosper on 380, along with major changes at 75/380. Those changes would be much more affordable and accomplish much of what you are trying to solve for.

Option A is far too disruptive and should not be considered.

Thanks,

Donald Martinez

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Thursday, March 24, 2022 8:41 AM
To: Donald Martinez
Subject: RE: US380 in front of SBR

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 | www.txdot.gov

From: Donald Martinez [REDACTED]
Sent: Wednesday, March 23, 2022 10:39 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: US380 in front of SBR

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.

Stephen,

I am writing tonight regarding the US380 plan presented this week. I am opposed to Option A. The plan to build elevated lanes in front of SBR between Custer and Stonebridge Drive is concerning. The cost of A is much higher and will only continue to increase as development occurs over the next several years. In addition, in earlier presentations, depressed lanes were proposed in this section. I understand that the plan had to be altered due to LaCima Lake. Option A was already bad, but that reason should have been included in your environmental study, it categorically changed this proposal for the worse for SBR.

Option B is much less disruptive and should be considered or an alternative option with overpasses at major intersections only should be considered, like Preston and DNT in Prosper on 380, along with major changes at 75/380. Those changes would be much more affordable and accomplish much of what you are trying to solve for.

Option A is far too disruptive and should not be considered.

Thanks,
Donald Martinez

FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Donald Mueller Jr.

████████████████████

████████████████████

CC:

Texas House Representatives: Sanford, Holland, and Patterson

Texas State Senator Springer

Prosper Citizen Group

Prosper ISD Board

Prosper Town Council

A Texas Department of Transportation message



TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS;
AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment
changes, including the new Gold and Brown alternative segment B alignments.

Warmest regards,

Donna Leenknecht

██████████
████████████████████

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper
Citizen Group Prosper ISD Board Prosper Town Council

[A Texas Department of Transportation (TxDOT)
message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7C96f111e20673402ed7d008da074fa6d5%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637830335948401276%7CUnkn0wn%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&data=vVaJpx22oNuaKNHjRoansTrWLrxmLIYFKSQfgmKv%2FU0%3D&reserved=0>>
>

From: Doug Frucci <[REDACTED]>
Sent: Wednesday, April 20, 2022 12:54 PM
To: Stephen Endres
Subject: Support for 380 Segment B

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 Stephen. I know you're getting bombarded with messages on all sides of this issue so I'll keep it short.

While I hate the overcrowding and increasing traffic congestion across North Texas and 380, it is the current state of affairs and must be addressed. As such, it now becomes a question of how can we best improve the situation. This is a shared problem with shared causes that extend beyond city or county lines. That is why it's clear to me that 380 Option B is far better for Collin County and North Texas in general than is Option A.

There will be drawbacks and negative impact for either option but the upside clearly lies most with Option B. As such I encourage you to do what is best for ALL of North Texas and support Option B for 380.

Thank you,
Doug Frucci
Collin County Resident for 19 years

From: [REDACTED]
To: [Stephen Endres](#)
Subject: SUPPORT the Project 380 Segment-B
Date: Thursday, March 31, 2022 10:20:53 AM

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

As a homeowner in [REDACTED] and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements and minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

- *It destroys and removes 17 businesses.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Douglas Batson

[REDACTED]
[REDACTED]

From: Douglas Ormston [REDACTED]
Sent: Tuesday, April 5, 2022 5:42 PM
To: Stephen Endres
Subject: TX 380 bypass comment....

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.

I would like to voice my support for option B of the current plans under consideration. Below is the text that my HOA has asked me to send. But nevermind that. Option B is a better use of taxpayer funds and it impacts the fewest Texas residents and businesses.
Isn't that the mandate of a public servant? It seems like an obvious choice to me. I hope you agree. Best wishes as you make your decisions.

Option B is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A.
It should not be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Kind Regards,

Douglas Ormston



Sent from my mobile device.

From: Dwayne Minyard [REDACTED]
Sent: Monday, April 4, 2022 4:44 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

Stephen,

I am vehemently opposed to the Hwy 380 Segment B route proposed by TXDOT. This route will directly impact ManeGait and future operations. I currently head up the ManeGait Veterans Program where I am directly responsible for the work we do with our Veteran community. The Veterans we serve come to us with various issues and deserve more from us. We need to be able to serve them and provide them the care they need when they suffer from PTS, TBI's, Sexual assault etc... We offer our Veteran community different types of services to allow them to deal with issues that plague them and we need to be able to have a tranquil environment to do so.

The proposed Route B, will directly and negatively impact these individuals who need a tranquil place to come, be one with nature and connect peacefully with their therapy horse.

It is not appropriate to ask our veteran community who have served our country valiantly to deal with 6,8,10,12 lanes of traffic as they are on site and trying to get away from stressors that impact their daily lives. They need a place to heal not a place to hear traffic.

We get several veterans directly from the Collin County Court system and these individuals have spent time in Afghanistan, seen things we can only imagine and because of that have gotten into some sort of trouble from having to try and cope with the horrors of war.

I kindly ask that TXDOT take our Veterans into consideration and not select Segment B that would negatively impact ManeGait our veteran community.

Thanks
Dwayne Minyard
Director, Veterans Recovery Program.

PS. I have been a volunteer at MG for over 11 years prior to joining staff, and I can tell you I am not the only volunteer that gets more out of being on property than our riders do. Any volunteer that comes out says the same thing. It is a place of tranquility and healing. I ask you as a long time volunteer to re-consider selecting the Segment B.

From: Eileen Stagg [REDACTED]
Sent: Thursday, April 21, 2022 10:09 AM
To: Stephen Endres
Subject: Segment B

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

As a thirty year Stonebridge Ranch resident, my vote is for Segment B.

Please include my indicated choice on this.

Thank you.

E. M. Stagg

From: [REDACTED]
Sent: Thursday, March 31, 2022 12:14 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Earl Bellamy
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Sent from my iPhone



VIRTUAL PUBLIC SCOPING MEETING COMMENT FORM
Proposed Improvements to US 380 from Colt Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065 and 0135-03-053

The Texas Department of Transportation is seeking your comments on the US 380 project from Colt Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Friday, February 5, 2021 to be included in the formal meeting documentation.**

Comments:

I am a Prosper resident who lives close to Highway 380. I support Option A as the best alternative to connect to the E leg of the north bypass. Any option that goes through Prosper would have a negative impact on the environment. Increased traffic next to Mane Hatt Therapeutic Horseman's facility would have a detrimental impact on this special non-profit facility. Option A would not impact Ladera, an age-restricted community currently under construction while Option B would have a detrimental impact. Option B would bisect Prosper, and negatively impact the Founder Academy and disrupt attending Prosper's Walnut Grove High School (currently under construction).

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Ed Hembry

Address: [REDACTED]

Apartment, suite, or unit: [REDACTED]

City/State/Zip: [REDACTED]

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

From: Edward Fowlkes [REDACTED]
Sent: Thursday, March 31, 2022 11:39 AM
To: Stephen Endres
Subject: Project 380 bypass alignment options

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.

Dear Mr. Endres,

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Best Regards,
Edward & Kathryn Fowlkes



Sent from [Mail](#) for Windows

From: Ed Cusack <[REDACTED]>
Sent: Monday, April 18, 2022 9:56 PM
To: Stephen Endres
Subject: Re: US 380 Project

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.

Stephen,
I truly appreciate you sending this email confirming my comments about rejecting Plan A and supporting Plan B.

I think one of my biggest concerns is that the traffic is backing up on 380 starting at Coit and heading east. Thus, Plan B is the better option for continued growth west of Custer.

Regards,
Ed Cusack
[REDACTED]

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, April 18, 2022 10:01 AM
To: Ed Cusack [REDACTED]
Subject: RE: US 380 Project

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 | www.txdot.gov

From: Ed Cusack [REDACTED]
Sent: Sunday, April 3, 2022 8:06 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: US 380 Project

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.

Stephen,

Good evening. I am writing to express my concerns with the proposed Plan A for the US 380 project.

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Regards,
Edward Cusack

██████████
██████████████████
██████████

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Edward LeGate

████████████████████
████████████████████

A Texas Department of Transportation message



██████████
Regards,

Ed Singer
██████████

A Texas Department of Transportation message



TxDOT Releases Latest Project 380 Bypass Information

Voice your support for Project 380 Segment-B by contacting TxDOT by April 6, 2022 with your comments (see below for instructions)

Message from SRCA Board of Directors:

The SRCA Board of Directors supports the Project 380 **Segment-B** bypass route. This option would route a US 380 bypass to connect WEST of Custer Road (see picture above). The SRCA Board **DOES NOT** support Segment-A for the reasons shown below. It will be very detrimental to our community.

Suggested Wording for US 380 Comment Form

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT** the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Contact the TxDOT project manager Stephen Endres, P.E. to ask questions or comment about the project at Stephen.Endres@txdot.gov or (214) 320-4469.

Detailed updated information about the 380 bypass project can be found at:

<http://www.KeepItMovingDallas.com/US380EISPublicMeeting>.



TEXAS DEPARTMENT OF TRANSPORTATION

HOW TO PROVIDE INPUT

Comment forms must be submitted by April 6, 2022 to be included in EIS documentation.



Comment Online

Fill out at the Public Meeting or online at keepitmovingdallas.com/US380EISPublicMeeting



Email Us

Stephen.Endres@txdot.gov



Mail Your Comment

TxDOT Dallas District
Attn: Stephen Endres, P.E.
4777 E US Highway 80
Mesquite, TX 75150



Leave a Voicemail

(833) 933-0440

PROJECT CONTACT:

Stephen Endres, P.E.
TxDOT Project Manager

Email: Stephen.Endres@txdot.gov

Phone: (214) 320-4469



Professionally Managed by



Exceptional Lifestyle Management of Onsite Communities

Stonebridge Ranch Community Association, Inc.
214.733.5800 | STONEB@Ciramail.com | www.StonebridgeRanch.com

Stonebridge Ranch | [REDACTED]

[Unsubscribe](#) [REDACTED]

[Constant Contact Data Notice](#)

Sent by communications@stonebridgeranch.com powered by



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

I recommend Alternative C
which does not run through flood
plain and does not affect the houses
on Woody Law Road.
The noise level will be
impossible to deal with due to the
elevated highway.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name:

Edwin V. Kivik

Address:

Apartment:

City/State:

From: Eileen Heulitt [REDACTED]
Sent: Thursday, March 31, 2022 3:21 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

-Eileen Kaetzer

From: Elizabeth Ganfield [REDACTED]
Sent: Wednesday, April 6, 2022 8:27 AM
To: Stephen Endres
Subject: Segment B support for 380

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.

Dear Stephen,

My family and I would like to share our support for segment B as 380 is expanded. We moved to McKinney for the quiet and charm we live close to 380 and an expansion there would honestly make us consider moving. We have a young child and this could prove dangerous on numerous levels. We hope you'll take our thoughts into consideration moving forward.

Thank you for your time.

Elizabeth and Kevin Smith

Sincerely,
Elizabeth Anderson

[Redacted]

[Redacted]



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

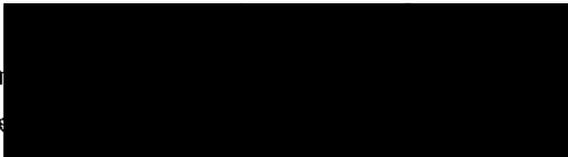
At first I saw 380 on 380 now
it is either A or B.
As a Propper resident please do
Plan A - Do NOT PUT ROAD 4/1/2022

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: ELIZABETH FRANCO
Address: 
Apartment: _____
City/State: _____

[REDACTED]

[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson

Texas State Senator Springer

Prosper Citizen Group

From: Ellen Heffner <[REDACTED]>
Sent: Wednesday, April 6, 2022 8:40 AM
To: Stephen Endres
Subject: Support for 380 Segment B

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

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should NOT be considered as it destroys and removes 17 small businesses west of the 380 and Custer intersection. It will also decrease traffic safety and increase traffic on Stonebridge neighborhood streets that are arterials to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive (which runs behind my home).

Segment B is the **best option** to improve traffic flow in our corridor while also preserving the business and residential vibrancy of our community.

Thank you,

Ellen Heffner
[REDACTED]
[REDACTED]

MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Elsje Terblanche

[REDACTED]

[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson
Texas State Senator Springer
Prosper Citizen Group
Prosper ISD Board
Prosper Town Council

Sent via the Samsung Galaxy S21 5G, an AT&T 5G smartphone

A Texas Department of Transportation message



From: Emily Latham [REDACTED] >
Sent: Friday, April 1, 2022 10:31 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Emily latham, Bonham Texas

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Sent from my Verizon, Samsung Galaxy smartphone

From: Emily Rosenvold <[REDACTED]>
Sent: Friday, April 1, 2022 2:12 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Emily Rosenvold [REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

From: Emily Smith [REDACTED]
Sent: Monday, April 4, 2022 10:46 AM
To: Stephen Endres
Subject: Project 380 Segment-B

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.

Stephen,

Good morning. I am a resident of McKinney, specifically Wren Creek of Stonebridge located at [REDACTED]. I am writing you in to inform you I **STRONGLY SUPPORT** the Project 380 Segment-B bypass alignment option. It is:

1. The least disruptive to businesses with no displacements.
2. Has minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. Especially ours at Wren Creek.
3. The least expensive option by nearly \$99 million when compared to the cost of the Segment-A Alignment.

I **STRONGLY OPPOSE** Segment-A and it should not be considered for the following reasons:

1. It destroys and removes 17 small businesses west of the 380 and Custer intersection on the North Side.
2. **The cost of Segment-A is \$99 MILLION more than Segment-B.**
3. It will create an overpass on 380 over Stonebridge Drive and Custer Road.
4. It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive - all which have schools located on them directly off 380.
5. It will cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in the area.
6. 380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Sincerely,

Emily Selin

-----Original Message-----

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Tuesday, March 15, 2022 8:12 AM
To: EMMETT SCHULTE [REDACTED]
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
214-320-4469

-----Original Message-----

From: EMMETT SCHULTE <[REDACTED]>
Sent: Monday, March 14, 2022 10:15 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE

TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS;
AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

REPLACE REPLACE Full Legal Name

Full Residential or Business Address

City, State, Zip

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper
Citizen Group Prosper ISD Board Prosper Town Council

Sent from my iPhone

[A Texas Department of Transportation (TxDOT)
message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7C8facc3027c514940b70708da06856201%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637829467185485210%7CUnknwn%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ik1haWwiLCJXVCi6Mn0%3D%7C3000&sdata=u3FlbaE8Kd2LLiDn8rqSExQ3nAkHL9pcbWOSiUQW7vQ%3D&reserved=0>>

From: Eric A Hall <[REDACTED]>
Sent: Tuesday, April 5, 2022 4:04 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

Mr Endres

As a Veteran I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

All the best,

Eric Hall, MA

[REDACTED]
Registered Representative offering securities through NYLIFE Securities LLC (member FINRA/SIPC)

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, March 28, 2022 11:48 AM
To: [REDACTED]
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 | www.txdot.gov

From: Eric Nishimoto [REDACTED]
Sent: Tuesday, March 22, 2022 3:59 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

We are 17-year residents of Collin County and Prosper and have continually worked for the betterment and best future of this region through the county and local nonprofit, community and service organizations. The recently proposed HWY 380 Brown and Gold alternative routes (Segment B) have terribly negative potential consequences for the Town of Prosper and arguably for the entire region.

We fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR

U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

It is extremely unreasonable to consider any alternatives to the Prosper Town Council resolution: US 380 has always been the major east-west artery through Collin County, and by far the most logical to expand to meet future needs: it is a straight shot through the county, readily expandable and the least impactful environmentally and community-wise overall. Anyone considering living or conducting business along 380 in the last 20+ years would reasonably expect this highway to continue to be our major artery, and as such expected to widen to meet traffic demands.

We request that you fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Thank you in advance for protecting the health and safety and futures of all the Prosper residents, businesses and community organizations you are entrusted to serve. Keep 380 on 380. It clearly makes the most sense!

Eric Nishimoto
[REDACTED]
[REDACTED]

Dear Mr. Endres,

We love Texas! Have lived in Collin County since 2005 and care about the future of this region. The recently proposed HWY 380 Brown and Gold alternative routes (Segment B) have extremely negative potential consequences - both immediately and long-term - to the Town of Prosper.

We fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

We request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Thank you in advance for protecting the health and safety, and futures, of the Prosper children, students, senior citizens, families, homeowners, non-profits and businesses you are entrusted to serve. Keep 380 on 380.

Pamela Nishimoto
[REDACTED]
[REDACTED]

From: Eric Smith <[REDACTED]>
Sent: Tuesday, March 29, 2022 9:35 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Brown and Gold Alternatives (Segment B)

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.

Mr. Endres,

My name is Eric Smith and I live at [REDACTED]

I strongly oppose the proposed HWY 380 Brown and Gold Alternatives (Segment B). These paths will impact the daily operations and special events held at ManeGait Therapeutic Horsemanship and the essential services provided to individuals with disabilities and children. I respectfully request that Segment B be removed from consideration due to the environmental impacts to ManeGait.

Additionally, the proximity of the paths to planned public schools is concerning, given the high level of emissions from vehicles. Outdoor sports are such a big part of life for kids in Prosper, and building a highway with such close proximity is not what our community wants.

I moved to Prosper with my wife and two kids this year because of the incredible small town feel. Please do not bisect Prosper with a massive highway, forever negatively impacting ManeGait, our schools, and our small town feel.

Thank you for your consideration.

Best,

Eric Smith
[REDACTED]
[REDACTED]

From: Eric Waninger [REDACTED]
Sent: Tuesday, April 5, 2022 2:31 PM
To: Stephen Endres
Subject: 380 bypass

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

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, March 28, 2022 1:04 PM
To: Erica Booker <[REDACTED]>
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 | www.txdot.gov

From: Erica Booker <[REDACTED]>
Sent: Wednesday, March 23, 2022 2:32 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S.

HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,
Erica Booker



CC:

Texas House Representatives: Sanford, Holland, and Patterson
Texas State Senator Springer
Prosper Citizen Group
Prosper ISD Board
Prosper Town Council



From: Erin Quigley [REDACTED]
Sent: Wednesday, April 20, 2022 11:11 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

Dear Mr. Endres,

Hello, my name is Erin Quigley, and I live in Prosper. I am writing to inform you that I oppose the proposed Hwy 380 Segment B. I feel it would do harm to my town, and especially ManeGait Therapeutic Horsemanship. I have been to ManeGait and have seen what a wonderful place it is. It is so vital that this service continues so the disabled community has a safe, high quality, easy accessible location to receive the world class therapy programs. Please protect the vulnerable and reconsider this change for the good of the town and ManeGait.

Thank you,
Erin Quigley

From: Erik G. <[REDACTED]>
Sent: Wednesday, March 30, 2022 11:07 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Erik Geiger
[REDACTED]
[REDACTED]

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait Therapeutic Horsemanship.

I cannot understand why the current ROW is not the preferred alternative considering it IS already established.

All other alternatives provide undue hardship on existing entities.

Erik Geiger

From: Klass, Erinn [REDACTED] >
Sent: Wednesday, April 6, 2022 4:51 PM
To: Stephen Endres
Subject: 380 Expansion Comments

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.

Stephen,

Thank you for taking my call earlier. I wanted to share my concerns regarding the 380 expansion and the options that are in front of you.

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Erinn Klass

████████████████████
████████████████████
████████████████

From: Ernest Harris <[REDACTED]>
Sent: Sunday, April 10, 2022 10:18 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Ernest Harris [REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

From: Ernest Townsend <[REDACTED]>
Sent: Tuesday, April 5, 2022 2:15 PM
To: Stephen Endres
Subject: 380 Project

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.

Mr Endres,

I am writing to support plan B for the Hwy 380 expansion. I live near Custer and University and drive that section almost everyday. With the growth east of Custer on 380, any expansion east of Custer will be a temporary fix at best. If you are that close to Hwy 75 I doubt you will use the new road unless heading farther north on 75. I doubt that is a majority of the traffic.

If for no other reason B is \$100 million less than the other plans. That is a lot money where I come from. I guess if it tax money then maybe it doesn't matter.

I have little faith that these letters do any good but thank you for the opportunity to express an opinion.

Thank you for taking the time to read and listen.

Thank you,

Ernest Townsend

[REDACTED]

[REDACTED]

[REDACTED]

Sent from my iPhone

From: Daunis [REDACTED]
Sent: Thursday, March 31, 2022 7:55 PM
To: Stephen Endres
Subject: Latest 380 Bypass Project

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.

Hello Mr. Endres,

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Regards,
Eugene Daunis

[REDACTED]
[REDACTED]

From: nane santos [REDACTED]
Sent: Thursday, March 31, 2022 6:21 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Euriane Santos
[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Sent from my iPhone

Euriane (Nane) Santos, APRN, FNP-C
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Eva Fasano <[REDACTED]>
Sent: Tuesday, April 5, 2022 1:48 PM
To: Stephen Endres
Subject: Project 380 Segment-B full support

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.

I am a homeowner and citizen of McKinney Texas. I strongly support 380 Segment B. It is the least disruptive to the small business and residence of that area. It is also least expensive compared to Segment A. In these times of inflation that is a major interest to the taxpayers. I urge you to support Segment B.

Eva L Fasano

From: Craig Farrill <[REDACTED]>
Sent: Wednesday, April 6, 2022 11:51 PM
To: Stephen Endres
Subject: US 380 Improvements - Alternative Proposal and Five-Point Recommendation

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.

Dear Mr. Endres:

My name is F. Craig Farrill, PE.

I live in Whitley Place in Prosper, TX near Custer Road and have five (5) points:

Point #1: The US 380 Segment B option should be eliminated from consideration.

The public interest is best served by the people of McKinney accepting responsibility for the zoning and permitting decisions made over many years and implementing **US 380 Segment A** in the City of McKinney. The people and Town of Prosper have not created the US 380 traffic problem and the 380 Bypass should not disrupt and take away a significant portion of Prosper, TX in any form or fashion.

The US 380 Segment B would be devastating in several respects. US 380 Segment B would:

- 1) Cut through and eliminate the 14-acre Mane Gait Therapeutic Horsemanship center, a non-profit organization serving hundreds of adults and children with disabilities and volunteer opportunities for over 2,000 North Texans.
- 2) Jeopardize the quality of peaceful, rural residential life for Whitley Place residents in its 554 home sites. Whitley Place would be the closest Prosper subdivision to the proposed US 380 Segment B.
- 3) Also come perilously close to the nearby historic Walnut Grove Cemetery (the oldest portion of which was established in 1852).
- 4) Come dangerously close to the two properties owned by the Prosper Independent School District, and planned for use to build two new high schools:
 - a. The property in the historic Rhea's Mill area to the east of Custer Road between Bloomdale Road and Frontier Parkway
 - b. The property along E. First Street between Custer Road and Coit RoadRecently, the new Founders Classical Academy at E. First Street and Custer Road was built and would be severely impacted.
- 5) From an economic standpoint, eliminate the possibility of the planned development of hundreds of high-quality, single-family residential homes on the south side of East First Street. Consequently, the Town of Prosper would be deprived of a significant future tax base. The Town of Prosper is only 27 square miles and must capitalize on the available land to keep the town attractive to new residents and to productively raise the tax base.
- 6) Provide virtually no benefits to the Town of Prosper, its schools, residential neighborhoods and residents.

For these and other reasons, B should be eliminated as an unacceptable and unworkable.

I reject US 380 Segment B for a 380 Bypass as unnecessary, ineffective, economically infeasible, and undesirable to the people of Prosper and people of Texas.

Point #2: I support US 380 Segment A as the second choice

The land to enable implementation of the **US 380 Segment A** comes from McKinney and is used to help McKinney solve its US 380 traffic overload problem. My professional opinion is that the ultimate economic and societal costs of the **US 380 Segment A** approach will be far less than Segment B.

Point #3: I support the "Expand 380 on 380" as the first and best choice solution.

The **“Expand 380 on 380”** Route:

- 1) **Properly recognizes that the origin and destination of US 380 traffic is to/from McKinney.** People are trying to drive to businesses, homes, schools and government offices in central McKinney along US 75, not to drive around McKinney. The Bypass Concept falsely assume that a large majority of drivers want to avoid central McKinney. The vast majority of traffic has McKinney as its origin or its destination; the small minority of traffic is passing through McKinney. Traffic data has not been presented that would validate that vast majority of traffic is “through” traffic. It is not reasonable to expect that drivers will use a Bypass which does not take them to or return them from their central McKinney destination.
- 2) **Can leverage advanced highway design techniques developed and successfully deployed by TxDOT in many high-traffic highways such as US 75.** Prosper resident Ben Pruett put together a proposal which has been provided to TxDOT. It offers the solution of a well thought design that would actually depress/lower US Hwy 380 in front of Tucker Hill making it virtually invisible from ground level. The access roads for east/west lanes would be at current grade level and would be cantilevered over the lowered US Hwy 380 providing easy access for those residents with no homes lost. Below grade, limited access highways with cantilevered service roads (or “advanced highway design”) have been widely used by TxDOT (e.g. US 75 near Highland Park) and NTTA and would work well for US 380. The **“Expand 380 on 380”** avoids the destruction of hundreds of homes and business along Bypass Option routes, minimizes the exercise of eminent domain for land necessary for right-of-way adjacent to the Tucker Hill and Stonebridge Ranch communities, and eliminates the need to purchase hundreds of millions of dollars of properties and land to support the Bypass routes.

In my opinion as a professional engineer, advanced highway design is the only viable solution for US 380 between the Denton county line and US 75.

- 3) **Provides the shortest highway route and provides the traffic load capacity where the capacity is needed** - - in a straight line from Denton to McKinney

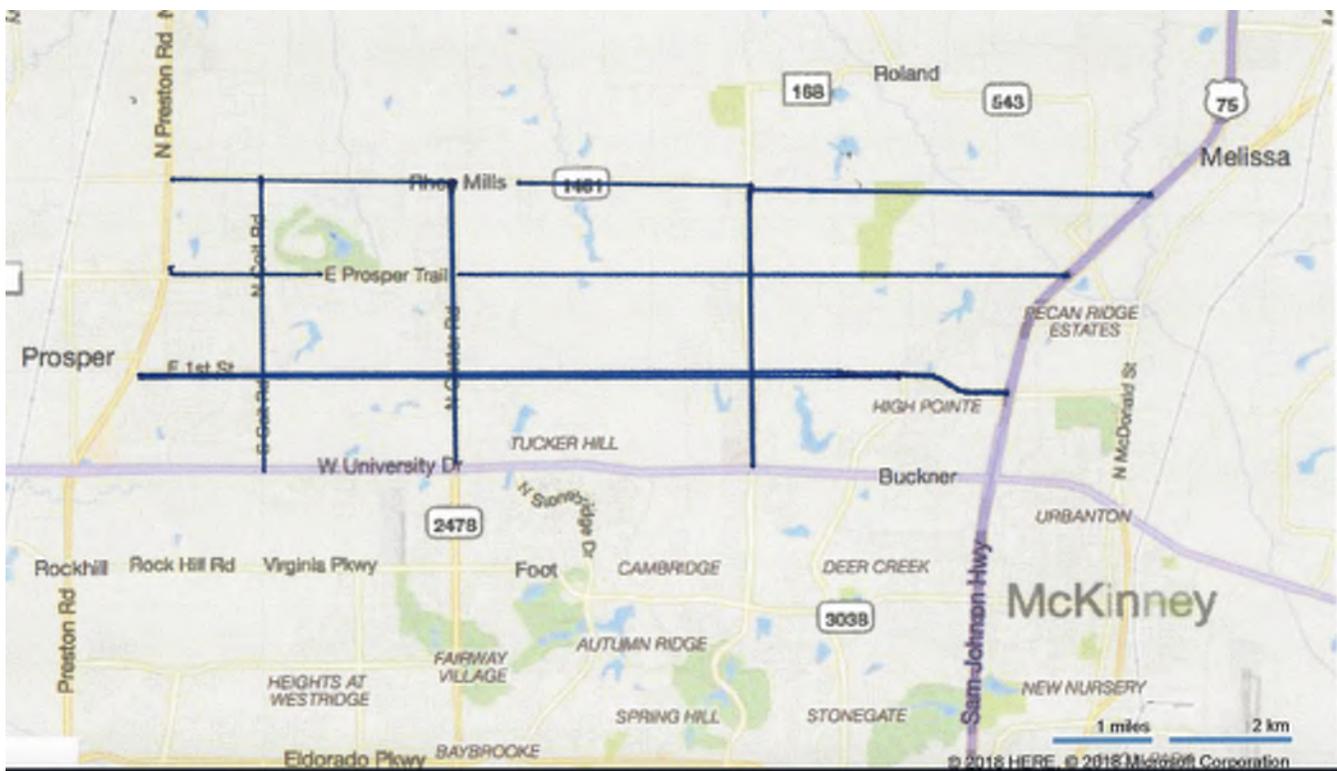
I believe we should keep US 380 on its current alignment - **“Expand 380 on 380”**.

Point #4: I recommend a better, faster, less complex and expensive traffic-shedding solution: Accelerated Surface Street Construction North of 380

Rather than build a limited access highway bypass highway north of US 380, I suggest TxDOT instead accelerate the construction of six-lane major thoroughfare surface streets north of US 380. By adding East-West six-lane roads, thousands of drivers could avoid US 380 altogether, thereby reducing the projected traffic load over the next 50 years.

I would suggest that TxDOT look at three such East – West six-lane roads:

- 1) **Expand E. First Street East** to six lanes from Prosper through McKinney to US 75
- 2) **Expand E. Prosper Trail East** to six lanes from Prosper through McKinney to US 75
- 3) **Expand Rhea Mills East** to six lanes from Prosper through McKinney to US 75



These surface street expansions could produce **18** East – West traffic lanes which could permanently remove hundreds of thousands of vehicle trips from US 380 in the future. Local McKinney and Prosper residents could and would avoid US 380 as the McKinney residents south of US 380 currently do.

(Today these residents are forced to go East – West on 380.)

Furthermore, I would suggest that TxDOT look at the accelerated construction of three (3) North – South six-lane connecting roads:

- 1) **Expand Coit Road to six lanes from US 380 to Rhea Mills**
- 2) **Expand Custer Road to six lanes from US 380 to Rhea Mills**
- 3) **Expand Lake Forest Drive to six lanes from US 380 to Rhea Mills**

The surface street expansions would produce **18** North – South traffic lanes which could permanently remove hundreds of thousands of vehicle trips from US 380 in the future. Local residents could and would connect with east-west roads and avoid US 380 as the McKinney residents south of US 380 currently do.

Accelerated East – West surface street construction north of US 380 would:

- 1) Support the existing long-term land use plans of Prosper and McKinney.
- 2) Have far fewer unforeseen and unexpected neighborhood impacts
- 3) Provide multiple east-west traffic detours from US 380 during its multi-year reconstruction
- 4) Improve access to the ManeGait Therapeutic Horsemanship center and allow it to operate and grow for years to come
- 5) Maintain the quality of peaceful, rural residential life for Whitley Place residents in its 554 home sites
- 6) Not disturb the historic Walnut Grove Cemetery in east Prosper
- 7) Enable the two properties owned by the Prosper Independent School District to be built out as high schools in accordance with the Prosper Land Use Plan
- 8) Allow the planned development of hundreds of high-quality, single-family residential homes on the south side of East First Street in the Town of Prosper, creating a significant future tax base. The Town of Prosper would be able to capitalize on the available land (only 27 square miles), to keep the town attractive to new residents, and to productively raise the tax base and provide services to the public.
- 9) Provide substantial traffic carrying benefits to the Town of Prosper, its schools, residential neighborhoods and residents for the next 50 years
- 10) Dramatically reduce the hundreds of houses and businesses needing to be destroyed and removed to allow the Red Option Bypass
- 11) Not divide up, isolate and permanently separate the dozen McKinney neighborhoods north of US 380 with a limited-access Bypass highway
- 12) Provide substantial traffic carrying benefits to McKinney, its schools, residential neighborhoods and residents for the next 50 years

Point #5: In conclusion: I recommend Accelerated Surface Street Construction North of 380 be done in addition to a less-costly expansion, modernization and improvement of US 380 on its current route and alignment.

=====

Please feel free to contact me at [REDACTED] or on my mobile at [REDACTED]. I would be happy to discuss any of these five points further.

=====

Respectfully,

Craig

F. Craig Farrill, PE

[REDACTED]
[REDACTED]

[REDACTED] – Mobile

[REDACTED] – email

Warmest Regards,

Faith Weikert

[REDACTED]

[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group
Prosper ISD Board Prosper Town Council

[A Texas Department of Transportation (TxDOT)

message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7C2567ba0c09314c94f0f308da1267fe45%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637842535110016565%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&sd=uuDh6h%2FMYu3I127wrcwC%2FbxyWhB%2FKaaEbYpCE8468%3D&reserved=0>

center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7C2567ba0c09314c94f0f308da1267fe45%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637842535110016565%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&sd=uuDh6h%2FMYu3I127wrcwC%2FbxyWhB%2FKaaEbYpCE8468%3D&reserved=0>

From: falyn olney <[REDACTED]>
Sent: Thursday, March 31, 2022 9:03 PM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper. Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021, "...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE." I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,
Falyn Olney

[REDACTED]
[REDACTED]

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

From: Familia Chavez Cruz <[REDACTED]>
Sent: Saturday, April 9, 2022 8:40 PM
To: Stephen Endres

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.

Vivo en la ciudad de Princeton Texas y cada dia es mi preocupacion estar manejando en un espacio tan reducido al lado de vehiculos de 18 ruedas y otros mas es mi preocupacion diaria. urge un cambio en el 380 estoy de acuerdo en el Proyecto. Gracias 👍

From: Faye King [REDACTED] >
Sent: Tuesday, March 29, 2022 5:14 PM
To: Stephen Endres
Cc: Cottrell King
Subject: Lakewood at Brookhollow residence | Proposed 380 Route

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.

Good afternoon,

I am writing on behalf of myself and my husband in regards to the proposed 380 Toll route. We vote for the A route and we are opposed to the B route for Prosper.

Thanks
Faye & Cottrell King

Sent from my iPhone

From: flydon16 <[REDACTED]>
Sent: Wednesday, March 30, 2022 1:36 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Fran Lydon
[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Sent from my T-Mobile 4G LTE Device

From: [REDACTED]
To: [Stephen Endres](#)
Subject: Opposition to HWY 380 Segment B
Date: Thursday, March 31, 2022 10:07:19 AM

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.

Good morning Mr Endres,

The reason for this email is to express my opposition to the proposed HWY 380 Segment B. I attended the public session last week, got all the information presented and the more I read it the more I see how much this proposal will impact the Town of Prosper: going against the Town thoroughfare plan, so close to schools, homes, ManeGait and the vulnerable population it serves.

I hope the voice of the community is heavily considered and expect TxDot to keep on communicating on a monthly basis about decisions, progress, etc on projects as important as this.

Best regards and all the best,

Francisco Martinez
[REDACTED]

From: Nancy Hinckley [REDACTED]
Sent: Wednesday, March 30, 2022 11:13 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

MR.ENDRES/TXDOT,

We oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

We have long been supporters of the Manegait mission of giving high quality therapy to individuals through horsemanship. We are so very disappointed that you would even consider routing this highway in such close proximity to this valuable resource to the community.... and take land around it that is so supportive to this endeavor.

I implore you stop and think about these individuals who have benefitted so greatly from what Manegait is offering. It would be a tragedy to go forward with this plan.

Sincerely,
Frank and Nancy Hinckley

[REDACTED]
[REDACTED]

PS - Our family has donated riding arenas to this ministry that would be rendered useless.... this is heartbreaking. We are stunned that you would even consider this very damaging proposal.

From: Frank Lester [REDACTED]
Sent: Tuesday, April 5, 2022 2:37 PM
To: Stephen Endres
Subject: TxDOT Segment B support

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.

Mr Enders, I am sending this email to strongly support TxDOT US 380 Bypass Segment B option. Reviewing available information this seems like the obvious option to me. It is less expensive, has less negative impact on small businesses, and in my opinion is best for the area/ community overall.

I want to thank you for considering my comments in your decision making process.

Frank Lester
[REDACTED]
[REDACTED]

From: Frank Wang <[REDACTED]>
Sent: Monday, April 4, 2022 8:31 AM
To: Stephen Endres
Subject: Regarding Project 380 Bypass: Support Segment B

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.

Dear Mr. Stephen Endres,

As a homeowner and citizen of McKinney, Tx, I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to business with no displacements, minimal impact on existing homes and families living in the neighborhoods along and adjacent to US 380. It also is the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A for the following reasons:

- 1) It will cause the installation of water pipes(ducts) over 380.
- 2) It will jeopardize traffic safety of people in the communities due to increased traffic on Stonebridge neighborhood streets arterial to Highway 380, such as Stonebridge Dr, Ridge Rd and Lake Forest Dr.
- 3) It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village.
- 4) 380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- 5) It destroys the removes 17 small businesses West of the 380 and Custer intersection on the North side.
- 6) The cost of Segment-A is \$99 million more than Segment-B.
- 7) It will create an overpass on 380 over Stonebridge Drive and Custer Road, which will results in increased traffic and pollution that will in turn destroy the nearby naturally preserved environment where thousands of wild animals find home at.

Given considerations to cost efficiency, environmental protection, traffic safety for the mass population in the affected neighborhoods, plus many other factors, Segment-B is the Best and Most Sensible option to be utilized in order to improve traffic flow in our corridor while keeping the negative impact the Least upon the economic business and residential vibrancy in our community.

Your serious consideration of the pleas by residents in the affected neighborhoods will be greatly appreciated! Thank you very much!

Sincerely,

Frank Wang

Sent from my iPhone



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

I WAS TALKING WITH MANEGAIT EMPLOYEE, PATRICIA NELSON, SHE VERIFIED THAT THERE WILL BE A DIRECT IMPACT ON OPERATIONS AT MANEGAIT THAT OPTION B THREATENS - THIS ~~IS~~ CONFLICTS THE REPRESENTATION AND CLAIMS TxDOT IS MAKING. WE CONCLUDE THAT MANEGAIT IS CORRECT IN THEIR ASSESSMENT AND TxDOT IS INCORRECT AND PRESENTING FRAUDULENT INFORMATION IN THEIR PRESENTATION HERE AT COLLIN COUNTY CAMPUS ON MARCH 22, 2022.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Felix Costa
Address: [REDACTED]
Apartment: [REDACTED]
City/State/Zip: [REDACTED]



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

ANY OPTION THAT GOES THROUGH PROSPER WOULD INCREASINGLY NEGATIVELY IMPACT THE ENVIRONMENT THAN THE RECOMMENDED SEGMENT A. INCREASE TRAFFIC NEXT TO MANEGAIT THERAPEUTIC FACILITY AND FOUNDER'S ACADEMY WOULD CAUSE TRAFFIC NIGHTMARES ON A DAILY BASIS. OPTION B WOULD DISPLACE AN AGE RESTRICTED COMMUNITY UNDER CONSTRUCTION - LADERA. OPTION B IS IN DIRECT CONFLICT WITH THE AIR QUALITY GUIDELINES PER THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS (NCTCOG). OPTION B WOULD REDUCE THE NUMBER OF RESIDENTIAL UNITS FROM WHICH PROSPER DERIVES ITS TAXES.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Frederic Costa
Address: [REDACTED]
Apartment: [REDACTED]
City/State: [REDACTED]



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

I SUPPOSE ALIGNMENT (A) AS PREVIOUSLY DECIDED IN FEASIBILITY STUDY. THE INTRODUCTION OF SEGMENT (B) IS VIOLATION OF THE PUBLIC TRUST. SEGMENT (B) NEGATIVELY IMPACTS MANE GAIT THERAPEUTIC FACILITY, FOUNDER'S ACADEMY, A SUBDIVISION CURRENTLY UNDER CONSTRUCTION A 55+ SENIOR COMMUNITY, A CEMETERY, AND THE ENTIRETY OF PROSPER SINCE PROSPER RECEIVES TAXES FROM RESIDENTIAL UNITS THAT SEGMENT (B) ELIMINATES. THE ENTIRE BYPASS IS MCKINNEY'S BYPASS AND SHOULD BE BUILT IN MCKINNEY, NOT PROSPER.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: FRED COSTA
Address: [REDACTED]
Apartment, suite: [REDACTED]
City/State/Zip: [REDACTED]

From: Fred <[REDACTED]>
Sent: Tuesday, April 5, 2022 2:58 PM
To: Stephen Endres
Subject: OPPOSE SEGMENT B and SUPPORT RECOMMENDED SEGMENT A

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.

I OPPOSE SEGMENT B and SUPPORT RECOMMENDED SEGMENT A.

- 1) ManeGait provides services to 2 ADA protected classes, children with disabilities and disabled veterans. Presidential executive order 12898 was issued in 1994 to address adverse human health hazards or negative environmental effects on minority populations, which are disabled veterans and children with disabilities. Segment B threatens the health of these two protected classes. Heavy load trucks and vehicles bypassing 380 on 12 lane Segment B will deposit diesel exhaust and particulates, harmful ozone, and air suspended particulates from tires and breaks onto ManeGait and Founder's Academy whose property is separated from the 12 lane Segment B by only 45 feet. Segment B steals the land used as riding trails by ManeGait for disabled veterans and children with disabilities, depriving these protected classes of their facility. The health of the service animals will also be harmed from air pollution from 12 lane Segment B.
- 2) Children's and teacher's health at Founder's Academy will also be harmed. Heavy load trucks and vehicles bypassing 380 on Segment B will deposit diesel exhaust and particulates, harmful ozone, and air suspended particulates from tires and breaks.
- 3) The 12 lane Segment B road endangers the safety of children, and their parents, attending Founder's Academy dropping and picking up children at Founder's Academy charter.
- 4) The noise pollution coming from 12 lane Segment B will harm the health of students and teachers at Founder's Academy, disabled veterans, children, and service animals at ManeGait.
- 5) In addition to Founder's Academy, the health and safety of students, parents, teachers at Cockrell Elementary, Rogers Middle School, and Walnut Grove High School will be harmed by 12 lane Segment B.
- 6) In addition to the TxDot analysis 5 residential displacements on Segment B is the real number of displacements including 111 residential displacements at Ladera, 8 residential displacements at Wandering Creek, and 201 residential displacements at Rutherford Creek, and Malabar Hills. The loss of these residential units represents a significant loss of tax revenue to the Town of Prosper, Collin County, and PISD. TxDot analysis is incorrect and misrepresented this number.
- 7) The Valvoline Oil Change store identified hazardous material site on Segment A is new construction, and NOT a hazardous site but entirely safe and easily displaced. KwikCar on Custer Rd supports the oil change needs of the community. Again, a misrepresentation in TxDot analysis.
- 8) The closed Cowboy store in Segment A is NOT a business displacement, since it's closed, much less a hazardous site. Again, a misrepresentation in TxDot analysis.
- 9) Business displacements are significantly less impactful than residential displacements. TxDot should have noted that on their analysis.
- 10) TxDot can no longer claim traffic criteria since TxDot is not considering Segment F, expanding 380 on its' current alignment, which is the fastest and shortest route for traffic.

In summary, the misrepresentations and omissions from the TxDot analysis are grounds for litigation from injured parties that would result from Segment B.

I support the recommended Segment A alignment and oppose Segment B.

Fred Costa
[REDACTED]
[REDACTED]

From: Gabrielle Smith [REDACTED]
Sent: Wednesday, March 30, 2022 11:39 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:

Gabrielle smith
[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait. Please make this a priority consideration.
Thank you

From: Garrett Nowak <[REDACTED]>
Sent: Friday, March 25, 2022 11:19 AM
To: Stephen Endres
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Garrett Nowak

[REDACTED]

[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson

Texas State Senator Springer

Prosper Citizen Group

Prosper ISD Board

From: Garvin and Jenny [REDACTED]
Sent: Friday, April 1, 2022 2:51 PM
To: Stephen Endres
Subject: 380 from Coit to FM 1827

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.

Mr Endres, I am a homeowner in Stonebridge Ranch and have been closely following the plans for the 380 bypass. Most of us have been attending meetings, signing petitions, etc. It seems we need to do more, however.

I am writing to express my fierce opposition to Segment A and my ardent support for Segment B. Segment A is so much more...more construction, more cost, more disruption to traffic and existing businesses. Segment B will be the least expensive for sure since it will not require \$40 million or so to relocate water.

One subject of concern for many of us south of 380 is that, under Segment A, our teenager drivers would have to deal with the detours and construction zones to reach the three high schools north of 380.

And many of us are concerned about disruption of the emergency room entrance to Baylor Hospital and the slow down should we require emergency ambulance service just because of detours.

Since plan B means zero business are displaced, I just don't know how this cannot be the best option. I appreciate your time, sir. Thank you for listening.

From: Karla Haynes <[REDACTED]>
Sent: Tuesday, April 5, 2022 8:07 PM
To: Stephen Endres
Subject: Support - Project 380 Segment-B bypass route

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

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Thank you for your consideration,

Gary & Karla Haynes
[REDACTED]
[REDACTED]



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

I THINK TxDOT SHOULD STICK TO THE FEASIBILITY
STUDY RECOMMENDATION ALIGNMENT (2020) WITH ROUTES
A, E, D. WE SEE NO NEED FOR ALTERNATIVES!

Gayle Murrells & Monica Stewart

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Gayle & Monica Stewart
Address: [REDACTED]
Apartment: _____
City/State/Zip: [REDACTED]



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

I vote Purple alternative. The gold & brown alternatives would be a disaster for Prosper residents. The options would destroy a 55+ housing community, the only such community in Prosper. Also gold & brown are too close to schools & MainHart Horse facility, a one of a kind facility.

I vote Purple ONLY.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Gary Gleghorn

Please Print

Name: Gary Gleghorn

Address: 

Apartment: _____

City/State/Zip: _____

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Tuesday, March 22, 2022 8:54 AM
To: Gary Gleghorn [REDACTED]
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
214-320-4469

From: Gary Gleghorn <[REDACTED]>
Sent: Monday, March 21, 2022 5:06 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
Subject: Fwd: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34

passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Gary Gleghorn

██████████
██████████

CC:

Texas House Representatives: Sanford, Holland, and Patterson
Texas State Senator Springer
Prosper Citizen Group
Prosper ISD Board
Prosper Town Council

A Texas Department of Transportation message



From: Gary Lauman <[REDACTED]>
Sent: Tuesday, April 5, 2022 6:42 PM
To: Stephen Endres
Subject: 380 bypass inMcKinney

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.

I am a home owner in Stonebridge community and want the 380 segment B to be implemented. We have too much traffic as it is and do not want you to destroy what we are trying to preserve.

Thank you

Gary Lauman
Stanford Meadows.

Sent from my iPad

From: Gary Lauman [REDACTED]
Sent: Wednesday, April 20, 2022 11:05 AM
To: Stephen Endres
Subject: Support for segment B on 380 Collin county

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.

Mr. Endres:

I am opposed to building segment A along Highway 380.
I am in favor of Segment B for 380!

It will cost \$99 million less than segment A
It will not destroy 17 businesses
It will destroy the Stonebridge Ranch way of life!
The B segment will not encounter 11 hazardous materials sites

Thank You
Gary W Lauman
Geological Consultant

From: [REDACTED]
To: [Stephen Endres](#)
Subject: Opposition to U.S. 380 Segment B
Date: Thursday, March 31, 2022 10:50:30 AM

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.

NAME/ADDRESS: Gay Ann Kiser, [REDACTED]

COMMENT: Dear Mr. Endres:

ManeGait is a facility that is unlike any other. I strongly recommend that you visit this facility and spend time with their staff members, as well as the horses that provide amazing therapy for riders who are challenged. We are their voices because many of the riders can't represent themselves. I urge you to oppose this move. If you've ever been around horses, you know how easily spooked they are by noise. This, of course, creates a great danger to the riders and those working with the ManeGait facility. There are so few operational facilities for the physical challenged. Please reconsider your decision.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[Gay Ann Kiser](#)

The pen is mightier than the sword.

(written by Englishman Edward Bulwer-Lytton in 1839)

www.tessagrays.com

Sent from [Mail](#) for Windows 10

From: Gayla Gunderson [REDACTED]
Sent: Tuesday, April 5, 2022 3:30 PM
To: Stephen Endres
Subject: 380 bypass

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.

To Whom It May Concern:

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Sincerely,
Gayla Gunderson

From: Gaylan Kraft <[REDACTED]>
Sent: Tuesday, April 5, 2022 4:59 PM
To: Stephen Endres
Subject: 380 bypass

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 Stephen,

I have lived in McKinney and Stonebridge Ranch for over 20 years.

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Blessings,

From: PhilGigi Samson [REDACTED]
Sent: Wednesday, April 6, 2022 8:57 AM
To: Stephen Endres
Subject: I strongly support Project 380 SEGMENT B

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.

Sir

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Thank You for your kind consideration

Genevieve Samson

From: Phil [REDACTED]
Sent: Wednesday, April 20, 2022 4:05 AM
To: Stephen Endres
Subject: 380 Bypass

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.

Mr. Endres,

Respectfully, based on everything I've read and researched, the most logical path for the 380 bypass in McKinney is the proposed Segment B! Less taxpayer money will need to be spent, no businesses along 380 will be destroyed, and the health and well being of the residents in the area will not be affected by sites with hazardous materials. The only reasons I can see for choosing Segment A would be for political reasons or undue influence being exerted.

A concerned citizen,

George Michel
McKinney, TX

From: Jerry Gantzer [REDACTED] >
Sent: Thursday, April 7, 2022 3:37 PM
To: Stephen Endres
Subject: US 380 Proposed Improvements

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.

TO: Mr. Stephen Endres
TxDOT Project Manager
US 380 EIS Project

FROM: Gerald Gantzer

[REDACTED]
[REDACTED]
[REDACTED]

SUBJ: Proposed US 380 Improvements

My wife and I want to express our strong opinions in favor of Option B of the relocation of US 380 and opposition to Option A.

Our home is located just East of the Stonebridge and Virginia intersection and borders on Stonebridge Lake across from the Adriatica subdivision. We have lived in this location almost 20 years, and have been very pleased with this location and its surroundings.

The impact of Option A is much more negative to us and our neighbors due to the likely increase in neighborhood traffic as well as the negative impact on many of the existing businesses along US 380 that will be forced to relocate.

Option B clearly resolves those issues and moves the increase in traffic west of Custer Road where there is much less impact on existing homeowners and businesses.

We sincerely hope you can see the more positive impact and results of selecting Option B for this important and necessary relocation of US 380 for the future. Thank you for your thoughtful approach and serious consideration of the impact on existing residents and businesses.

Thoughtfully Yours,

Gerald and Leslie Gantzer, proud residents of McKinney and Stonebridge homeowners.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Jerry Boyd [REDACTED] >
Sent: Thursday, April 21, 2022 11:26 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:

Gerald Boyd (Father of Joshua Boyd and Joel Boyd who have families living in McKinney)

[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it will prevent ManeGait from serving two vulnerable and protected status populations -- the disabled and children (as identified by TxDOT). Specifically:

- ManeGait operations cannot safely operate wedged 50-100 feet between 16 lanes of traffic (4-lane Custer Road and a 12-lane HWY 380).

- TxDOT's comparison of ManeGait with other riding facilities is based on centers smaller in size and scope, and NONE operate this close to a major highway.

- Many ManeGait riders have sensory issues. Construction noise, traffic, and sirens will negatively impact these individuals and disrupt the therapy services they receive at ManeGait.

- Traffic and construction noises and vibrations can scare horses, which poses a direct threat to the safety of ManeGait riders and volunteers.

- The proposed route also goes directly through the land that ManeGait uses for trail rides, fundraising events, and horse pasture.

- If Segment B is chosen, ManeGait will be forced to relocate or suspend operations.

These children and adults with disabilities and military veterans deserve a safe, high-quality, easily accessible location to receive the world-class therapy programs provided at ManeGait.

From: Gerardo Torres <[REDACTED]>
Sent: Monday, April 4, 2022 12:58 PM
To: Stephen Endres
Cc: [REDACTED]
Subject: 380 Segment B

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.

Hello Mr. Endres, my name is Gerardo Torres, Prosper resident since July 2021. I hope you can help me or point me in the right direction to understand what this project means. Just saw what seem to be possible construction routes, most of which would impact my home value and would make it extremely uncomfortable to live here... I'd like to get involved, understand the options and ways in which I can express my concerns, can you please let me know your thoughts?

Kind regards,
Gerardo Torres
[REDACTED]

From: Gerene Gramlich [REDACTED]
Sent: Wednesday, April 13, 2022 9:02 PM
To: Stephen Endres
Subject: TxDOT 380 Bypass Project- I support Segment B

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.

Hello Stephen,

I live in McKinney, Texas, specifically Stonebridge Ranch. I am writing this email to let you know I support the TxDOT 380 Bypass **Segment B**. Segment B has the least amount of disruption to existing homeowners and businesses and comes with a cost of \$99 million LESS than Segment A.

Thank you for seeking input from residents affected by this project.

I beg you to support TXDOT Bypass **Segment B**.

Regards,
Gerene Gramlich

[REDACTED]
[REDACTED]

From: gnhanson001 [REDACTED] >
Sent: Wednesday, March 30, 2022 1:30 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Dear Mr. Endres,

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Thank you for your consideration.

Gina Birse
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Stephen Endres](#)
Subject: Opposition to U.S. 380 Segment B
Date: Thursday, March 31, 2022 10:20:14 AM

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.

NAME/ADDRESS: Gina Compton
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Sent from Gina's iPhone

From: Gina Fuller <[REDACTED]>
Sent: Wednesday, April 6, 2022 6:34 PM
To: Stephen Endres
Subject: 380 Expansion

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.

Good Afternoon Mr. Endres

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

In conclusion, Option A will cost more and will disrupt more businesses and have huge negative impact on the residents of Stonebridge who live near 380 and Stonebridge. It will be devastating to open my front door to see a huge overpass, not to mention the traffic noise. I appreciate your due diligence in reviewing all options, but Option B is definitely the logical choice.

Thank you for considering our concerns.

Regards,

Gina Fuller
[REDACTED]
[REDACTED]



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

There is no reason good enough not to stick with the 2020 recommended purple alignment.

I oppose the B segment & it's huge impacts on Prosper residents, businesses & children.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Gina Keen

Address: [REDACTED]

Apartment, suite: [REDACTED]

City/State/Zip: [REDACTED]

From: Ginger Taylor [REDACTED]
Sent: Monday, March 28, 2022 10:28 AM
To: Stephen Endres
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Brown and Brown Segment B Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT'S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN'S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Ginger Taylor
[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Friday, March 18, 2022 9:37 AM
To: Glen Blanscet <[REDACTED]>
Subject: RE: Response to Proposed Improvements to US380 from Coit Road to FM1827

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
214-320-4469

From: Glen Blanscet [REDACTED]
Sent: Thursday, March 17, 2022 4:16 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
Subject: Response to Proposed Improvements to US380 from Coit Road to FM1827

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.

Dear Mr. Endres:

I am writing regarding TXDOT's proposals for the rerouting of US380 from Coit Road to FM1827. I will be out of town for the public meeting on March 22 and will not be able to attend, so I am submitting this email to you to voice my opposition to the Brown and Gold alternative routes (Segment B) as currently proposed by TXDOT that would bisect the Town of Prosper. The immediate and long-term impacts of such a route to the Town of Prosper would be harmful to the Town and its citizens.

I am aware that the Town Council has passed at least six separate resolutions opposing the Segment B route, and I support the positions of Prosper expressed in those resolutions. Because the Town of Prosper is a small town in terms of its land mass, cutting off a major corner of its boundaries by this roadway will harm the businesses that currently exist in the area and the plans for future growth and development in the area. Other routes achieve the purposes and goals of TXDOT for the expansion of US380 without the need to route it through Prosper at all.

Thank you for your consideration of my opinion and input.

Regards,

Glen Blanscet

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

A Texas Department of Transportation message



From: Glenda Godwin <[REDACTED]>
Sent: Saturday, April 2, 2022 7:51 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:

Glenda & Chris Godwin
[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Sent from my iPhone

From: MESSER, Glenn <[REDACTED]>
Sent: Monday, March 28, 2022 8:49 AM
To: Stephen Endres
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY 380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper, Citizens, Students, Mane Gait (for therapeutic horseback riding for special needs persons- which I happen to have a child with Autism). The proposed alignment will impact several schools, neighborhoods and businesses.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT'S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN'S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Sincerely,

Glenn Messer

[REDACTED]

[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson

Texas State Senator Springer

Prosper Citizen Group

Glenn Messer

[REDACTED]

[REDACTED]

[REDACTED]

From: Glenna Lowe [REDACTED]
Sent: Wednesday, April 6, 2022 2:50 PM
To: Stephen Endres
Subject: 380 bypass

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

As a homeowner for 10 years in Stonebridge Ranch (8 years in Ridgecrest also on 380) and citizen of McKinney, TX. for over 35 years, I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I **also strongly oppose Segment-A**. It should not be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Yes this is standard language you are receiving, but it says it as well as I can say it!

Glenna Lowe

[REDACTED]
[REDACTED]
[REDACTED]

From: Glenna Lowe [REDACTED]
Sent: Wednesday, April 6, 2022 2:50 PM
To: Stephen Endres
Subject: 380 bypass

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

As a homeowner for 10 years in Stonebridge Ranch (8 years in Ridgecrest also on 380) and citizen of McKinney, TX. for over 35 years, **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Yes this is standard language you are receiving, but it says it as well as I can say it!

Glenna Lowe
[REDACTED]
[REDACTED]
[REDACTED]

From: Glenna Lowe [REDACTED]
Sent: Wednesday, April 13, 2022 4:38 PM
To: Stephen Endres
Subject: 380 bypass SUPPORT OF SEGMENT-B

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.

Mr. Endres,

As a 10 year resident of Stonebridge and an 8 year resident of Ridgecrest, with both locations being almost adjacent to 380, I am highly upset with the the Dallas Morning News article published on April 10 and **STRONGLY SUPPORT** the **SEGMENT-B** option for 380. The article did not provide a complete picture of the actions the City of McKinney has taken for MainGait and does not provide an accurate depiction of the situation. The \$99 million price tag alone should be enough to support Segment-B by TX-DOT. I'm providing below the complete information regarding MainGate and the City of McKinney.

In addition, I am sure there are some very rich people in Prosper (Haggard's) behind this - Segment-A goes through **UNDEVELOPED LAND** and Segment-A will lower the real estate values for everyone in Stonebridge, Tucker Hill and kill 17 businesses!

On April 10, 2022, the Dallas Morning News published a front-page article about the Project 380 bypass route. The article, focused on ManeGait, was well written but poorly researched as it only told half of the story. In the interest of fairness and complete reporting, the other side of the story should be told. These are the facts that were not reported:

There was no mention of the fact that back in 2019, the City of McKinney offered to acquire the current ManeGait property and move it to a newly constructed facility at no cost to ManeGait. They refused to consider this option even though they now say they may have to move and build a new facility. Interestingly, in the last few years, ManeGait was the recipient of several hundred thousand dollars from City of McKinney grant programs. Neither of those items were covered in the article.

Further, TxDOT has researched stakeholder concerns including those expressed by ManeGait. TxDOT updated Segment-B so that none of the ManeGait property is taken. TxDOT even researched other similar facilities in the state of Texas and found **no** ManeGait operational issues should be expected. That was not mentioned in the article.

There was no discussion of the seventeen businesses that will be destroyed if Segment-A is built versus none if Segment-B is built. The businesses to be destroyed are located on the North Side of 380 on both sides of Custer Road and the number will grow since more businesses are under construction today. Segment-B only goes through currently undeveloped land in Prosper while Segment-A goes through a currently heavily developed area in McKinney. In McKinney's Tucker Hill, businesses that front on 380 also will also be impacted. Was there any discussion with any of these business owners?

The cost of Segment B is \$99 million LESS than Segment-A.

There was no reporting on the impact to Kensington Village which is directly in front of where the proposed Segment-A would enter 380. The proposed Segment-A interchange would greatly increase noise and pollution in that SRCA neighborhood potentially affecting the enjoyment and value of their homes. Were any of those property owners contacted for comment?

There is an expected 3-4 year construction cycle that will impact many current businesses and homes with noise and traffic disruption if Segment-A is built. Segment-B will have minimal impact on homes and businesses.

Again, I support SEGMENT-B to protect current Stonebridge and Tucker Hill residents, along with those businesses on 380.

Thank you.

Glenna Lowe

[REDACTED]
[REDACTED]
[REDACTED]



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

We will be directly affected by the selection of segment C of the 380 Bypass Project. Segment C will take our house, shed, blacksmith shop, and garage. It will divide our land, leaving about 3 acres across the highway.

My biggest complaint about Segment C, is the way the drawings show existing county roads being cut off, leaving people on CR 338 unable to reach their properties and houses without using the loop and traveling miles out of their way to turn around and come back on the service roads.

Segment D avoids most of these problems.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Gordon & Margaret O'Neal
Address: 
Apartment: _____
City/State: _____

From: Gordon Crowe [REDACTED]
Sent: Wednesday, March 30, 2022 10:59 AM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY38 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT'S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN'S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Gordon Crowe

[REDACTED]
|
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson

Texas State Senator Springer

Prosper Citizen Group



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments: As a high school senior at Prosper High School, I am so excited to see the development of schools in our area. These would be impacted by option B. Therefore I'm supporting option A for the bypass. I'm proud to live so close to main gate and would hate to see anything happen to it that might not allow them to help kids. We have so much to lose with option B. Thank you!

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Grace Martin
Address: [REDACTED]
Apartment: [REDACTED]
City/State: [REDACTED]

-----Original Message-----

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 16, 2022 8:21 AM
To: Grace Viramontes [REDACTED]
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
214-320-4469

-----Original Message-----

From: Grace Viramontes [REDACTED]
Sent: Tuesday, March 15, 2022 9:19 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
[REDACTED]
[REDACTED]

Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE

TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS;
AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment
changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Charles Viramontes,
Grace Viramontes

[REDACTED]
|
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper
Citizen Group Prosper ISD Board Prosper Town Council

Sent from my iPhone

[A Texas Department of Transportation (TxDOT)
message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7C3cd48a2aae39485b4e0308da074fc0fe%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637830336376176641%7CUnknwn%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ik1haWwiLCJXVCi6Mn0%3D%7C3000&sdata=tZafaLa80XSUk9tuVT4S8OnPTFYnSPFWY6MI7srLvjl%3D&reserved=0>>

From: [REDACTED]
To: [Stephen Endres](#)
Subject: Opposition to U.S. 380 Segment B
Date: Thursday, March 31, 2022 9:41:57 AM

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.

Grady Hunsucker
[REDACTED]

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Friday, April 1, 2022 3:05 PM
To: Graeme Peart [REDACTED]
Subject: RE: Comments - US380 Project

Thank you for your comments. We will add them to our public meeting summary and address your questions in the summary.

No decision has been made on which alignment will be chosen. The recommended alignment was from the feasibility study. The EIS will have a separate alignment chosen.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 | www.txdot.gov

From: Graeme Peart [REDACTED]
Sent: Monday, March 28, 2022 10:36 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Comments - US380 Project

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.

For the attention of Stephen Endres, P.E.,

(Please confirm receipt)

Below are my comments and questions related to Sections A & B of CSJs: 0135-02-065; 0135-03-053; 0135-15-002.

We are residents of the La Cima area of Stonebridge Ranch and frequently use Stonebridge Ranch Drive. What I hadn't realized until I attended the 3/22/2022 public meeting was the massive scale of this project and the potential impacts to

the neighborhood in which I live. Specifically, the idea that 380 would be significantly expanded from its current 6 lanes to an 8-lane freeway with 4 access lanes.

1. Slide 3 of the Public Meeting presentation has a solid orange line that indicates the “Recommended Alignment from the Feasibility Study”, i.e., Segment A is preferred over Segment B. Does this leave open the A versus B decision or has it already been decided that A is preferred?
2. Slide 6 states the purpose and need for this project are to manage congestion, improve East-West mobility and to improve safety. I agree with these goals. What I think are missing are considerations related to North-South traffic: much of the traffic on 380 is associated with access to US75
 - a. What do studies indicate with respect to westbound traffic destined for southbound US75, and the reverse?
 - b. How will GPS algorithms and those on Google Maps, for example, influence the selected routes of through traffic? Can they be influenced to direct traffic along the recommended alignment? It would seem that speed limits along Segment F would need to be reduced. Please comment.
 - c. We have first-hand experience with safety issues on 380. With improved safety being a goal, this would be better facilitated by maximizing the bypass of grade-level intersections, i.e., Segment B would be preferred since it would divert traffic away from the busy Custer-380 intersection without having the expense of building a complex grade-separated interchange.
3. After reviewing the Segment Analysis Matrix, it seems clear that Segment B has a number of advantages over Segment A:
 - a. With one of the primary goals being to be to improve East-West mobility then reducing the time/distance to traverse the corridor would seem to be a heavy driver – this would favor Segment B with travel times under 4 minutes.
 - b. Fuel efficiency is better with Segment B: it is a mile shorter than Segment A.
 - c. Cost to relocate utilities indicates Segment B is preferred.
 - d. While there are displacements for both segments A & B the latter has a total of 12 versus 31 for A – clearly indicating a preference for Segment B.
4. La Cima Lake and its surroundings are a prime attraction for residents and visitors. The intersection at 380 & Stonebridge has the potential to significantly affect the aesthetics of the area. What considerations are there for minimizing noise and screening view of the overpass from the lake area?
5. The overall estimated cost for Segment A is \$688.5m versus \$589.7m for B. Based on cost alone, Segment B is the preferred option.

There are very few advantages to Segment A and many for Segment B as presented in the Segment Analysis Matrix. For this reason, I support Segment B as the preferred option and reject Segment A.

Thank you for your consideration,

Graeme & Angela Peart

██████████
█
██████████████████
██████████████████

From: Audra [REDACTED]
Sent: Thursday, March 31, 2022 2:22 PM
To: Stephen Endres
Subject: No to Option B - 380

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.

Mr. Endres,

Our family has lived in Prosper for 17 years. This town, as you know, is only 9 miles x 3 miles. Option B, which would effectively bisect this tiny town is an atrocious idea. We are 100% against dissecting this little town and losing the tax revenue that would otherwise help support the growth of this community. Please vote against option B at all costs. Literally.

Sincerely,
Greg & Audra Bellon

[REDACTED]
[REDACTED]

From: GREG BAUMLI [REDACTED]
Sent: Wednesday, April 6, 2022 1:45 PM
To: Stephen Endres
Subject: Oppose 380 Segment B

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.

Dear Mr. Endres,

I am writing to let you know of my strong opposition to Segment B for the 380 bypass. I am a resident of Whitley Place in the Town of Prosper. The Town of Prosper has been opposed to Segment B because of the negative impacts on the Town. The Town of Prosper has planned for the potential growth and should not be negatively impacted by the lack of planning by the City of McKinney.

The City of McKinney should now bear the burden of that failure to plan. Bypass B would unduly punish the citizens and taxpayers of Prosper for the failure to plan by the leadership of a bordering municipality. The suggestion of building a 12-lane bypass in such close proximity to a charter school, elementary school and high school is unconscionable. The proposed Segment B would materially impact ManeGait and limit their ability to provide therapeutic services for disabled children and veterans. The Ladera Community, an active retirement community of 244 homes, would be demolished resulting in lost tax revenue for the Town of Prosper and Prosper ISD. Bypass B would require a massive utility relocation effort that are critical to Prosper's infrastructure. There would not even be a NEED for a bypass if McKinney had planned properly. McKinney caused this problem, so if there is a need for a bypass through McKinney because too many businesses were built too close to 380, then the bypass belongs in McKinney, not Prosper! Prosper supports widening 380 on 380 through its city limits. I oppose ALL Segment B options and support widening 380 on 380 through Prosper.

Thank you for considering my opposition to the Segment B option.
Greg Baumli

From: Leslie Czarnecky [REDACTED]
Sent: Sunday, April 10, 2022 11:54 AM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Greg Czarnecky

[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

From: Greg France [REDACTED]
Sent: Tuesday, April 5, 2022 4:15 PM
To: Stephen Endres
Subject: My Support for Project 380 Segment-B

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.

Mr. Endres

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Greg France
[REDACTED]

Sent from my iPad

From: Greg Gordon <[REDACTED]>
Sent: Friday, April 8, 2022 5:13 PM
To: Stephen Endres
Subject: TxDOT Project 380 Bypass

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements and minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road, and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Villages, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Greg Gordon

From: Greg Klement <[REDACTED]>
Sent: Tuesday, April 5, 2022 2:04 PM
To: Stephen Endres
Subject: Project 380 Bypass

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.

Mr. Endres,

I am a resident living just south of Hwy 380 and Ridge road. I travel on Hwy 380 almost every day and will be moving my business to Hwy 380 and Auburn Hills in August of this year.

I am voicing my support for Option B, with the bypass connecting West of Custer Road. I understand the concept that everyone one wants a landfill, but they don't want it next to them and I don't want to come across that way.

My family and I appreciate the efforts of TxDot and the fine roads we have the privilege of driving on. My reasons to support Option B is that from what I am told, the cost is about \$99M less expensive. I live my personal life looking for value and providing my clients value for services.

In addition, the areas under section A are built up already with businesses and residences. The areas under Section B not as much, but will be soon. People will lose and gain based on the highway placement. I would see more gain for the community as a whole by choosing option B and let the community grown around the roadway, then changing an existing community that is established to accommodate the roadway.

Thanks

Greg Klement

The Klement Agency

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



From: Stephen Endres <[REDACTED]>
Sent: Monday, March 28, 2022 12:59 PM
To: Greg R
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation

O: 214-320-4469 |

<https://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.txdot.gov%2F&data=04%7C01%7Cchsmith%40burnsmcd.com%7C8a31caf6067749092cf808da10e4a1db%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637840871412618242%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&sdata=WlzZYDps5HdO4XJKF0E4uSI6BAoDx4I6CVMxq7E1ndc%3D&reserved=0>

-----Original Message-----

From: Greg R [REDACTED]
Sent: Tuesday, March 22, 2022 9:44 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>

[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Greg Routen

[REDACTED]
|
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group
Prosper ISD Board Prosper Town Council

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7C8a31caf6067749092cf808da10e4a1db%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637840871412618242%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCI6Mn0%3D%7C3000&sdata=tM5xc5zeaQLMzJHqIQo6FJEAM5iT%2FqczhMvgi2wVa88%3D&reserved=0>>

From: Greg Schneider <[REDACTED]>
Sent: Monday, April 4, 2022 8:47 AM
To: Stephen Endres
Cc: Schneider Greg
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: [REDACTED]
[REDACTED]
Greg Schneider

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait. Please pass my opposition on to your management and development team.

Regards-
Greg Schneider
[REDACTED]

- provide to children, veterans, and our disabled community members
-
-
- Substantial lost tax revenue to the Town and Prosper ISD
-
- Directly impacts these Developments: Ladera, Brookhollow, Rutherford Creek, Wandering Creek, Malabar Hills, North Dallas Cementary
-
-
- Massive utility relocations that are critical to Prosper's infrastructure
-
- Dangerously close to Founders Classical Academy
- Developments: Ladera, Brookhollow, Rutherford Creek, Wandering Creek, Malabar Hills, North Dallas Cementary
- Politics - George Fuller, Keith Self, & Tucker Hill — used personal influence to suggest Option B

SPECIFIC NEGATIVE IMPACT TO MANEGAIT:

ManeGait was designed to offer an atmosphere of solitude and peace. The students have sensory issues, which construction sounds, smells, and sights would negatively impact. Individuals with special needs on an incredibly large animal would offer a considerable safety hazard if the animal were to get spooked - which could easily happen if a freeway were in close proximity. Individuals with focus/attention disorders are also easily distracted and would be unable to undergo therapy in the way in which it was intended. Option B is NOT an option for the children and adults of ManeGait, and the overall program itself. Prosper supports ManeGait and the wonderful gifts it gives to its students, and Option B would render them unable to meet their goals and objectives.

RECENT NEWS & MEDIA COVERAGE:

- WFAA 8 - <https://www.wfaa.com/article/news/local/mckinney-prosper-residents-concerns-proposed-hwy-380-bypass-routes/287-b9bf780c-b7d0-4fcf-a576-f5839556fd87>
- WFAA 8 - <https://www.youtube.com/watch?v=kQh2d5jUg30>
- CBS 11 DFW - <https://dfw.cbslocal.com/2022/03/22/prosper-leaders-residents-380-growth-development/>
- NBC 5 DFW - <https://www.nbcdfw.com/news/traffic/community-meetings-opposing-380-bypass-plans-held-in-mckinney-prosper/2929454/>
- NBC 5 DFW - <https://www.nbcdfw.com/news/local/pushback-against-proposed-380-bypass-in-collin-county/2928502/>
- Candy's Dirt Real Estate - <https://candysdirt.com/2022/04/01/prosper-residents-turn-out-to-protest-u-s-380-expansion/>
- Candy's Dirt Real Estate - <https://candysdirt.com/2022/03/29/rally-planned-in-prosper-to-review-potential-alignments-for-u-s-380-bypass-expansion/>
- Prosper Chamber of Commerce Meet the Candidates Forum - <https://www.youtube.com/watch?v=MUXugillT8U> (scroll to 14 min)
- Town of Prosper - https://www.youtube.com/watch?v=4e9rD_MyROW
- Bisnow.com - <https://www.bisnow.com/dallas-ft-worth/news/commercial-real-estate/town-of-prosper-local-developers-say-millions-of-dollars-are-on-the-line-is-state-approves-a-proposed-bypass-of-us-380-112397>

Please REMOVE Option B (in all forms) from consideration, and Keep 380 on 380. McKinney's FAILURE TO PLAN does not constitute Prosper's PROBLEM or EMERGENCY.

Warmest Regards,
Gretchen (Stofer) Darby



SEGMENT A NEAR TUCKER HILL & STONEBRIDGE RANCH



A & B are not to scale apples to apples-very deceiving. Where is segment A?

SEGMENT B & CUSTER ROAD



B not drawn to scale and visually looks WAY smaller than A

THESE ILLUSTRATIVE RENDERINGS ARE CONCEPTUAL AND SUBJECT TO CHANGE.



PROTECT PROSPER

KEEP US 380 ON US 380



SAY NO

**TO ALL US 380 SEGMENT B
OPTIONS THROUGH PROSPER**

As concerned Prosper residents, we must ACT NOW to submit our strong opposition to ALL Segment B Considerations for the 380 Bypass. If Option B is ultimately selected by TXDOT, this would result in a freeway the size and scope of US 75/Central in our backyard and a materially negative impact to the Town we call home.

WHAT

Info Session, Education, Awareness, & Call to Action

WHEN

THIS THURSDAY
March 31st at 7:00 PM

WHERE

Cockrell Elementary Cafeteria
1075 Escalante Trail, Prosper

WHO

Town & Prosper ISD represent
will be in attendance/speaking

**JOIN US AND LEARN WHAT YOU CAN DO
YOUR VOICE MATTERS!**

ALTERNATIVES UNDER CONSID





ManeGait Therapeutic Horsemanship

33m · 🌐

ManeGait needs your voice now more than ever to oppose HWY 380 Segment B: <https://mailchi.mp/manegait.org/hwy-5772312>

HWY 380 Bypass – Segment B – ManeGait Needs Your Help



👍❤️🤔 8

9 Shares



Town of Prosper, Texas Government

Yesterday at 10:00 AM · 🌐

Prosper needs your help! Help us spread the word by sharing this with friends.

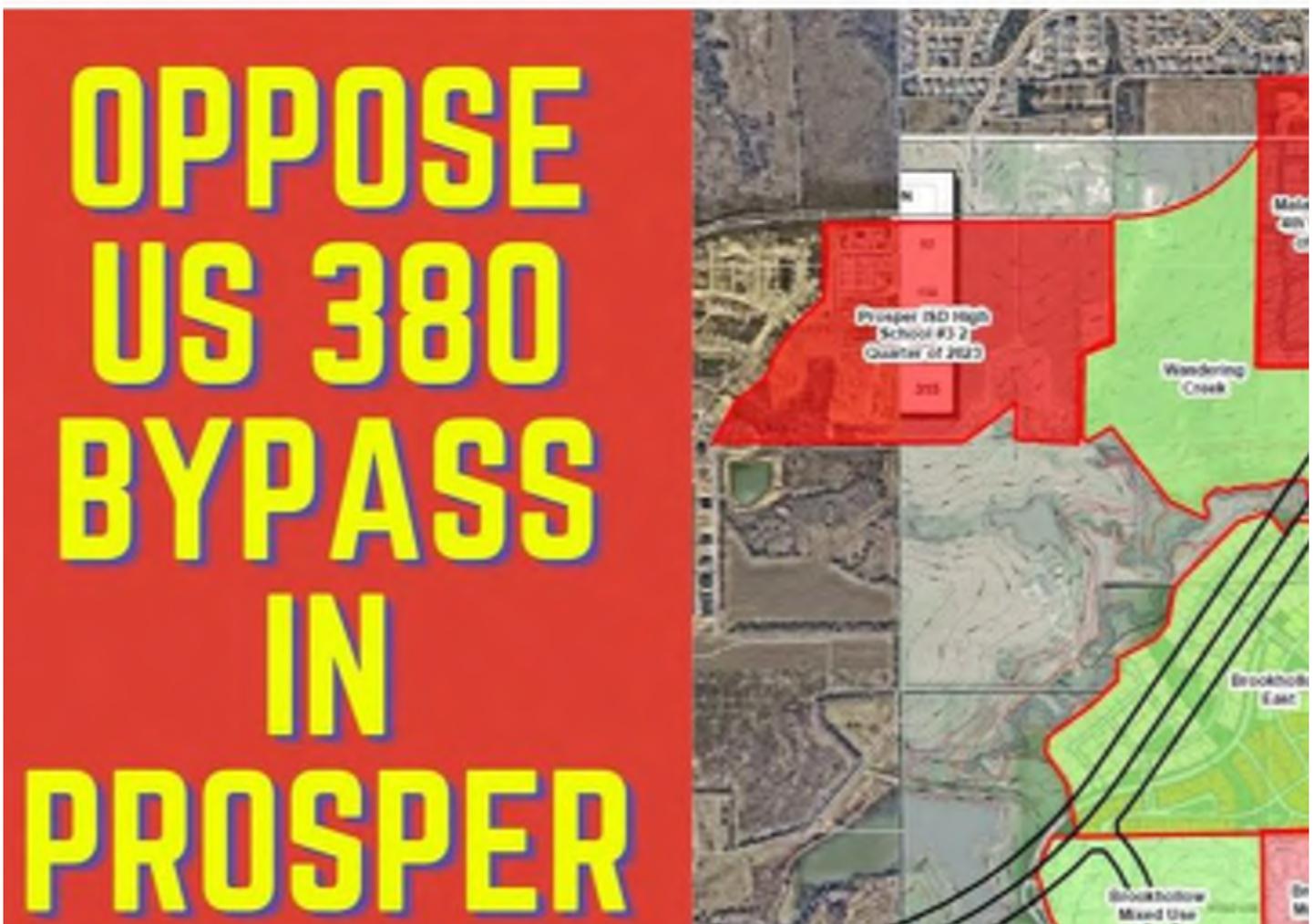
From now until April 6, residents are encouraged to provide TxDOT public input opposing the proposed 380 bypass (Segment B) from running through Prosper. The proposed bypass would run from Coit Road to FM 1827. A TxDOT Public Input Meeting is scheduled for Tuesday, April 5, 2022, at 10:00 AM. If you were unable to attend you can view the presentations and submit a public comment on the TxDOT website: <https://bit.ly/3DfesfY>

The Town has also created a webpage with information related to this proposed bypass of Segment B: <https://www.prospertx.gov/380bypass/>

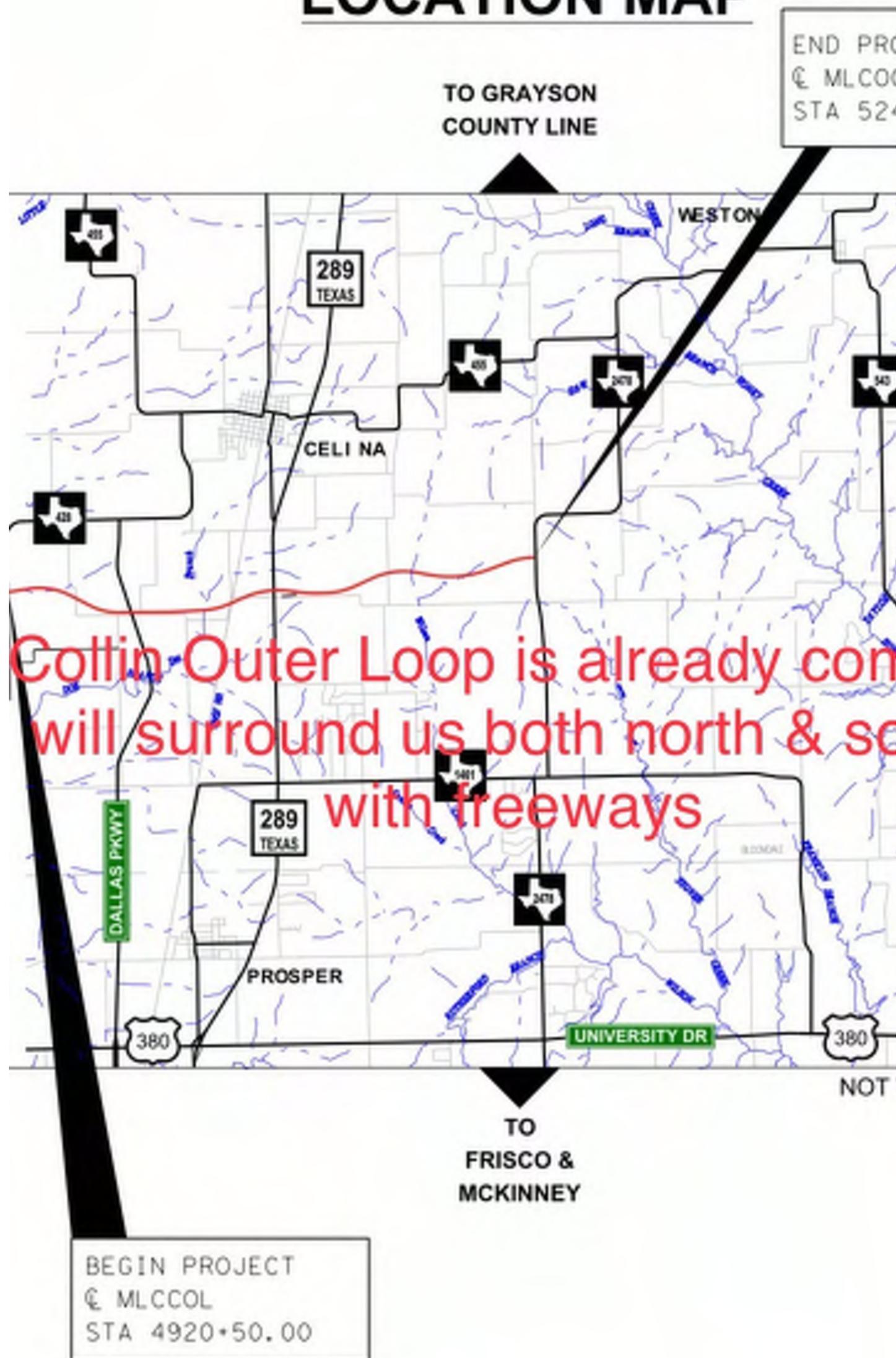
Comments must be submitted by 11:59 p.m. April 6 to be counted in the final TxDOT documentation.

➡️ ➡️ ➡️ Submit a public comment here: <https://bit.ly/3JSwMh6>

<https://bit.ly/3wAZMGq>



LOCATION MAP





Notice of Public Meeting

Proposed Improvements to US 380 from Coit Road

TxDOT will hold Public Meetings for the proposed improvement to US 380 from

**In-person Meeting Tuesday,
March 22, 5:30 - 7:30 p.m. Collin
College Central Park Campus
2400 Community Avenue
McKinney, TX 75071**

**Virtual Meet
Tuesday, March 22 at 5:30 p.m.
April 6 at 11:59 a.m.
www.keepitmovingdallas.com/US380**

Comments must be provided during the public comment period from 5:30 p.m. March 22 to 11:59 a.m. April 6. Below is a summary of the issues, which residents may use in submitting comments if they choose:

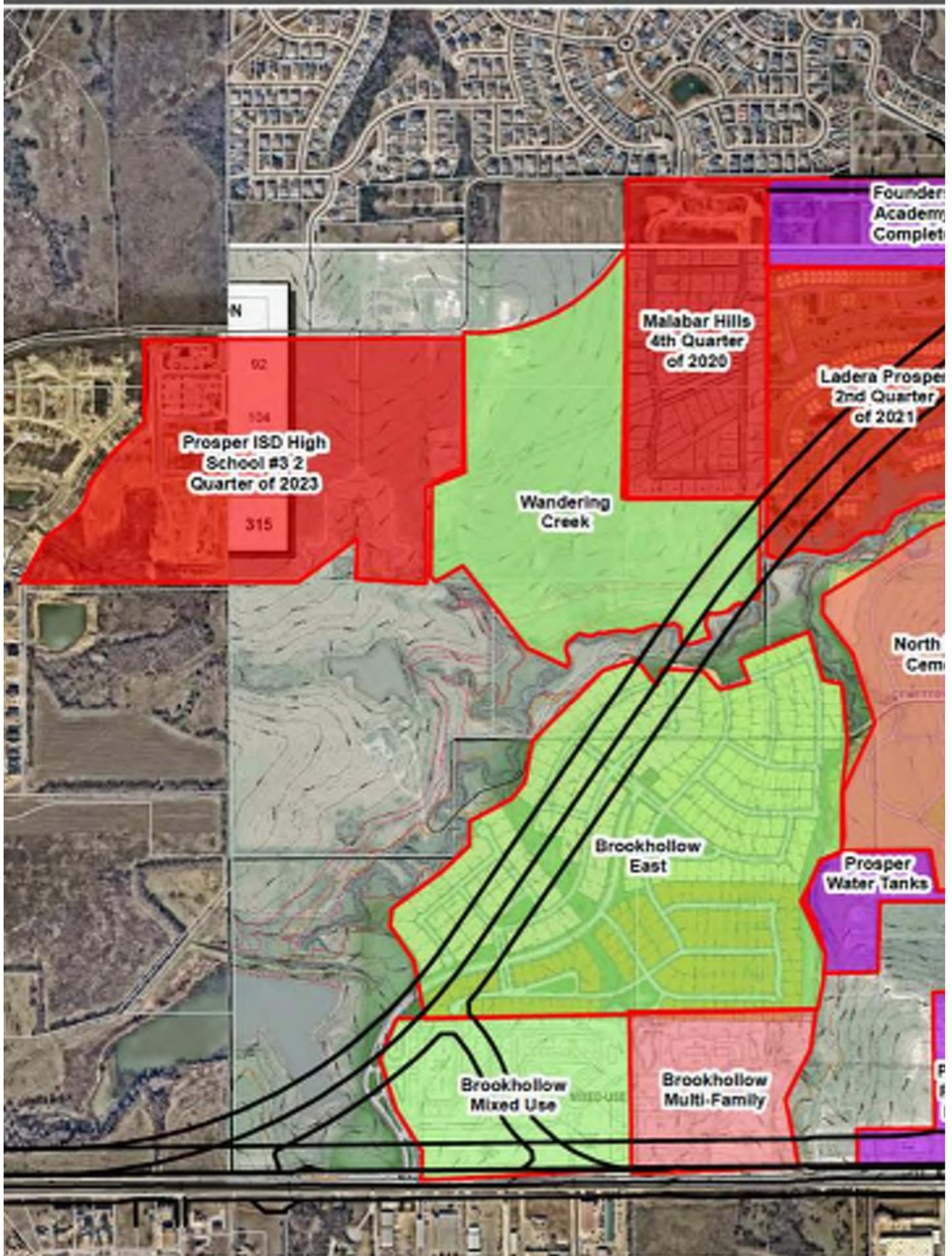
- The Town of Prosper has passed six Town Council approved Resolutions supporting a proposed alignment for the widening of US 380 not located along the existing alignment.
- Segment B of the proposed Gold/Brown alignment poses a significant, new impact on existing and future residential and commercial developments planned within the area that would directly impact over 360 future homes and thousands of residents and more;
- Segment B will increase ground-level ozone impacting at least two environmental facilities (ManeGait and Founders Academy) resulting in a conflict with the standards publicized by the North Central Texas Council of Governments (NCTCOG);
- Segment B runs directly through a quickly developing section of the Town of Prosper with significant environmental impacts on the human and natural environment. The proposed unplanned interstate through Prosper versus using the existing alignment with the current road width;
- Segment B has a detrimental effect on ManeGait Therapeutic Horsemen's facility providing equine therapy to hundreds of adults and children with disabilities;
- Segment B is in close proximity to existing and future schools including 10 schools and thousands of students.

You can access the virtual public meeting by scanning the QR code, or visit: <http://www.keepitmovingdallas.com/US380EISPublicMeeting>

On the reverse side of this page, you will find a Prosper Development Map that shows the projected impact a US 380 bypass would have on current and future development in Prosper.

For more information, contact Rebecca Zook, Executive Director of Development and Infrastructure Services at rzook@prospertx.gov

Prosper Development M



Prosper Development

- Zoning - Approved
- Under Review
- Plats - Approved
- Site Plans - Approved
- Construction - Released
-



GRETCHEN (STOFER) DARBY
Founder & President | GDC PUBLIC RELATIONS

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Gretchen Benner <[REDACTED]>
Sent: Thursday, March 31, 2022 2:56 PM
To: Stephen Endres
Subject: Hwy 380 Bypass Input

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.

Hello Mr. Endres,

I am a homeowner and citizen of McKinney, and I am writing to express my **SUPPORT for the project 380 Segment B** bypass option.

This option is the least disruptive to businesses with no displacements, and it has minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will negatively impact traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community and minimizing cost.

Thank you,
Gretchen Benner

From: Gretchen Stofer Darby <[REDACTED]>
Sent: Tuesday, April 5, 2022 12:19 PM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Gretchen Stofer Darby

[REDACTED]
|
[REDACTED]

CC:
Texas House Representatives: Sanford, Holland, and Patterson
Texas State Senator Springer
Prosper Citizen Group
Prosper ISD Board
Prosper Town Council

GRETCHEN (STOFER) DARBY
Founder & President | **GDC PUBLIC RELATIONS**
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Landon Schneider [REDACTED]
Sent: Saturday, April 2, 2022 2:18 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:

Griffin Schneider
[REDACTED]
[REDACTED]

COMMENT:

You can't ruin ManeGait and my grandparents land. We play and explore on the land and help the riders at ManeGait that have special needs. Don't you want to help too? Save ManeGait!!!

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

From: Grisell Larsen [REDACTED]
Sent: Monday, April 4, 2022 9:03 AM
To: Stephen Endres
Subject: Support for segment B

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.

Subject: 380 By Pass- Support For Segment B!

Dear Mr. Endres;

As a homeowner and citizen of McKinney, TX **I STRONGLY SUPPORT the the Project 380 Segment B** by pass alignment option. This option is the least disruptive to business with no displacement, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment A alignment.

I strongly oppose Segment- A. It should not be considered for the following reasons.

1. It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
2. The cost of Segment-A is \$99 million more than Segment-B. This alone should be enough to not choose Segment A.
3. It will create an over pass on 380 over Stonebridge Drive and Custer Road.
4. It will cause the installation of water pipes ducts) over Hwy 380.
5. It will decrease traffic safety and increase traffic on Stonebridge neighborhood street arterial to Hwy. 380 such as Stonebridge Dr.Ridge Road and Lake Forest Dr., increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
6. It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
7. Hwy 380 as it exists will be demolished and moved North to be rebuilt to the South side of the new access road will be in the same location as the existing 380 is today.
8. Segment B is the best option to improve traffic in our corridor while also preserving the economic business and residential vibrancy of our community.
9. TX Dot's own study proved that the noise factor would not affect the therapeutic quality at Main Gate the horse farm as has been argued by others to support Segment A.
10. Selecting Segment A will create lengthy road closures for getting our kids to school at Cockrill Middle School, McKinney North & Boyd High School or teenagers there.
11. Segment A could result in traffic delays from Stonebridge Dr. when in need of ambulance or emergency travel to Baylor ,Scott and White Hospital.
12. Having major detour traffic rerouted through our neighborhoods could affect pick up of our kids from Wilmeth Elementary.

I urge you to Select and Support the Segment B choice!

Concerned Stonebridge Ranch Citizen,
Grisell Larsen

Sent from my iPhone

From: Gunnar Heinisch [REDACTED]
Sent: Monday, March 28, 2022 6:34 PM
To: Stephen Endres
Subject: Proposed US 380 improvements comment

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

From: Gwen Phillips [REDACTED] >
Sent: Wednesday, March 30, 2022 11:13 AM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

Gwen Phillips
[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Gwen Phillips-Freed

Executive Assistant
Gold Medal Pools, LLC.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



From: Hagen Vasek [REDACTED]
Sent: Wednesday, April 6, 2022 10:15 AM
To: Stephen Endres
Subject: HWY 380 Bypass

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.

Mr. Endres,

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Thank you,

Hagen E. Vasek
[REDACTED]
[REDACTED]
[REDACTED]

From: Harold Johnson [REDACTED]
Sent: Tuesday, April 5, 2022 2:12 PM
To: Stephen Endres
Subject: Bypass

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.

I support the **US 380 Bypass Segment B option.**
Thank you
Harold P. Johnson

From: Hattibel Maggard [REDACTED] >
Sent: Wednesday, April 20, 2022 11:00 AM
To: Stephen Endres
Subject: 380 project

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.

Please note that I am in favor of Plan B for the 380 project. I live near 380 and Lake Forest. It would be helpful to lessen the traffic on 380 from 75 to Coit. Also the cost difference is huge.

Hattibel Maggard

Sent from my iPad

From: Haylee Ringgenberg [REDACTED]
Sent: Wednesday, March 30, 2022 2:58 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Haylee Ringgenberg
[REDACTED]

We need places like this around. Stop getting rid of all of the beautiful land we have around.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

From: Hayley Howell [REDACTED]
Sent: Wednesday, March 30, 2022 11:39 AM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

Mr. Endres,

I am a volunteer at ManeGait and have heard of the state's proposed plan to start construction that would intrude on ManeGait's land.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Please consider any other avenue in the state's proposal for this highway. There must be a better way to resolve this issue without impeding on the land that is used for such a great cause.

Sincerely,

--

Hayley Howell, CST
Author of Unwritten: A Love Story

[REDACTED]
[REDACTED]

From: heather bartos [REDACTED]
Sent: Friday, March 25, 2022 6:36 PM
To: Stephen Endres
Subject: US 380 Project Coit Road to FM 1827 TXDOT Comment

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.

Good afternoon, Mr. Endres,

thank you for such a thorough and readable presentation that I could view on the computer, since I could not make it to the meeting on Tuesday.

In 1980, the introduction of light industry, combined with the growth of the north Texas area, led to a comeback for Prosper. Today, Prosper is the home to more than 100 businesses and hundreds of new families. Prosper home values are nearly 20% more than McKinney homes.

Prosper is home to Dax Prescott and many DFW “celebs” who like the bedroom community. With Prosper? All this goodness is packed into just 25 square miles.

McKinney has MORE than enough room to house this expansion without interfering with schools, businesses and nonprofits.

As a Prosper resident, I have grave concerns about both the brown and gold build alternatives, as they disrupt the new Prosper high school, the Founder’s school and the Mane Gait (a one of a kind nonprofit organization that helps children with horse therapy). No school should have to contend with 8 lanes of traffic—especially with new young drivers, my children will be among them (we all know how 380 drivers drive).

I agree there needs to be assistance to the 380 corridor due to rapid growth and I see where the green build (although my preferred option) is not feasible due to business relocations.

But the environmental, social and emotional impact to the heart of Prosper, the schools and the nonprofit would completely dismantle the “sleepy” town that Prosper is to benefit the bigger city of McKinney.

I vote for either the **purple** or **blue** option, which allows for McKinney to benefit from the 380 expansion but not infringe on the small town of Prosper.

Thank you for your time.
Heather Bartos MD

From: Heather Gift [REDACTED]
Sent: Tuesday, April 5, 2022 9:43 PM
To: Stephen Endres
Subject: Support for project 380 Segment B

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

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

In an economy like this I simply don't know how it can be justified to spend 99 million more dollars on this and impact so many small businesses. We need to be better stewards of our resources and more accountable for the decisions made. Segment B is the only option.
thanks

From: Heather Hebert [REDACTED]
Sent: Friday, April 1, 2022 1:00 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Heather Hebert
[REDACTED]

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait and it's special populations. A key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Warm Regards,
Heather Hebert, M.Ed.
Licensed Marriage and Family Therapist Associate

From: Heather Rattin -Gmail [REDACTED]

Sent: Saturday, April 9, 2022 5:32 PM

To: Stephen Endres

Cc: [REDACTED]
[REDACTED]
[REDACTED]

Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Heather Nelson Rattin

[REDACTED]

[REDACTED]

Sent from my iPhone

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, March 28, 2022 11:58 AM
To: [REDACTED]
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 | www.txdot.gov

From: hrpierce14 [REDACTED]
Sent: Tuesday, March 22, 2022 5:47 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

- The Town of Prosper has passed six Town Council approved Resolutions strongly opposing any proposed alignment for the widening of US 380 not located along the existing US 380 corridor;

- Segment B of the proposed Gold/Brown alignment poses a significant, negative impact to both existing and future residential and commercial developments planned within the Town. The alignment would directly impact over 360 future homes and thousands of residents and indirectly impact many more;
- Segment B will increase ground-level ozone impacting at least two environmentally sensitive facilities (ManeGait and Founders Academy) resulting in a conflict with Air Quality guidelines publicized by the North Central Texas Council of Governments (NCTCOG);
- Segment B runs directly through a quickly developing section of the Town of Prosper causing significant environmental impacts on the human and natural environment by adding a new and unplanned interstate through Prosper versus using the existing alignment within Town limits;
- Segment B has a detrimental effect on ManeGait Therapeutic Horsemanship; a unique nonprofit facility providing equine therapy to hundreds of adults and children with disabilities;
- Segment B is in close proximity to existing and future schools including high schools impacting thousands of students.

Warmest Regards,

Heather Powell



CC:

Texas House Representatives: Sanford, Holland, and Patterson
Texas State Senator Springer
Prosper Citizen Group
Prosper ISD Board
Prosper Town Council

Sent from my Verizon, Samsung Galaxy smartphone

A Texas Department of Transportation message



From: Heather Waddell [REDACTED]
Sent: Wednesday, March 30, 2022 11:06 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Mr. Enders,

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Heather Waddell
Frisco, TX

From: [REDACTED]
To: [Stephen Endres](#)
Subject: Opposition to U.S. 380 Segment B
Date: Thursday, March 31, 2022 10:25:50 AM

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.

Hedy Schneider



Dear Mr. Enders,

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

We have been financial supporters of ManeGait and know firsthand of the many families that have been so blessed with the services they provide. Disturbing and ultimately destroying this safe, therapeutic haven would be a loss felt by so many that care and are cared for at the amazing place that is ManeGait.

Please finally remove this proposed route from consideration once and for all.

Sincerely,
Hedy Schneider

Sent from my iPhone

From: Heidi Karlsson [REDACTED]
Sent: Wednesday, March 30, 2022 11:25 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Heidi Karlsson
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

From: Heidi Gmail [REDACTED]
Sent: Wednesday, March 30, 2022 12:45 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Mr. Endres,

I'm writing to voice my opposition to the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. The vulnerable and protected populations served by ManeGait deserve a safe, high quality, easily accessible location to receive the world-class therapy programs provided by this organization.

Sincerely,
Heidi Murphy

[REDACTED]
[REDACTED]
[REDACTED]

From: Helen Fasken [REDACTED]
Sent: Monday, April 4, 2022 10:55 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:

Helen Fasken
[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

I moved here from Austin a few years ago. I saw growth destroy the sanctuary of uniqueness of Austin. I hope and pray McKinney protect vital sanctuaries such as ManeGait. They are what make the world and this community a better place. Studies show the main indicator for people choosing to stay in and engage with their communities is outside resources. ManeGait is just that, a resource that provides outside space and activities for all walks of life. The disabled and veterans but also many events and volunteer opportunities for ALL to par take. Among MANY MANY other reasons for ManeGait to be protected.

Thank you,

Helen Fasken
[REDACTED]
[REDACTED]

Sent from my iPhone

Additional information:
My husband and I built this home in 1984. He passed away this ~~last~~ ^{10th} October. I am 78 and would rather ~~not~~ ^{not} have to deal with all of that traffic's every time I leave and return home.



PUBLIC MEETING COMMENT FORM

Proposed Improvements to US 380 from Coit Road to FM 1827

Collin County, Texas

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

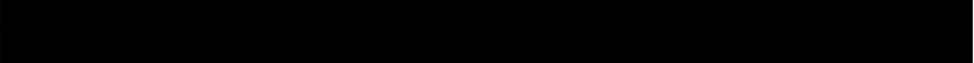
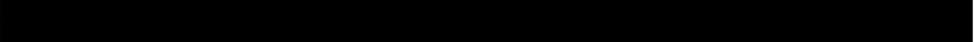
The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.

Comments: I am requesting an entry to my property from Community. I understand the existing access will be removed with construction of the bypass. If county road 201 access is removed, I will have to go past my house, take a left on the westbound service road, make a u-turn at Hardin Rd and come back down the east bound service road to get to my driveway. This is possible but absurd. To leave the existing road up to my driveway. I request consideration and an opportunity to discuss options.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print Name: Helen Housley
Ad: 
Ap: 
Cit: 

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 30, 2022 1:24 PM
To: Helen Housley
Subject: RE: McKinney 380 By Pass

City governments and TxDOT must conduct traffic and engineering studies according to requirements outlined in TxDOT's publication, Procedures for Establishing Speed Zones, when setting a speed limit on the state highway system.

Usually speed limits on urban curbed frontage roads are 40 to 45 mph.

-----Original Message-----

From: Helen Housley [REDACTED]
Sent: Thursday, March 24, 2022 1:58 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: McKinney 380 By Pass

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.

What is the speed limit on the frontage road please?

Sent from my iPhone

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7C70f353eb38be4619120e08da127a7761%7Cbfbb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637842614488582232%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ik1haWwiLCJXVCi6Mn0%3D%7C3000&sd=VFQZlhn5YBBkgvMalhYNck0dgSODVFMmky75tVTFyxE%3D&reserved=0>>

From: Dancing with Dominic <[REDACTED]>
Sent: Thursday, April 21, 2022 11:11 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

Hello,

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Specifically, my son was given a terminal diagnosis at the age of 1. He is going to turn 13 this year. He has been going to therapy at ManeGait since 2013 and is stable. ManeGait has helped improve the quality of his life and he would not be doing this well if it weren't for their programs.

In addition, my son will likely attend the new Prosper ISD high school. At least three Prosper ISD schools would be directly impacted by a potentially 12 lane freeway. This is concerning for families (like ours) traveling to and from schools, student drivers and buses that will have to navigate this roadway. The Prosper ISD community NEEDS to be able to travel and learn in a safe environment. Segment B would be detrimental to our community.

Please reconsider Highway 380 segment B.

Thank you.

Henriquez Family
[REDACTED]

From: Henry Krauss [REDACTED]
Sent: Tuesday, April 5, 2022 3:04 PM
To: Stephen Endres
Subject: US 380 Bypass Project

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.

Hello Mr. Endres-

I'd like to let you know that I STRONGLY OPPOSE the Segment-A option for the US 380 Bypass Project, and I STRONGLY SUPPORT the Segment-B project. The Segment-B option is superior in that it is less costly, less intrusive on our community (I live in StoneBridge Ranch off of Lake Forest Drive), and less harmful to local businesses.

Please endorse the Segment-B project.

Thank you,

Henry Krauss

From: Henry Rezado [REDACTED]
Sent: Saturday, April 9, 2022 8:21 PM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Henry Rezado

[REDACTED]
|
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

From: Herbert Dunnington [REDACTED]
Sent: Wednesday, April 6, 2022 1:19 PM
To: Stephen Endres
Cc: [REDACTED]
Subject: Project 380 Bypass Support

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.

Dear Mr. Endres,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

- *The cost of Segment-A is \$99 million more than Segment-B.

- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.

- *It will also cause the installation of water pipes (ducts) over 380.

- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Best Regards,
Herb Dunnington

[REDACTED]
[REDACTED]
[REDACTED]

-----Original Message-----

From: Stephen Endres <Stephen.Endres@txdot.gov>

Sent: Tuesday, March 22, 2022 8:53 AM

To: Holly Haggard [REDACTED]

Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres

214-320-4469

-----Original Message-----

From: Holly Haggard [REDACTED]

Sent: Tuesday, March 22, 2022 6:56 AM

To: Stephen Endres <Stephen.Endres@txdot.gov>

[REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION;

FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Holly Anne Haggard

[REDACTED]
|
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7Cc0658f2e24af4d9af01e08da0c0b4f93%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637835539969431192%7CUnknown%7CTWFpbGZsb3d8eyJWljoic4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C3000&sd=RFZgl4JLhCT0VhvoEt7fJFsoWxEy6P48S39%2B0%2BmjHkc%3D&reserved=0>>

From: Holly Ferguson [REDACTED]
Sent: Thursday, April 21, 2022 8:32 PM
To: Stephen Endres; Madison Schein
Cc: [REDACTED]
Subject: Opposition to the 380 Bypass - Prosper ISD Board of Trustees Resolution
Attachments: 380 Bypass.pdf

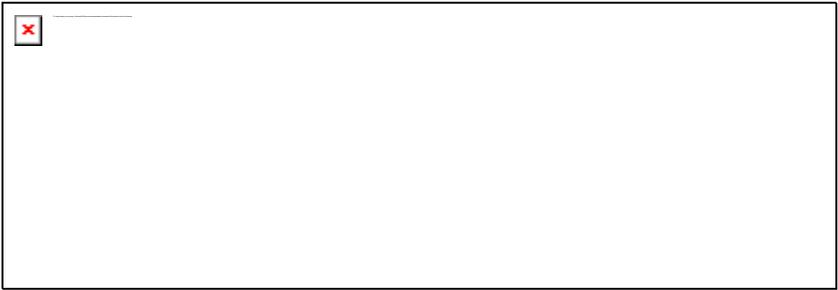
This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good evening Mr. Endres and Ms. Schein,

I wanted to submit the Prosper ISD Board of Trustees Resolution signed on April 21, 2022. The Board unanimously passed the resolution with a vote of 7 to 0. Please be aware that Prosper ISD sits in a very unique situation in the fact that the District serves students who reside in Prosper, Texas, and McKinney, Texas. We want to make perfectly clear our beliefs regarding the 380 Bypass.

- 380 needs to stay on 380
- Prosper ISD strongly opposes Proposition B
- Prosper ISD would be in support, with strong hesitation, of Proposition A

Please let me know if you have any questions or concerns.



I am currently reading *Maximize Performance Creating a Culture for Educational Excellence* by Quint Studer and Dr. Janet Pilcher.

**RESOLUTION OF THE BOARD OF TRUSTEES OF
PROSPER INDEPENDENT SCHOOL DISTRICT**

WHEREAS, the Prosper Independent School District passed a resolution on July 19, 2021 in full support of U.S. Highway 380 as a Controlled Access Highway and in strong opposition of the proposed Segment A and B alignment; and

WHEREAS, Prosper Independent School District serves both The Town of Prosper and the City of McKinney, the District would be directly and substantially impacted by both Segment A and Segment B of the 380 Bypass; and

WHEREAS, Segment A of the 380 Bypass has the least impact on Prosper Independent School District; and

WHEREAS, the construction of a 380 Bypass would be much closer to District facilities and other property than if U.S. Highway 380 was a Controlled Access Highway; and

WHEREAS, the District property near the proposed 380 Bypass would include facilities designed for District students, teachers, staff, and administration, creating both a potential health and safety hazard and additional traffic near the facilities; and

WHEREAS, the proposed 380 Bypass would require the District to route buses and other transportation on the bypass, creating a potential health and safety hazard for bus drivers and children on buses; and

WHEREAS, traditional public schools in the State of Texas, including the District, are funded largely based on the property tax value of properties within the school district's boundaries; and

WHEREAS, the proposed 380 Bypass would be constructed much closer to other properties located within District boundaries, which is likely to drive down the value of those properties, thereby reducing the funding coming into the District, than if U.S. Highway 380 was a Controlled Access Highway.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE PROSPER INDEPENDENT SCHOOL DISTRICT:

RESOLVED, the Board of Trustees of the Prosper Independent School District strongly opposes the 380 Bypass in any form and strongly supports U.S. Highway 380 as a Controlled Access Highway; and if the 380 Bypass is constructed, supports Segment A.

PASSED AND APPROVED this 21th day of April, 2022 by the Board of Trustees for the Prosper Independent School District.

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Tuesday, March 22, 2022 8:53 AM
To: Holly Ferguson [REDACTED]
Subject: RE: Resolution/Opposition to HWY380 Alternate Routes - Prosper ISD

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
214-320-4469

From: Holly Ferguson [REDACTED]
Sent: Tuesday, March 22, 2022 7:19 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>

[REDACTED]

Subject: Resolution/Opposition to HWY380 Alternate Routes - Prosper ISD

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.

Mr. Endres,

In July of 2021, the Prosper ISD Board of Trustees approved a resolution in opposition to the 380 Bypass. Prosper ISD continues to be in opposition due to the negative impacts on our school community and any existing and future development within the southeast quadrant of the Town of Prosper. Our concern is with the potential for health and safety concerns that the 380 Bypass poses to our students, staff, parents, and community. On March 21, 2022, the

Prosper ISD Board of Trustees held a discussion regarding the concerns that are related to the 380 Bypass. Please be aware that Prosper ISD is in strong opposition to the 380 Bypass. Please feel free to reach out if you would like to discuss this concern further.

**RESOLUTION OF THE BOARD OF
TRUSTEES OF
PROSPER INDEPENDENT SCHOOL DISTRICT**

WHEREAS, on or around July 13, 2021, the Town of Prosper (“Town”) approved a resolution supporting U.S. Highway 380 as a Controlled Access Highway and strongly opposing the consideration of the New Gold or Brown Alternative Segment B alignments as presented by TxDOT in its US 380 EIS Schematic 30% designs submitted to the Town on May 3, 2021 (“380 Bypass”), due to the negative impacts on existing and future development within the southeast quadrant of the Town of Prosper since the alternative alignments are inconsistent with the Town’s Thoroughfare Plan and current alignment of said highway; and

WHEREAS, the construction of a 380 Bypass would be much closer to District facilities and other property than if U.S. Highway 380 were a Controlled Access Highway; and

WHEREAS, the District property near the proposed 380 Bypass would include facilities designed for District students, teachers, staff, and administration, creating both a potential health and safety hazard and additional traffic near the facilities; and

WHEREAS, the proposed 380 Bypass would require the District to route buses and other transportation on the bypass, creating a potential health and safety hazard for bus drivers and children on buses; and

WHEREAS, traditional public schools in the State of Texas, including the District, are funded largely based on the property tax value of properties within the school district’s boundaries; and

WHEREAS, the proposed 380 Bypass would be constructed much closer to other properties located within District boundaries, which is likely to drive down the value of those properties, thereby reducing the funding coming into the District.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE PROSPER INDEPENDENT SCHOOL DISTRICT:

RESOLVED, the Board of Trustees of the Prosper Independent School District hereby joins the Town of Prosper in supporting U.S. Highway 380 as a Controlled Access Highway and strongly opposing the consideration of the New Gold or Brown Alternative Segment B alignments as presented by TxDOT in its US 380 EIS Schematic 30% designs submitted to the Town on May 3, 2021.

PASSED AND APPROVED this 19th day of July, 2021 by the Board of Trustees for the Prosper Independent School District.

A Texas Department of Transportation message



From: Hope Merriam [REDACTED]
Sent: Wednesday, March 30, 2022 1:22 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Hello,

My name is Hope Merriam, and my address is [REDACTED] I oppose the proposed HWY 380 Segment B. It threatens the daily services and special events of ManeGait- a key community resource as identified by TxDOT.

It is unreasonable and unsafe for 150 disabled riders and their horses to work 60 hours a week with the sounds, emissions, and vibrations of construction for three to four years. Additionally, in the future, it is unreasonable and unsafe for these riders to receive therapy with a roadway/traffic equivalent to US HWY 75 towering over them and their therapy horse. Segment B will also result in land acquisition from property that is regularly used to support ManeGait's operations.

The vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait. No other PATH Premier Accredited center in Texas the size of ManeGait is located within 50-100 feet of a highway, and none have operated next to a three to four-year highway construction project.

I have been volunteering at ManeGait since 2013, and I can strongly assert that the proposed segment will be a detrimental threat to the program.

Thank you for your consideration,
Hope

From: [REDACTED]
Sent: Friday, April 8, 2022 6:55 AM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres, I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper. Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021, "...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE." I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments. Warmest Regards,

Howard Abrahams
[REDACTED]
[REDACTED]

CC: Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

From: Howard Whiddon [REDACTED]
Sent: Wednesday, April 20, 2022 8:39 AM
To: Stephen Endres
Subject: 380 Bypass in McKinney, Tx

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.

Stephen,

My wife and I are in Favor of the segment B on the project expansion bypass in McKinney. It is less costly than the Segment A plan with less disruption to businesses and way of life.

Thank you,
Howard and Cathy Whiddon

Sent from [Mail](#) for Windows

From: Hughollech [REDACTED]
Sent: Tuesday, April 5, 2022 4:05 PM
To: Stephen Endres
Subject: 380 Extensions

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.

Good Day....as my wife and I are residents of McKinney, just south of University, off Ridge Ave, I wanted to express my support for the Option B of the various proposed plans regarding Hwy 380. The reasons are many, including the overpass and many other changes that Option A would force to small business and congestion in the area.

Not sure how many folks you have heard from, but in my neighbor hood of Spring Hill, the few people I have spoken about this with all thought Option B was by best the preferable choice.

Please pursue Option B....thank you.

Hugh & Jackie Ollech
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Stephen Endres](#)
Cc: [REDACTED]
Subject: Town of Prosper - US 380 Resolution
Date: Thursday, March 31, 2022 10:30:32 AM
Attachments: [Res. 2022-12 Support US 380 Controlled Access Hwy - Oppose Segment B 03.29.22.pdf](#)

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.

Stephen,

Please see the attached Resolution passed by the Prosper Town Council on March 29, 2022. The Resolution is being submitted to TxDOT for inclusion in the formal comments associated with the Public Meeting held on March 22, 2022 for the US 380 EIS between Coit Road and FM 1827. As always, it is the Town's goal to continue to be a partner with TxDOT while remaining clear and consistent with our support for the expansion of US380 on the existing alignment within the Town of Prosper.

Thanks,

Hulon T. Webb, Jr., P.E.
Director of Engineering Services
Town of Prosper

www.prospertx.gov

[REDACTED]
[REDACTED]
[REDACTED]

PROSPER'S PURPOSE - PROSPER IS A PLACE WHERE EVERYONE MATTERS

From: Ian Crossley [REDACTED]
Sent: Saturday, April 2, 2022 11:08 AM
To: Stephen Endres
Subject: Project 380 Bypass

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.

We strongly oppose segment A. We support segment B.

From: Irma Leydig [REDACTED]
Sent: Tuesday, April 5, 2022 2:20 PM
To: Stephen Endres
Subject: Project 380 Segment-B bypass

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

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B bypass alignment option.** This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

I think that the decision to eliminate the "Green Build Alternative" is appalling. The fact that it displaces business, homes and impacts neighborhoods and environmental justice communities is indicative of exceptionally poor planning on the part of McKinney residents and their leadership. Were they not aware of any future needs for transportation? Prosper leaders and residents had foresight enough to protect their interests should we now reward sloppy planning by McKinney and punish Prosper. This is abominable gerrymandering.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: IRWIN D. PARRY
Address: [REDACTED]
Apartment: [REDACTED]
City/State: [REDACTED]

From: Isaac Madsen [REDACTED]
Sent: Wednesday, April 6, 2022 3:08 PM
To: Stephen Endres
Subject: HWY 380 - OPPOSE Option A (support option B)

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.

Dear Mr. Endres,

As a young adult living in and planning to raise a family in McKinney, TX, I **strongly SUPPORT the Project 380 Segment-B** bypass alignment, and vehemently oppose option A.

Option B is the least disruptive to businesses with minimal displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I am shocked that TxDOT would overspend \$99 million to destroy the "Unique by Nature" look and feel of our beloved McKinney when there are clearly better options.

I strongly **oppose Segment-A**. It should not be considered for the following reasons:

*It does NOT MEET the criteria of reducing accidents in already busy intersections. The intersection of Custer and 380 has many "near collisions" that go unreported. As the area grows, it is vital that TxDOT understands adding more burden between Coit and Stonebridge is unthinkable and irresponsible.

*Option A does NOT MEET the criteria to manage congestion. The congestion between Custer and Stonebridge is already increasing which option A will negatively impact. Option A would be a mis-management of congestion.

*Option A does NOT MEET the criteria to improve east-west mobility. The time saved for commuters between Stonebridge and 75 will only amount to about 15 minutes which should not qualify as significantly improving east-west mobility.

*Option A does NOT MEET the criteria to improve safety. By increasing traffic flow to Stonebridge which many will use as a "short-cut" instead of Custer, the safety of Stonebridge Drive will be significantly decreased for the families that daily walk and ride bikes along the beautiful pathways. There is a school zone where children's lives are at stake.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

Segment B is the best option to improve traffic flow and safety in our corridor while also preserving the economic business and residential vibrancy of our community.

Sincerely,

Isaac Madsen
[REDACTED]

From: IVAN HAFLEY [REDACTED]
Sent: Tuesday, March 29, 2022 8:25 AM
To: Stephen Endres
Subject: 380 By-pass, McKinney, Texas

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.

Dear Mr. Endres:

I am a homeowner and citizen of McKinney, Texas, and I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Sincerely yours,

Ivan D. Hafley
[REDACTED]

From: J B [REDACTED]
Sent: Thursday, March 31, 2022 10:08 PM
To: Stephen Endres
Subject: US 380

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.

I am a resident of City of Prosper, my children attend Prosper ISD, I pay property taxes, and I drive US 380 daily. I am strongly apposed to B and A. The correct and most functional resolution to the current problem is to make the current US 380 a freeway from McKinney to Denton. TXDOT is angering the residence of McKinney and Prosper by giving us four bad choices. TXDOT is putting a bandage on a more serious problem. I drive US 380 from Prosper to Denton five days a week. Do you mean to tell me that TXDOT, means to displace residents, business owners, and inconvenience the motoring public by putting in "bypasses" from McKinney to Denton? The entire route is a mess with traffic, accidents, and construction delays. On the south-side of Dallas you have US 20 and US 30. On the north-side of Dallas you only have US 635. The George Bush is a paid toll road. With the center of the metroplex moving north, US 380 Freeway is the only logical solution. Voters remember, and when you attack tax payers who pay high taxes to begin with you make them angry. When you want to place "bypasses" near where they live and their property taxes is going up 10% every year, you get angry residents. Angry residents write letters to your Stake Holders, Governor, State Representatives, Congressman, and Senators.

From: Paul Kessler [REDACTED]
Sent: Tuesday, April 5, 2022 9:59 PM
To: Stephen Endres
Cc: Paul Kessler
Subject: Project 380, Section B

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.

Mr. Andres I've lived in Stonebridge for 28 years have seen so much growth since the population was about 28,000 in 1994. I've read Prosper does not like the Section B choice but Section A will cost so much more, disrupt many small businesses and will probably take longer to build since, I understand, an overpass will have to be built and create another mess when ice storms occur.

Thank you for the consideration.
J. Paul Kessler
[REDACTED]

Sent from [Mail](#) for Windows

From: Paul Kessler [REDACTED]
Sent: Tuesday, April 5, 2022 10:23 PM
To: Stephen Endres
Subject: Project 380, Section B

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.

Mr. Andres I've lived in Stonebridge for 28 years have seen so much growth since the population was about 28,000 in 1994. I've read Prosper does not like the Section B choice but Section A will cost so much more, disrupt many small businesses and will probably take longer to build since, I understand, an overpass will have to be built and create another mess when ice storms occur.

I know growth is necessary and inevitable but should harm the lesser of choices and Section A would be hugely disruptive for so many established folks who've been in that area for a long time.

Thank you for the consideration.
J. Paul Kessler
President, Bridge Point HOA
[REDACTED]

Sent from [Mail](#) for Windows



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

I DON'T THINK PROSPER SHOULD SUFFER THE
LOSS OF LAND AND SINGLE FAMILY HOMES BECAUSE
MCKINNEY HAS NOT PLANNED FOR THE FUTURE
OF TRAFFIC ALONG US 380. PROSPER & FRISCO HAVE
RIGHTAWAY TO WIDEN 380 ALONG THE EXISTING
380 ROADWAY. BOTH TOWNS PLANNED FOR THE
FUTURE. DON'T ALLOW FOR PROSPER TO BE
THE SAFF GOAT TO FIX MCKINNEY PROBLEM!!

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name:

JACK DIXON

Address:

Apartment:

City/State:

From: Jack Marrion [REDACTED]
Sent: Thursday, April 14, 2022 11:23 AM
To: Stephen Endres
Subject: Project 380 Bypass Route

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.

Stephen Endres, P.E.
Texas Department of Transportation
4777 E. Highway 80
Mesquite, TX 75150

Dear Sir:

Although I live in a Stonebridge Ranch neighborhood within McKinney, whether the State of Texas selects the "A" or "B" bypass option on the Project 380 Bypass Route will have only a marginal direct impact on me. However, from a financial perspective, as well as the disruption of the community, the only clear choice is the "Segment-B" bypass.

The "Segment-B" option saves Texas taxpayers roughly \$100 million in construction costs. The "B" option does not result in a score of businesses being forced to close and long-term impact to more remaining businesses during construction. Nor does the "B" option create greatly increased traffic noise and general traffic for the homes that would be impacted if "Segment-A" is chosen. Indeed, it appears the only objection to the "Segment-B" option comes from a business that loses no land.

The "Segment-B" option costs less, has less negative environmental impact, less commercial disruption, and is far less harmful to the quality of life of McKinney residents. It is the better choice.

Yours,

Dr. Jack Marrion
[REDACTED]
[REDACTED]

From: Jack Noteware <[REDACTED]>
Sent: Wednesday, April 13, 2022 10:22 PM
To: Stephen Endres
Subject: 380 SEGMENT B PREFERENCE

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.

Mr. Endres,

As a resident of Stonebridge McKinney, I wish to express my preference for Segment B of the 380 Highway Extension due to cost and what the other options would do to the Stonebridge neighborhood.

Thank you,
Jack Noteware

[REDACTED]
[REDACTED]

From: Jacob Shaw <[REDACTED]>
Sent: Friday, April 1, 2022 6:54 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Jacob shaw [REDACTED]

COMMENT: I ride at manegait and love it. Please don't do this plan.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

From: Jacob Thomas <[REDACTED]>
Sent: Tuesday, March 29, 2022 9:00 AM
To: Stephen Endres
Subject: 380 Bypass Comment

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, March 21, 2022 4:54 PM
To: Jaco du Plooy [REDACTED]
Subject: RE: Opposition to HWY38 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
214-320-4469

From: Jaco du Plooy [REDACTED]
Sent: Monday, March 21, 2022 4:11 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
[REDACTED]
[REDACTED]
Subject: Opposition to HWY38 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Jacobus du Plooy

[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson
Texas State Senator Springer
Prosper Citizen Group
Prosper ISD Board
Prosper Town Council

[Sent from Yahoo Mail for iPad](#)

From: Jacqueline Cordova [REDACTED]
Sent: Friday, April 1, 2022 12:17 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Jacqueline Corzine
[REDACTED]

Me and my husband have always held our support for ManeGait since day one. There is absolutely no need to disrupt this wonderful non-profit which holds such a deep connection within the community.

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Best Regards,

Jacqueline Corzine

From: Jaci Rummel [REDACTED]
Sent: Wednesday, April 6, 2022 1:52 PM
To: Stephen Endres
Subject: Fwd: REMINDER: Tomorrow is Last Day for TxDot Segment B Support

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.

I have been a home owner in the Stonebridge area of McKinney since 2001.

I support option B of the 380 expansion. Option A is too costly. The noise level would be unacceptable for option A and too many businesses and homes would be impacted.

Starting a new bypass from Preston would alleviate some traffic on 380. 380 between Preston and 75 is always backed up!

Prosper is only beginning to develop on 380. Don't tear down established areas for development that hasn't even progressed.

McKinney leaders need to be more mindful of keeping costs down. Our property tax is insane and only getting worse. We are getting taxed out of our homes as it is!

Sent from my iPhone

Jacquelyn Rummel

Begin forwarded message:

From: Stonebridge Ranch Community [REDACTED]
Date: April 5, 2022 at 1:27:44 PM CDT
To: [REDACTED]
Subject: REMINDER: Tomorrow is Last Day for TxDot Segment B Support

Dear Stonebridge Ranch Resident,

Reminder: If you have not sent TxDOT your comment of support for Segment B, it's not too late. However, the deadline for comments is tomorrow, April 6. [Click Here](#) for the details. Send your comment today!

The TxDOT project affects your community. Please take just a moment to submit your comment in support of US 380 Bypass Segment B. Every response counts. Let's send thousands of comments in support of Segment B!

Visit our website at www.StonebridgeRanch.com to sign up for our regular eblast communications via Constant Contact.

You are receiving this email because you are subscribed to receive email notifications from Stonebridge Ranch Community Association, Inc. If you wish to change your contact preferences, please log in to the CiraNet Resident Portal at www.ciranet.com/residentportal and click on My Account, Contact Information.

© 2022 CiraConnect, LLC

TEXAS DEPARTMENT OF TRANSPORTATION

SEGMENT MAP

TEXAS DEPARTMENT OF TRANSPORTATION

HOW TO PROVIDE INPUT

Comment forms must be submitted by April 6, 2022 to be included in GIS documentation.

Feedback Online	Email Us	Visit Your Comment	Contact a Policymaker
 https://www.txdot.gov/transportation/infrastructure/380bypass/segment-b/	 Response@txdot.gov	 14001 Dallas Station 4th Floor Dallas, TX 214 663-4444 Monday - 9:00 AM	 2022-600-0049

PROJECT CONTACT: Stonebridge Ranch, LLC
Email: Response@txdot.gov Phone: 214-663-4444

From: James Olsen [REDACTED]
Sent: Friday, April 1, 2022 4:34 PM
To: Stephen Endres
Subject: RE: 380 Bypass Project

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.

[A resend after failure to deliver notice](#)

From: James Olsen [REDACTED]
Sent: Friday, April 1, 2022 3:10 PM
To: 'Stephen.Endres@txdot.gov'
Subject: FW: 380 Bypass Project

Dear Mr. Endres,

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

James & Kathleen Olsen

From: Jim Moore [REDACTED]
Sent: Wednesday, March 30, 2022 12:19 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: James & Mary Moore, [REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Your immediate attention is requested

James & Mary Moore

From: Janice Byrom [REDACTED]
Sent: Monday, April 4, 2022 2:28 PM
To: Stephen Endres
Subject: Project 380 McKinney

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.

Dear Mr. Endres,

As residents of McKinney, Texas, we strongly support the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements and minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

We, also, strongly oppose Segment-A. It should not be considered for the following reasons:

1. It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
2. The cost of Segment-A is \$99 million more than Segment-B.
3. It will create an overpass on 380 over Stonebridge Drive and Custer Road.
4. It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road, and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
5. It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

Section B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you,

James and Janice Byrom
[REDACTED]
[REDACTED]

Sent from [Outlook](#)

From: James Foster [REDACTED]
Sent: Wednesday, April 20, 2022 5:24 PM
To: Stephen Endres
Subject: Hwy #380 project

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.

Dear Sir; we are writing to request that you please note that, as residents of McKinney, we support the Alternate B route on the US 380 EIS project. While there is significant data regarding the exploding population growth in Collin County, the reality of this growth is most evident when traveling around the county. There are already numerous housing projects north of 380, and by the time the construction actually starts, these areas will already be built out. Therefore, Alternate A will not alleviate the congested traffic conditions which already exist. Choosing alternate B will provide better traffic solutions and can be completed for less cost, less economic and less environmental impact on the land, residents, businesses, and taxpayers of the area and state. Thank you for your attention to our comments. James and Sandra Foster

From: David Dye [REDACTED]
Sent: Tuesday, April 5, 2022 9:33 PM
To: Stephen Endres
Subject: Support for Project 380 Segment B

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.

Mr. Endres

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Sincerely

James David Dye

Sent from my iPhone

From: James EuDaly [REDACTED]
Sent: Wednesday, April 13, 2022 4:49 PM
To: Stephen Endres
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

- James EuDaly
[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson

Texas State Senator Springer

Prosper Citizen Group

Prosper ISD Board

From: James Hiles [REDACTED]
Sent: Wednesday, April 20, 2022 1:58 PM
To: Stephen Endres
Subject: US 380 Bypass - Support for Segment B

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.

Mr. Endres,

I am writing to you on behalf of our company W3 Luxury Living in regards to the US 380 Bypass. Our company owns several communities sitting on over 400 acres that lie within 1.5 miles or less from the proposed Segment B & E sections of the 380 Bypass. Amongst the several communities we currently own 924 homes with an additional 2,104 homes under development. Given that our company will own 3,028 homes all within a 1.5 miles or less from the proposed bypass we wanted to reach out to you to express our strong support for the Segment B option. We believe that this option provides the best overall solution for the bypass and will provide the greatest benefit to the area as a whole.

Thank you,



[REDACTED]

This e-mail is intended solely for the person to whom it is addressed and may contain confidential and or privileged information. Any review, dissemination, copying, printing or other use of this e-mail by persons or entities other than the addressee is prohibited. If you have received this e-mail in error, please contact the sender immediately and delete the material from any computer.

From: Jim Kohl [REDACTED]
Sent: Sunday, April 3, 2022 9:39 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

James J Kohl
[REDACTED]
[REDACTED]

Dear Sir, I am a resident of Stonebridge Ranch and have viewed the options many times over the last few years and cannot join my neighbors on their request to cut up Prosper with proposal B. It makes so much more sense to save our Equestrian Therapy charity and go with plan A. It is north of 380 and does not interfere with Stonebridge.

Save Mane Gait and go with the original plan A please. No current kids or vets will be able to move to Van Alystine or Munster or wherever, especially all the volunteers. There happen to be more volunteers than riders at Mane Gait. You will kill it with option B. Go with A!

COMMENT:

Jim Kohl
Working at Retired
[REDACTED]

From: James Jackson [REDACTED] >
Sent: Thursday, March 31, 2022 2:31 PM
To: Stephen Endres
Subject: spur 399

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.

Is this going to be a elevated roadway?

From: James Gmail <[REDACTED]>
Sent: Monday, March 28, 2022 8:18 PM
To: Stephen Endres
Subject: 380 Project

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

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Sent from my iPhone

From: Jim Kohl [REDACTED]
Sent: Wednesday, March 30, 2022 3:16 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

James Kohl
[REDACTED]
[REDACTED]

NAME/ADDRESS:

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait. Do not consider option B or any options other than A!

Jim Kohl
Working at Retired

From: James M. Carrillo [REDACTED]
Sent: Tuesday, April 5, 2022 5:40 PM
To: Stephen Endres
Subject: Project 380 bypass

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.

I am a Stonebridge Ranch homeowner at [REDACTED] and wanted to voice my wife Carol and I's strong support for segment B. The lower cost option makes far greater sense, for many reasons.

Sent from my iPhone

From: James Martin [REDACTED]
Sent: Thursday, March 31, 2022 7:00 PM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

REPLACE REPLACE Full Legal Name

Full Residential or Business Address

City, State, Zip

CC:

Texas House Representatives: Sanford, Holland, and Patterson
Texas State Senator Springer
Prosper Citizen Group
Prosper ISD Board
Prosper Town Council

From: James Peterson [REDACTED]
Sent: Saturday, April 2, 2022 11:42 AM
To: Stephen Endres
Subject: Support for project 380 bypass - segment -B

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

v

From: James Sparrow [REDACTED]
Sent: Saturday, April 2, 2022 11:40 AM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY380 Brown and Brown Segment B Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT'S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN'S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

James Sparrow
[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group

Sent from my iPhone

From: James Brunk [REDACTED]
Sent: Monday, March 28, 2022 5:41 PM
To: Stephen Endres
Subject: 380 Bypass

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.

Dear Mr. Enders:

As a nearly 20 year homeowners and voting citizens of McKinney, TX., we **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is significantly less expensive than Option A.

We also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

1. It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
2. The cost of Segment-A is \$99 million more than Segment-B. It would be fiscally irresponsible to choose this option.
3. It will create an overpass on 380 over Stonebridge Drive and Custer Road.
4. It will also cause the installation of water pipes (ducts) over 380. Think February, 2021, freeze.
5. It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
6. It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is not necessary.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

James T. And Pamela S. Brunk
[REDACTED]
[REDACTED]

From: Wendow Lee [REDACTED] >
Sent: Tuesday, April 5, 2022 4:12 PM
To: Stephen Endres
Subject: Re: Project 380 Bypass - FOR SEGMENT B

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

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. There is a natural floodplain area to follow for Segment B that would not cause nearly the disruption to people and businesses as Segment A, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. Segment B would additionally eliminate two 90° turns which seems to also be safer for drivers. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. One wonders exactly what the reasons would be for not choosing Segment B.

I strongly oppose Segment-A. It should not be considered for the following reasons:

- ❖ It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- ❖ The cost of Segment-A is \$99 million more than Segment-B.
- ❖ It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- ❖ It will also cause the installation of water pipes (ducts) over 380.
- ❖ It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- ❖ It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- ❖ 380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

James W Lee
[REDACTED]
[REDACTED]

From: Judy Watkins [REDACTED]
Sent: Thursday, April 14, 2022 7:08 PM
To: Stephen Endres
Subject: Support of Section B

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.

Please do not approve Section A. The wisest choice is Section B. We wholeheartedly approve Section B.

James Watkins
[REDACTED]

Sent from my iPhone



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

I live in Lakewood Estates and this 380 proposal would direct the traffic around the congested area at Mallory but I don't see the exit at my friend's house on Coit. Additionally, I will no longer be able to access Lakewood ~~at~~ without going down to Coit at Coit ~~at~~ ~~Coit~~. So, there is a better option than what is being proposed.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: James Marshall
Address: [REDACTED]
Apartment, suite, etc.: [REDACTED]
City/State/Zip: [REDACTED]

From: Jamie Lucas [REDACTED]
Sent: Thursday, March 31, 2022 11:09 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Jamie Lucas
[REDACTED]
[REDACTED]

I **oppose** the proposed HWY 380 Segment B because it threatens the daily services and special events of **ManeGait** -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Please consider this as a strong opposition to Segment B.

Jamie Lucas

Jamie Lucas | President + Account Director | Squires & Company
[REDACTED]
[REDACTED]

From: Jamie Osburn [REDACTED]
Sent: Wednesday, March 30, 2022 11:33 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Jamie Osburn, [REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Jamie Osburn

Sent from my iPhone

From: Jamie Ownby [REDACTED]
Sent: Thursday, March 31, 2022 5:04 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME: Jamie Ownby

ADDRESS: [REDACTED]

COMMENT: I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

From: Jamie Panganiban [REDACTED]
Sent: Saturday, April 9, 2022 11:49 AM
To: Stephen Endres
Subject: Highway 380 Bypass

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.

Stephen -

I'm a resident in Prosper, TX and live at [REDACTED] I would like to formally express my opposition to option B in TX DOT proposal for a Highway 380 bypass.

With option B cutting right next Founders Academy, it will not only make traffic and operations there worse, it will also drastically impact the quality of their campus and learning environment. Additionally, option B will negatively impact Mane Gait Therapy facilities, which serves 4,000+ disabled children and adults every year. This option B will eliminate their ability to expand their mission to serve more individuals and, even worse, will practically make it impossible to serve even those who they currently treat.

In light of the above considerations, I request that you also strongly oppose segment B in both gold or brown alternatives.

Thank you for your consideration and support!

Best,

Jamie Panganiban

From: Jamie Pietzsch [REDACTED]
Sent: Tuesday, March 29, 2022 7:32 AM
To: Stephen Endres
Subject: Opposition to Hwy 380 alternate routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT'S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN'S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Jamie S Fitzgerald

[REDACTED]

[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson

Texas State Senator Springer

Prosper Citizen Group

[Sent from Yahoo Mail for iPad](#)

From: Jamile Ashmore [REDACTED]
Sent: Monday, April 4, 2022 9:48 AM
To: Stephen Endres; Smith, Chelsey
Subject: Fwd: We need your voice now more than ever to oppose HWY 380 Segment B!

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 Stephen & Chelsey,

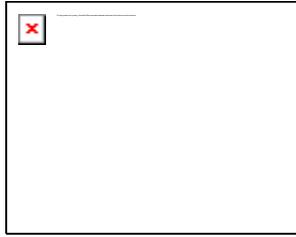
In case you and your teams have not see this latest solicitation from ManeGait. Once again, they are being deceitful. I am happy to walk you through all the erroneous details if you would like?

Jamile (Jay) Ashmore
[REDACTED]

Begin forwarded message:

From: ManeGait Therapeutic Horsemanship <[REDACTED]>
Subject: We need your voice now more than ever to oppose HWY 380 Segment B!
Date: March 30, 2022 at 11:00:08 AM CDT
To: <[REDACTED]>
Reply-To: ManeGait Therapeutic Horsemanship <[REDACTED]>

Provide comment in support of ManeGait by April 6th!



US HWY 380 IMPROVEMENT PROJECT - IMPACT ON MANEGAIT



Dear friends,

Your comments saved ManeGait before! We need your voice to oppose U.S. HWY 380 construction that would threaten our mission!

Background

Thanks to the outpouring of support from ManeGait supporters, TxDOT's 2020 [US 380 Collin County Feasibility Study](#) identified ManeGait as a "key community resource" serving two protected status populations - the disabled and children. Citing the *Americans with Disabilities Act* and *Executive Order 12898 on Environmental Justice*, **TxDOT removed from consideration any alignment that impacted ManeGait's daily operations.**

New Threat to ManeGait

In a direct contradiction to the conclusions above, TxDOT introduced a new Segment B alternative.

- Segment B places the 45-foot tall freeway within 50-100 feet of ManeGait - **even closer and more disruptive to operations than before.** The path also cuts through property that is regularly used to support ManeGait's operations.
- In the [March 22, 2022, public hearing](#), TxDOT claimed they interviewed similar horsemanship facilities and the proposed highway does not pose an issue to operations.
- **Fallacy of this claim:** No other PATH Premier Accredited center in Texas the size of ManeGait is located within 50-100 ft of a highway, and none have operated next to a 3- to 4-year highway construction project.



What does it mean for ManeGait?

Segment B will interrupt ManeGait's ability to serve two vulnerable and protected status populations -- the disabled and children (as identified by TxDOT).

- It is unreasonable and unsafe for 150 disabled riders and their horses to work 60 hours a week with the sounds, emissions, and vibrations of construction for 3-4 years.
- In the future, it is unreasonable and unsafe for these riders to receive therapy with a roadway/traffic equivalent to US HWY 75 towering over them and their therapy horse.
- Segment B will also result in land acquisition from property that is regularly used to support ManeGait's operations.

How can you help ManeGait?

Please send an email to TxDOT by April 6, 2022:

1. **Click here to email:** Stephen.Endres@txdot.gov
2. **Subject:** Opposition to HWY 380 Segment B
3. **Include:** Your name and street address
4. **Example Comment:** *"I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait."*

Thank you for your continued efforts and your prayers!

We are grateful to God for the incredible community support and the glorious land He has provided to fulfill ManeGait's mission.

Blessings to you all,

Bill and Priscilla Darling
Zach and Landon Schneider
ManeGait Founding Family



" ManeGait is a unique facility that helps children and adults with physical, emotional, cognitive, sensory, and behavioral disabilities...Public comment has helped in identifying the facility as a key community resource. TxDOT considers the daily operations and special events held at this location to be services for at least two vulnerable and protected status populations – the disabled and children."

*Texas Department of Transportation
US 380 Collin County Feasibility Study
March 2020*



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, caring community.

Physical address:
3160 N. Custer Rd.
McKinney, TX 75071

Want to change how you receive these emails?
You can [update your preferences](#) or [unsubscribe from this list](#).

From: Jan Clare [REDACTED]
Sent: Thursday, April 21, 2022 7:08 AM
To: Stephen Endres
Subject: Opposition to Segment B

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.

I am writing in opposition to Segment B. I have been involved in this for 5 1/2 years, attending countless meetings and sending countless emails. When your formal presentation was given in support of Segment A, the matter appeared to be settled. Your scientific evidence and reasoning was obvious. The environment has not changed.

McKinney's unethical politicians do not have the right to dictate the future of ManeGait, Walnut Grove, and Prosper! Please continue with your original plans for Segment B!

Sincerely,

Jan Clare
[REDACTED]
[REDACTED]
[REDACTED]

[Sent from Yahoo Mail for iPad](#)

From: jan delisle [REDACTED]
Sent: Wednesday, April 6, 2022 7:44 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Jan Delisle
[REDACTED]
[REDACTED]

My son has a disability and I know we need to keep ManeGait a safe and tranquil place.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Sent from my iPhone

From: Jan Hill [REDACTED]
Sent: Wednesday, April 6, 2022 11:05 AM
To: Stephen Endres
Subject: TX Dot 380 Project

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.

Stephen,

As a homeowner in Stonebridge Ranch for 18 years and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Jan Hill
[REDACTED]
[REDACTED]

From: Janice Robinson [REDACTED]
Sent: Wednesday, March 30, 2022 12:01 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Jan Robinson, [REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait. This is a GREAT facility and does so much good for disabled, as well as, wounded warriors. Please do not disrupt the good this facility does.

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 30, 2022 11:07 AM
To: Jana Horowitz
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 |

<https://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.txdot.gov%2F&data=04%7C01%7Cchsmit%40burnsmcd.com%7C94473858f163412d92f808da1267608f%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637842532462442173%7CUnknown%7CTWFpbGZsb3d8eyJWljoimC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C3000&sdata=DCo46maRgFRlImfh1OPBBj9nkyMcvoow1Ze46FIB%2B9GQ%3D&reserveid=0>

-----Original Message-----

From: Jana Horowitz [REDACTED]
Sent: Wednesday, March 23, 2022 12:04 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>

[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Prosper should not be penalized and have our towns land forfeited due to McKinney's poor planning. Our small town would greatly benefit from the revenue generated by homes, schools, churches, cemeteries etc. that are currently in process on that valuable land verses a noisy, pollution producing, non income generating (and an eyesore) freeway. Elevating the freeway above the vulnerable populations doesn't seem like the greatest idea either - for so many reasons.

We thank you for your consideration in removing Alignment B through Prosper from your future plans.

Warmest Regards,

Jana and Kevin Horowitz

[REDACTED]
[REDACTED]

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7C94473858f163412d92f808da1267608f%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637842532462442173%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&data=po8wyh%2FRsFWvMFJ%2Bn2rjJpT%2Fb7JmCCm79OY%2B44k%2FxE%3D&reserved=0>>

From: Jana VanLeer [REDACTED]
Sent: Saturday, March 26, 2022 11:24 AM
To: Stephen Endres
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Brown and Brown Segment B Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021, "...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT'S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN'S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Jana Wolfe
[REDACTED]
[REDACTED]

Texas House Representatives: Sanford, Holland, and Patterson

Texas State Senator Springer
Prosper Citizen Group

Sent from my iPhone

From: Jane Adamczyk [REDACTED]
Sent: Thursday, April 21, 2022 10:10 AM
To: Stephen Endres
Subject: 380 Bypass Project

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.

Dear Mr. Endres,

Please do whatever is necessary to select and implement the Segment B option for the 380 bypass. It is so much more cost effective, saving the local taxpayers 99 million dollars. \$99,000,000 could be used in so many more beneficial ways. You are well aware, I would think, that many businesses would be destroyed if Segment A is built. Please consider the benefits those businesses bring to our community, and please help save them from destruction.

There cannot possibly be a realistically sound reason to choose a plan that would require the need to address 11 sites with hazardous materials and 7 major utility conflicts.

Please, please allow intelligent thought, responsible financial judgement, and actual common sense to prevail.

If you practice those things , you can and you must select Option B.

Most sincerely,

Jane Adamczyk

[REDACTED]
[REDACTED]

From: Henry, Jane [REDACTED]
Sent: Friday, April 1, 2022 9:37 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Jane Henry. [REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Sent from my iPhone

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, March 28, 2022 10:18 AM
To: janemdamon [REDACTED]
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 | www.txdot.gov

From: janemdamon [REDACTED]
Sent: Monday, March 21, 2022 2:27 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S.

HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30-20DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Jane M Damon

[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson
Texas State Senator Springer
Prosper Citizen Group
Prosper ISD Board
Prosper Town Council

Sent via the Samsung Galaxy S21 5G, an AT&T 5G smartphone





PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

Absolutely terrible! I am a Lakewood resident. My Neighborhood has 225 homes + 1000+ are under construction now. As this stands a major highway is positioned to be elevated at my Neighborhood. You are simply dumping traffic from McKinney into Prosper which has no problem what for? You need to solve the problem for the area not just shift it down. I will no longer be able to get out of my Neighborhood + go east w/o joining other neighbors waiting at a Coit light (w/ a school zone bottling up in the morning.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

A new high school is currently under construction behind us. It is a pathetic attempt at solving 380's problem

Please Print

Name:

Jean Maxwell

Address:

Apartment:

City/State:



From: [REDACTED]
Sent: Tuesday, April 5, 2022 4:40 PM
To: Stephen Endres
Subject: US380 Bypass Project

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.

Dear Mr. Endres,

Please protect our quality of life. I am a homeowner and citizen of McKinney and deal frequently with the congestion on the present US380.

**I SUPPORT the Project 380 Segment-B bypass alignment.
The least expensive of the alternatives, should be incentive enough to select the Segment-B bypass.**

It is the best option to improve traffic flow in our corridor while preserving the economic business and residential integrity of our neighborhoods.

TX-DOT needs to listen to its constituents! I oppose Segment A bypass alignment.

Jane Weber
[REDACTED]

From: Janell Pennington [REDACTED]
Sent: Tuesday, April 5, 2022 2:34 PM
To: Stephen Endres
Subject: Project 380 Bypass

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.

Hello Stephen. My name is Janell Pennington and I live in Stonebridge Ranch in McKinney. I would like to acknowledge the amount of work that you and your TxDot teammates have done on the 380 Bypass Project.

I have lived in Stonebridge for 12 years and love our community. I strongly urge TxDot to approve Plan B for the bypass. The other option of A would have major impacts to our community. The option A would impact the least about of people and businesses.

Please approve option B.

Sincerely, Janell and Steve Pennington

[REDACTED]
[REDACTED]

Sent from my iPhone

From: Rick Pyne [REDACTED]
Sent: Wednesday, March 30, 2022 2:11 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Janet and Rick Pyne
[REDACTED]
[REDACTED]

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait. My husband has Alzheimer's and he directly benefits from the services at ManeGait. This proposal would greatly disrupt him and his weekly therapy.

Thank you for your consideration.
Janet and Rick Pyne

Sent from my iPhone
Janet Pyne

From: Janet Logue [REDACTED]
Sent: Friday, April 1, 2022 12:26 PM
To: Stephen Endres
Subject: Project 380 Segment B

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.

Dear Mr. Endres,

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you for your time,
Janet

Janet Logue
[REDACTED]

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, April 18, 2022 11:49 AM
To: Janet Gagnon [REDACTED]
Subject: RE: 380 Bypass Deadline Extention Until April 21

We will continue to take your additional comments. We will address all of your comments in the public meeting summary.

Stephen

From: Janet Gagnon [REDACTED]
Sent: Wednesday, April 6, 2022 8:43 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: 380 Bypass Deadline Extention Until April 21

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 Stephen,

I would like to know if I can file additional comments now that the deadline has been extended until April 21. If I submit additional comments through the website will it overwrite my earlier comments? I want to know so that I keep my earlier comments and want to add to them based on new information I obtained by attending the McKinney City Council meeting last night. As you are aware, they have been silent on Options C&D up until now. However, they said they got an email from you extending the deadline, so they passed a resolution last night without listing it as an open item for public discussion. This was literally railroaded through by the City Council without any regard or opportunity for serious engagement by the citizens they claim to represent.

Also, they stated that their preference for C was based on the fact that they want TxDOT to choose the new option for the Spur 399 Bypass as they want to put in a new terminal on the East side of the airport. Thus, it is clear to everyone but TxDOT that the Spur 399 Bypass should be part of the 380 Bypass discussions and not have its own separate proceeding. Further, as Spur 399 Bypass is still on the table, its discussion period should be re-opened for further comments as well. In particular, TxDOT should reconsider the Spur 399 Bypass in its entirety so that the loop actually serves as a real East-West Bypass by joining 380 farther East at the Princeton loop on either the West or better yet East side of the loop to alleviate the traffic coming in from the bedroom communities in Princeton and Farmerville.

Lastly, as the comment period for 380 has been extended, I would appreciate an answer to my earlier email on traffic flows taking into account the removal of traffic by the Spur 399 Bypass and, as a result, how much less traffic 380 will experience between Spur 399 Bypass options to highway 5, which is the closest North-South route on the North side of 380. I doubt it will justify the \$700-\$850 million that TxDOT is considering spending on Options C&D. C&D is not an East-West Bypass for the traffic on 380 as it is being considered. It is a North-South Bypass that will have little impact. It would be a much better spend of taxpayer money to eliminate C&D and allow the 75 freeway to function as the East side of the City of McKinney loop and spend it on extending Wilmeth Road East to go through the South portion of the new wastewater treatment plant by NTMWD all the way East to Princeton or even highway 78.

I look forward to receiving your response on my questions posed in this email in a timely manner, so that I can submit additional comments by the April 21 extended deadline.

Sincerely,

A Texas Department of Transportation message



From: Janet Payne [REDACTED]
Sent: Tuesday, April 5, 2022 6:17 PM
To: Stephen Endres
Subject: 380 plans

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.

Hello:
I vote for plan B.
Thank you.
Janet Payne
[REDACTED]
[REDACTED]

Sent from my iPhone

From: Janet Pollat [REDACTED]
Sent: Friday, April 15, 2022 6:00 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Janet Pollat
[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

From: Terry & Janet S. [REDACTED]
Sent: Tuesday, April 5, 2022 2:18 PM
To: Stephen Endres
Subject: 380 project

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.

Dear Mr. Endres,
I am a Stonebridge Ranch resident and I am writing this to tell you that I support Plan B of the 380 bypass.
Thank you,
Janet Seagrave

From: [REDACTED]
Sent: Wednesday, March 30, 2022 5:16 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.
Janet Taylor

From: Janette Church [REDACTED]
Sent: Monday, April 4, 2022 2:06 PM
To: Stephen Endres
Subject: Oppose 380 bypass comment

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.

Good afternoon,

I just wanted to send in a quick comment opposing the proposed 380 bypass running through the Town of Prosper. I am sure you have received plenty on this matter and don't wish to take up much of your time. Please consider leaving 380 on 380 - if McKinney is unable to do this due to lack of prior planning, then the bypass should run through McKinney only as Prosper made proper prior planning allowing for room to expand 380. Prosper should not be punished for McKinney's poor/lack of planning.

Thank you!

[REDACTED]

[REDACTED]

Mrs. Janette Church

[REDACTED]

[REDACTED]

[REDACTED]

From: Janice Berg [REDACTED]
Sent: Thursday, March 31, 2022 4:32 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Janice Berg [REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

This is an amazing facility that has helped so many children with their "special needs" challenges. My granddaughter rode there for almost 10 years and she has benefited greatly from those special years and now volunteers. Don't take this experience away from these children.

From: Janie Corn [REDACTED]
Sent: Wednesday, March 30, 2022 12:09 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Janie Douglas
[REDACTED]

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Thank you

From: Janie Heard [REDACTED]
Sent: Sunday, April 3, 2022 11:38 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Janie Heard
[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Sent from my iPhone

From: Michael Reeves [REDACTED]
Sent: Tuesday, April 5, 2022 6:47 AM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

Janie Reeves
[REDACTED]
[REDACTED]

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

*Thank you,
Janie Reeves*

From: Janis Hastings [REDACTED]
Sent: Monday, April 4, 2022 7:36 PM
To: Stephen Endres
Subject: Protect Lakewood keep US 380 on US380

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.

To whom it concerns,

I oppose the Segment B proposal ...keep US 380 on US 380...Please pass the Segment A option.... We spent a lot to buy into a non traffic, safe, and quiet area...it would decrease the value of this new community and change the entire attraction that drew us to this Lakewood community...Please use the Segment A option and keep this area the beautiful safe area it is... Do not use segment B please keepUS380 on Us380.

Sincerely,
Janis Hastings

Sent from my iPad

From: Jasmin Andino [REDACTED]
Sent: Wednesday, March 30, 2022 5:33 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Jasmin Andino
[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Thank you

From: Jason Burress [REDACTED]
Sent: Tuesday, April 5, 2022 7:01 PM
To: Stephen Endres
Subject: Opposition to Highway 380 Segment B

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.

Mr. Endres,

I am the former 3-time Chairman of the McKinney Economic Development Corporation and operate Burress Law, PLLC. My firm has hosted a Willie Nelson style, family friendly picnic at ManeGait for 10 years, donating more than \$250,000 to ManeGait during this time. I also joined the ManeGait board last fall.

Though there are numerous reasons I oppose Segment B, the primary reason is because it will be very damaging to ManeGait, which is a beacon of hope to our community and beyond (I actually have a brother-in-law who is down syndrome and autistic and he occasionally rides at ManeGait). I believe those who are vulnerable need special protection and the safe, high quality, easily accessible location to undergo world-class therapy at ManeGait would be most easily attained if Segment B is not chosen.

Sincerely,

Jason K. Burress

[REDACTED]
[REDACTED]



JASON K. BURRESS *attorney*
PERSONAL INJURY LAW

[REDACTED]
[REDACTED]
[REDACTED]

This message is confidential and may be attorney-client privileged. If you have received this message in error, please do not read, copy or disclose the contents of this e-mail or its attachments. Instead, please notify me that you have received this message in error and then immediately delete it.

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, March 21, 2022 4:55 PM
To: Jason Massey [REDACTED]
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
214-320-4469

From: Jason Massey [REDACTED]
Sent: Monday, March 21, 2022 4:04 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
[REDACTED]
[REDACTED]
Subject: FW: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY

PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Jason Massey

████████████████████
████████████████████
████████████████████

CC:

Texas House Representatives: Sanford, Holland, and Patterson
Texas State Senator Springer
Prosper Citizen Group
Prosper ISD Board
Prosper Town Council

A Texas Department of Transportation message



From: Jason McClintock [REDACTED]
Sent: Monday, March 28, 2022 5:55 PM
To: Stephen Endres
Subject: Project 380 Expansion

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I **STRONGLY OPPOSE Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thanks,
Jason McClintock

[REDACTED]
[REDACTED]

From: Jason Quigley [REDACTED]
Sent: Wednesday, April 20, 2022 8:30 AM
To: Stephen Endres
Subject: Re: Question

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.

I just walked out back of my house which backs up to the loop 288 and there is heavy machinery fixing to start clearing the area. I wasn't aware of any work being done 3 feet from the back of my fence. I'm the last house on Poinsettia Blvd in Denton at 2305 Poinsettia Blvd. can you tell me what this is and why so close to my fence

> On Jan 4, 2022, at 10:49 AM, Jason Quigley [REDACTED] wrote:

>

> Ok thank you

>

>> On Jan 4, 2022, at 9:44 AM, Stephen Endres <Stephen.Endres@txdot.gov> wrote:

>>

>> TxDOT is not building any frontage roads at this time on Loop 288.

>> However, by the end of this year, a project will be started to design a schematic for continuous frontage roads along Loop 288.

>> There is no date for start of construction.

>>

>> Stephen Endres

>> 214-320-4469

>>

>>

>> -----Original Message-----

>> From: Jason Quigley [REDACTED]

>> Sent: Monday, January 3, 2022 11:06 PM

>> To: Stephen Endres <Stephen.Endres@txdot.gov>

>> Subject: Question

>>

>> 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.

>>

>> I had just bought a house at the end of Poinsettia Blvd in Denton that backs up to loop 288.

There is construction happening where the new 7-11 and Taco Bell has gone in and I have noticed markers in the field behind my house in the area between loop 288 and my fence. My concerns or question is are they putting in a road behind my house or a service road? Poinsettia Blvd dead ends at my house so I have concerns about those markers. I hope you can answer my questions or forward this to who can and thank you for your time.

>>

>>

>> [A Texas Department of Transportation (TxDOT) message]<<https://nam11.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=05%7C01%7CStephen.Endres%40txdot.gov%7Cf1633217d04045c713f008da22d1d34c%7C39dba4765c094c6391dace7a3ab5224d%7C0%7C0%7C637860581824249288%7CUnknown%7CTWFpbGZsb3d8eyJWljojoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ik>

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Tuesday, April 12, 2022 3:04 PM
To: Seeman, Jason [REDACTED]
Cc: Smith, Chelsey <chsmith@burnsmcd.com>; Cannon-Mackey, Shari <scannonmackey@burnsmcd.com>
Subject: RE: US380 project

The entire project has 8 freeway lanes and 4 to 6 frontage road lanes (4 freeway lanes in each direction.)

From: Seeman, Jason [REDACTED]
Sent: Thursday, March 31, 2022 9:45 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: US380 project

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.

Good morning! I live in Focus area 2/ close to Ridge/Bloomdale road in Robinson Ridge, how big will the addition(380) be or how many lanes total for Seg E

From: Jason Shirodkar [REDACTED]
Sent: Tuesday, April 5, 2022 9:09 PM
To: Stephen Endres
Subject: I strongly SUPPORT the Project 380 Segment-B bypass alignment option

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.

I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Home / About Us / Board of Directors

Board of Directors

Bill Darling Co-Founder and Board President
Tradition Homes | Chairman

Priscilla Darling Co-Founder

Deanna Daniel Board Treasurer
Independent Financial
SVP, Director of Internal Audit

Kelly Waleman Board Secretary
KNS LLC | President

Helen Faskan-Bell
Licensed Professional Counselor

Ryan Byrne
Applix | Sales Director

Jeanette Madsen



April 2, 2022

Mr. Stephen Endres, P.E.
Project Manager
TxDOT Dallas District Office
4777 E. US Highway 80
Mesquite, TX 75150-6643

Re: US 380 Project (Coit to FM 1827) Options A and B

Dear Mr. Endres,

We support improvements to U.S. Highway 380 through the implementation of Option A (and oppose Option B) for these reasons:

Setting a poor precedent

McKinney, unlike Prosper, failed to plan for expansion of the US 380 Corridor. Businesses and residents along U.S. Highway 380 should have reasonably anticipated widening to accommodate growth. Should TxDOT select Option B, what message would TxDOT be sending to leadership in other Texas communities whose cooperation will be needed in future projects?

Might makes right?

The Dallas Morning News and others have reported that McKinney and Collin County leaders have used questionable tactics to attempt to railroad Option B on Prosper, a town 1/7th the size of McKinney. A state agency of TxDOT's stature should discourage this behavior.

Adverse environmental impacts

The proposed Option B multi-lane highway would adversely impact schools, parks, lakes, a special needs facility, and cemeteries in or near its path.

Increasing pollution and noise in community parks

- Whitley Place Park, with 18 acres of nature areas, hike and bike trails, ponds, and wildlife (*less than 400 feet away from Option B*)

Creating noise and air pollution and increased traffic detrimental to nearby students, teachers and parents:

- Founders Academy K-8 charter school (*classrooms less than 150 feet from Option B*)
- Walnut Grove High School (2500+ students less than 1/5th of a mile away)
- Cynthia Cockrell Elementary School (700+ students less than 1/2 mile away)

Forcing a critical Special Needs facility to shutter operations

- ManeGait, a non-profit providing *therapeutic horsemanship for children and adults*, with physical, cognitive, developmental, sensory and/or learning disabilities and special programs to support the needs of *wounded military veterans*
- Despite the revised TxDOT assessment, ManeGait leaders have made clear that they cannot continue to operate if Option B is built so close to their facility

Adding noise pollution in adjacent, historic cemeteries

- Historic Walnut Grove Cemetery (with grave sites dating back to the mid-1800s) *less than 300 feet* from Option B highways)
- North Dallas Cemetery (*less than 100 feet away*)

Destroying property values and tax base

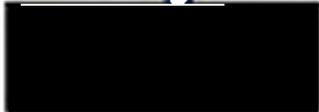
The proposed Option B multi-lane highway would cut through the heart of the east side of Prosper, harming the existing and future tax base critical for funding new schools and local fire, police, and other services

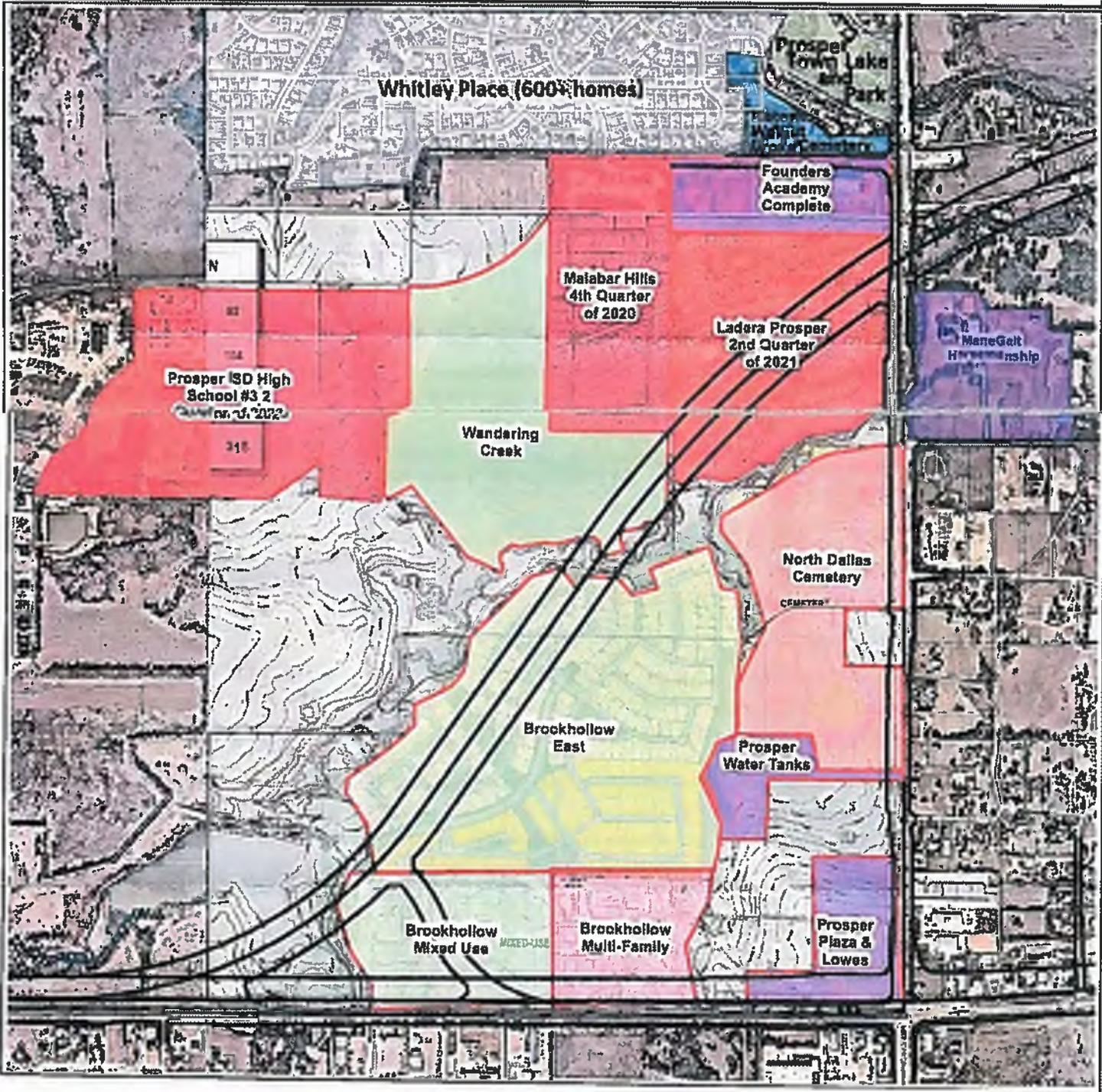
- Whitley Place, with over 600 homes and more than in \$400 million in property values that fund area schools and town services (*less than 500 feet away*)
- Latera housing development for seniors and Brookhollow East (both *right in the path of the proposed multi-lane highway*)
- The Malabar Hill subdivision now under construction on the south side of E. First Street (*50 feet away*)

Improving mobility across the 380 corridor is critical and we appreciate the vital and extensive work done by you and your staff. This improved mobility, however, should not come at the expense of a community that did the right thing by planning ahead for growth. For this and other reasons stated above, the correct option is Option A.

Sincerely,

Jeff Steel Corbin Steel





From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 23, 2022 10:11 AM
To: Stacey Gomez
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
214-320-4469

-----Original Message-----

From: Stacey Gomez [REDACTED]
Sent: Wednesday, March 23, 2022 8:43 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>

[REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Jeff and Stacey Gomez

[REDACTED]
|
[REDACTED]

From: Jeffrey Boring [REDACTED]
Sent: Tuesday, April 5, 2022 5:09 PM
To: Stephen Endres
Subject: 380 bypass project

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.

I am directly effected by the 380 highway as my lot is [REDACTED] in the segment A option. I strongly approve segment B so we are not displaced. In today's house market I would need double what we owe to find a house equivalent in this area.

Jeff Boring
[REDACTED]

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper. I will also be at this evening's meeting to do the same in person.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Jeff Flanagan
[REDACTED]
[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson
Texas State Senator Springer
Prosper Citizen Group
Prosper ISD Board
Prosper Town Council
Jeff

A Texas Department of Transportation message





PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments: I Strongly oppose any alignment that goes through Prosper, especially segment B of the proposed Gold/Brown alignment. This would have a negative impact on existing and future growth including Main Gait, Founders Academy, Prosper High School #3 and the 55 an older Landera development. The bypass would be in direct conflict with the Air Quality guidelines published by the North Central Texas Council of Governments. Being only 27 square miles, Prosper needs to keep and develop as much taxable land as possible. Please consider option A as the best option for the 380 bypass or option F as the best alignment for all municipalities involved. Let's keep 380 on 380.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Jeff Hodges

Address: [REDACTED]

Apartment: [REDACTED]

City/State: [REDACTED]

From: Jeff Benton [REDACTED]
Sent: Wednesday, April 20, 2022 7:58 PM
To: Stephen Endres
Subject: I strongly oppose plan A

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.

Dear Stephen,

As a homeowner, located on Stonebridge close to 380, and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option.

This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

Please pass option B.

Regards,
Jeffrey Benton

From: Jeffrey Benton [REDACTED]
Sent: Friday, April 1, 2022 11:46 PM
To: Stephen Endres
Subject: I support of plan B

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.

I support the option B to go future “possible business development in Prosper” over existing businesses, and homes in McKinney is criminal . Baylor McKinney hospital could be majorly affected, not only our high school students trying to drive to school! It will save millions, do you want to vote against saving millions, and not disrupt any retail or neighborhood ?

Respectfully,

Jeffrey Benton
Allegiance Dr.
Liberty

From: Kevin, Jen, Emily, and Ben [REDACTED]
Sent: Thursday, April 21, 2022 7:51 AM
To: Stephen Endres
Subject: 380

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.

Dear Stephen,

After looking at the US380 Bypass options that are being proposed and driving out near each route it is clear to me that option B makes the most sense. Progress means someone is going to lose their home, business, or property. I lived in a neighborhood that had to lose 12 homes in order to expand a major road. Each family was well compensated and that road was a blessing to all who drove it daily to work, school, or as a cut-through. So progress is needed, either option will hurt some property owners but if you choose option B it looks to me to hurt the least amount of homeowners and businesses already established along 380.

We are excited to get this project going after its been talked about for way too long. Progress needs to happen, unfortunately, someone's home will suffer as a result. Let's try to keep as many homes from being affected. I vote for option B.

Sincerely,
Jen Thomas

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Jennifer A Wattenbarger

[REDACTED]

[REDACTED]

Sent from my iPhone



From: Scott & Jennifer Crawford [REDACTED]
Sent: Saturday, April 2, 2022 9:00 PM
To: Stephen Endres
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT'S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN'S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Best Regards,
Jennifer Crawford

[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson

Texas State Senator Springer

Prosper Citizen Group



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments: I support option A which is the alignment that was recommended by TxDOT and

strongly oppose option B for the following reasons. Segment B will introduce pollution from vehicle emissions. These emissions/ground level ozone will impact those that maintain services (Founders Academy & Prosper Walnut Grove High School) as well as the surrounding neighborhoods. Studies have shown that the pollution infiltrates the indoor air as well which involves both schools and our precious children. The increase in ground level ozone is in conflict with the Air Quality guidelines issued by NCTCOG. This pollution will impact and may take away opportunities for the persons with disabilities that Walnut Grove serves. This is a minority group and minority group protections should apply to this group. Another protected group the elderly will be either displaced or the neighborhood will not move forward as the proposed alignment B appears to run right through the Ladera Retirement Community. This development has already broken ground. Traffic from the proposed alignment B will endanger new inexperienced drivers with the close proximity to Walnut Grove H.S. as the parent of a new driver, I understand and feel this threat deeply. The town of Prosper strongly opposes any solution through Prosper besides keeping 380 on 380 through Prosper as documented by the 6 resolutions the Town Council has passed. Option B hinders development of our small town and takes away the opportunity so much needed.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

Continued

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Jennifer Mason
 Address: 565 [redacted]
 Apartment, suite, etc: _____
 City/State/Zip: [redacted]

From: Jennifer Patrick [REDACTED]
Sent: Monday, April 18, 2022 9:10 PM
To: Stephen Endres
Subject: Re: 380 Bypass

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.

Oops! That should have said I strongly oppose option *A*

Thank you.

Sent from my iPhone

> On Apr 18, 2022, at 4:48 PM, Stephen Endres <Stephen.Endres@txdot.gov> wrote:

>

> Thank you for your comments. We will add them to our public meeting summary.

>

> Stephen Endres

> Transportation Engineer

>

> Dallas District | Texas Department of Transportation

> O: 214-320-4469 |

> <https://nam11.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.txdot.gov%2F&data=04%7C01%7CStephen.Endres%40txdot.gov%7Cadf5aec8a8d94eb3a0be08da21a9ae93%7C39dba4765c094c6391dace7a3ab5224d%7C0%7C0%7C637859309906232441%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ik1haWwiLCJXVCI6Mn0%3D%7C3000&sdata=qng8M5w%2Fr4pErogu9Vn56x8uVv8IKBMG9S92rg9cPus%3D&reserved=0>

>

> -----Original Message-----

> From: Jennifer Patrick [REDACTED]

> Sent: Monday, April 11, 2022 1:18 PM

> To: Stephen Endres <Stephen.Endres@txdot.gov>

> Subject: 380 Bypass

>

> 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, my name is Jennifer Patrick. I live at [REDACTED] in the Timberridge neighborhood. I strongly oppose Option. That route is too close to my home. Noise and traffic would be disruptive to my home life.

>

> Thank you,

> Jennifer

>

> Sent from my iPhone

>

> [A Texas Department of Transportation (TxDOT) message]<<https://nam11.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7CStephen.Endres%40txdot.gov%7Cadf5aec8a8d9>

From: Jennifer Taylor [REDACTED]
Sent: Thursday, March 31, 2022 8:36 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Jennifer Taylor
[REDACTED]
[REDACTED]

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. My family and I have benefitted from MainGate and would hate to see it disrupted. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Sent from my iPhone

General Comments/Feedback

Please provide your general comment here.

Hello,

My main concern with proposed route A is ingress and egress to a neighborhood with 350 existing homes with 270 more slated to be built. With the proposed route A, police, fire and EMS services will have a difficult time getting into the neighborhood in an emergency. Furthermore, with the flow of traffic exiting the neighborhood and no left turn onto 380 with proposed route A, all traffic would be directed to U Turn at Stonebridge Drive to go East bound on 380. This would create more traffic and the potential for increased accidents in making the U-turn.

Additionally, the impact to wetlands, wildlife and runoff with proposed route A is of concern.

A third concern is that many inexperienced, high school drivers would be re-routed driving to 3 different high schools during construction and they may not be able to safely navigate nor anticipate any driving issues that may arise because of the construction.

My 4th concern is the additional traffic that would be cutting through neighborhoods trying to escape the construction. The East/ West thoroughfares are already crowded enough and adding 18 wheelers on Virginia and Eldorado trying to go around the construction would be an absolute nightmare, not to mention the noise pollution and speed from the trucks.

Option A is 99 MILLION dollars more. Route B would allocate those tax dollars to be used elsewhere. Option B wouldn't impact the local businesses like option A will. Additionally, option B has 2 major utility conflicts versus option A's 7 conflicts.

Option B uses land not yet developed making the road more accessible for construction vehicles and it won't negatively impact traffic during construction like option A will. Option A displaces 12 homes and 17 businesses and that displacement means directly impacting 29 families concerning their homes and livelihoods.

In closing, option B makes the most economical, environmental and safety sense.

Thank you for your time.

Image Upload

Upload an image related to the feedback noted above, if relevant. This may be left blank. The maximum file size permitted is 10MB.

Select image file

[Button]

File Upload

Upload a file related to the feedback noted above, if relevant. This may be left blank. The maximum file size permitted is 10MB.

Select file (support: pdf, doc, docx, xls, xlsx, pptx, ppt, txt)

[Button]

Contact Information

Please leave your contact information. Project staff may contact you regarding future updates to the project.

We value your privacy. All phone numbers and addresses (mail and email) are kept confidential and will not be shared with anyone.

Last Name or Initial(s)[] First Name or Initial(s)[] Address (include apartment #, suite, etc.)[] City[] State[] Zip Code[] Email address[]

Contact Information

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

Click or tap on the description that fits you most accurately, if applicable.

[] I am employed by TxDOT. [] I do business with TxDOT. [] I could benefit monetarily from the project or other item about which I am commenting.

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Submit

From: Jerman Gonzalez [REDACTED]
Sent: Thursday, March 31, 2022 9:46 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Jerman González
[REDACTED]
[REDACTED]
Sent from my iPhone

From: Jerry Rice [REDACTED]
Sent: Wednesday, April 6, 2022 12:58 PM
To: Stephen Endres
Subject: Proposed changes to Hwy. 380 McKinney, Texas

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.

Good afternoon Mr. Endres,

After carefully reviewing the map for proposed improvements, to me the only one that makes sense is Route B. Choice A would be far more impactful to home and business owners. Please choose Route B.

Respectfully,

Jerry L. Rice
[REDACTED]

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 30, 2022 11:27 AM
To: Jessi Chelf
Subject: RE: Opposing Comments for Option B 380 Bypass

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation

O: 214-320-4469 |

<https://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.txdot.gov%2F&data=04%7C01%7Cchsmith%40burnsmcd.com%7Cc56141abcebe4fe6a92208da126a0e5b%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637842543959445474%7CUnknown%7CTWFpbGZsb3d8eyJWljoimC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C3000&data=KMIjWJ3AHrpg%2FqZwqs6wIwGzDh%2BQt9QLyQ8cng%2FF5g%3D&reserved=0>

-----Original Message-----

From: Jessi Chelf [REDACTED]
Sent: Thursday, March 24, 2022 9:21 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Opposing Comments for Option B 380 Bypass

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.

Mr. Endres,

Please receive this email as a formal comment opposing Option B for the 380 bypass. This option will cause much disruption in the small town of Prosper and halt its growth. We have 3 schools in the direct route of that bypass, 3rd Prosper High school Walnut Grove, which will have many new teen drivers. Also Rogers Middle School and Founders Academy. The traffic would not be welcomed as well as the noise and pollution. Keeping 380 on 380 would be the way to go. Let Prosper have the land we need to grow with already many planned developments & residential communities in the direct area of proposed bypass.

Thank you for your time.

Jessi Chelf
[REDACTED]
[REDACTED]
[REDACTED]

[A Texas Department of Transportation (TxDOT)

message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7Cc56141abcebe4fe6a92208da126a0e5b%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637842543959445474%7CUnknown%7CTWFpbGZsb3d8eyJWljoimC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C3000&data=KMIjWJ3AHrpg%2FqZwqs6wIwGzDh%2BQt9QLyQ8cng%2FF5g%3D&reserved=0>

center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7Cc56141abcebe4fe6a92208da126a0e5b%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637842543959445474%7CUnknown%7CTWFpbGZsb3d8eyJWljoimC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C3000&data=KMIjWJ3AHrpg%2FqZwqs6wIwGzDh%2BQt9QLyQ8cng%2FF5g%3D&reserved=0

From: [REDACTED]
To: [Stephen Endres](#)
Subject: Opposition to HWY 380 Segment B
Date: Thursday, March 31, 2022 9:35:49 AM

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 Stephen -

I oppose the proposed hwy 380 segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. The vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive world-class therapy programs at ManeGait.

Thanks -
Jessica Bicknell

[REDACTED]

From: Jessica Cooley [REDACTED]
Sent: Wednesday, March 30, 2022 4:10 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Jessica Cooley, [REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

From: Jessica Flanagan [REDACTED]
Sent: Thursday, March 31, 2022 9:19 PM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Jessica Joy Dolphin
[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

From: Jessica Lockett [REDACTED]
Sent: Wednesday, April 6, 2022 9:35 AM
To: Stephen Endres
Subject: 380 expansion - Section B support

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.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Sent from my iPhone

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, March 28, 2022 12:59 PM
To: J Tolly
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 | www.txdot.gov

From: J Tolly [REDACTED]
Sent: Tuesday, March 22, 2022 10:05 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>

[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN

AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Jessica Lynn Tolliver

[REDACTED]

[REDACTED]

A Texas Department of Transportation message



From: Jessica Stephens [REDACTED]
Sent: Wednesday, March 30, 2022 11:12 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:
Jessica Stephens
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Thank you in advance for your consideration.

Jessica Stephens

From: Jesus Rodriguez [REDACTED]
Sent: Sunday, April 3, 2022 12:17 PM
To: Stephen Endres

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 Stephen,

As homeowner and citizen of McKinney, TX., I strongly support the project 380 segment-B bypass alignment option. This option is the least disruptive to business with no displacements, minimal impact on existing homes and families living in the neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- The cost of segment-A is \$99 million more than Segment-B.
- It will create an overpass on 30 over Stonebridge Drive and Custer Road
- It will also cause the installation of water pipes (ducts) over 380
- It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Laker Forest Drive, increasing traffic, noise, and pollution in our neighborhoods and reducing out property values during construction as those are the only roads leading South from 380.
- It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- 380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Jesus Rodriguez
[REDACTED]
|
[REDACTED]
[REDACTED]

Sent from [Mail](#) for Windows

From: Jill Mazzola [REDACTED]
Sent: Thursday, March 31, 2022 8:22 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Name & Address: Jill and Jody Mazzola. [REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Please consider this urgent request.

From: Jill Cutler [REDACTED]
Sent: Friday, April 1, 2022 8:24 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:

Jill Cutler

[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Sent from my iPhone

From: Jill Nugent [REDACTED]
Sent: Thursday, March 31, 2022 11:31 AM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to Option / Segment B HWY 380

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.

I have reviewed the Texas Department of Transportation Materials shared on March 22, 2022. Please accept the below statement as my comment on the project.

I, along with my Prosper Town Council, strongly oppose the Segment /Option B that depicts the placement of a bypass highway cutting through the west side of Custer Road, also known as FM 2478 into the Town of Prosper.

The Town of Prosper Leadership, Prosper ISD, and Prosper ISD's Leadership collectively stand opposed to suggested bypass routes that depict an unplanned highway crossing into the Town of Prosper's eastern boundary line, and cutting into the Town of Prosper, as these depictions directly violate our Town of Prosper's responsible planning for our shared future.

The Town of Prosper has meticulously planned for the future and the bypass is not congruent with Prosper's plans for the future. Prosper responsibly planned to accommodate 380's expansion from its current footprint, in the current alignment on the southern boundary of Prosper.

The geographic land size of Prosper is markedly smaller than that of the City of McKinney's geographic land size. Prosper's land area is roughly 25 square miles- in comparison the size of McKinney is nearly 70 square miles- McKinney is more than double, (and nearly triple) the size of Prosper in land area. The City of McKinney needs to stay in their lane and address their desires for 380's future within the geographic limits of the City of McKinney.

Do not ask the geographically smaller Town of Prosper that has gone through painstaking, responsible, thoughtful, collaborative planning for the future, to absorb issues of the much larger geographically sized City of McKinney. McKinney needs to address its wants and needs regarding the future of 380 within its City of McKinney boundaries.

The Town of Prosper Leadership have shared strong opposition to any bypass into the Town of Prosper. At the time of this writing (March 2022), the Town of Prosper has already had to respond multiple times to suggestions of an unplanned bypass highway route into its geographic boundaries. Each time, the response has been united and strongly opposed to the route suggestions of an unplanned bypass highway cutting into the Town of Prosper. Below are links to Resolutions against a bypass route into Prosper, and supporting 380's expansion in its current alignment, as has been planned:

- April 11, 2017: [Resolution 17-29](#)
- October 15, 2018: [Resolution 18-89](#)
- March 26, 2019: [Resolution 19-17](#)
- May 14, 2019: [Resolution 19-24](#)
- November 24, 2020: [Resolution 2020-87](#)
- July 13, 2021: [Resolution 2021-34](#)

Additionally, in 2020, Texas Department of Transportation supported keeping 380 and its expansion in the current alignment in Prosper.

The Perryman Group (TPG) 2017 study (funded by taxpayers) supported 380 staying in its current alignment for a multitude of logical reasons, including fiscal reasons (TPG, 2017).

Segment / Option B would negatively impact ManeGait, a therapeutic riding center which serves federally protected populations including: the disabled, children, and our veterans. I have served as a ManeGait volunteer since its opening, and know what an invaluable service it provides to the community. In addition to services provided to its riders, it also supports local university students from TWU and UNT in research on the benefits of equine therapy to children, the disabled, and veterans; and it proves a space for service projects for countless young people in Prosper ISD, McKinney ISD and beyond. In 2020, Texas Department of Transportation identified ManeGait as a “*key community resource*”. Citing the Americans with Disabilities Act (ADA) and the Executive Order 12898 on Environmental Justice, Texas Department of Transportation had previously removed from consideration any alignment that impacted ManeGait operations.

But now, Segment / Option B depicts the placement of a 45-foot-tall freeway within 50-100 feet of ManeGait- closer and more disruptive than earlier depictions of unplanned bypasses.

No other Professional Association of Therapeutic Horsemanship (PATH) Premier Accredited Center in the state of Texas the size of ManeGait is located within 50-100 feet of a highway, and none have operated next to a 3- to 4-year highway construction project. In fact, the City of McKinney cited disruption to the sensors at Raytheon in McKinney during potential construction as a reason not to expand 380 in front of the McKinney Raytheon facility- why would this impact then be acceptable in close proximity to federally protected populations of human beings including children, veterans, and disabled individuals, while they are riding a horse for therapeutic benefits? Do the right thing and remove Segment / Option B from consideration.

Our most vulnerable and federally protected populations deserve a safe, high quality, accessible location to receive the world-class therapy programs which ManeGait provides.

Negative impacts of the Segment / Option B depicted in Texas Department of Transportation materials are many and include a violation of our Town’s community vision, painstaking planning and goals, quality of life impacts such as safety issues, increased noise, and negative impacts to our environment and air quality.

Additionally, the Segment / Option B depiction,

- Wastes fiscal resources
- Deviates from recommendations and resolutions
- Stands in direct violation to Prosper's responsible planned future land use
- Erases the potential for ManeGait to continue providing world-class therapy services to our veterans, children, and individuals with disabilities- *federally protected populations*
- Negatively impacts the future of the Town of Prosper and its citizens

I support the 380 alignment in its current footprint as has been planned for; The shortest distance between two points is a straight line, and 380 serves us well in that way. The current alignment of 380 will have less impact on families, lives, planned developments, planned land use, planned roadways, current and future schools (private and public), community resources including ManeGait, and the environment; and finally, keeping 380 on 380 preserves the commitment and painstaking planning of the existing Town of Prosper plans.

I implore you to listen to the Town of Prosper Leadership, Prosper ISD, the ManeGait Community, and the residents of Prosper- we do not want a bypass cutting into the Town of Prosper- we have planned for the future, and are ready to grow 380 along its current alignment. If the City of McKinney is advocating for a bypass of 380 that deviates from its current alignment, then the City of McKinney needs to address the accommodation of this deviation within its own boundary- within its own City limits.

I, along with my Town of Prosper Leadership, strongly oppose Segment B, that depicts the placement of a bypass highway cutting through the west side of Custer Road, also known as FM 2478, into the Town of Prosper. The Town of Prosper has carefully planned for its future and will accommodate 380's expansion along its current alignment.

Jill Nugent
ManeGait Volunteer
Prosper Resident
Collin County Resident

██████████
██████████

CC:

Texas House Representatives: Sanford, Holland, and Patterson
Texas State Senator Springer
Prosper ISD Board

From: Jill Workman [REDACTED]
Sent: Saturday, April 2, 2022 8:53 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Jill Workman
[REDACTED]
[REDACTED]

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Sent from my iPhone

From: Kate Ryan [REDACTED]
Sent: Tuesday, April 5, 2022 8:27 PM
To: Stephen Endres
Subject: US380 Expansion Project - Opposed to Option A, and Supportive of Option B

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.

Dear Mr. Endres,

We are Jim and Kate Ryan and we are homeowners in the Stonebridge Ranch Community in McKinney. We are writing to you to ask you to please reject Option A, and vote for Option B on the Highway 380 Expansion Project. We strongly oppose Option A for many reasons we'll now explain. Option A will have a severe negative impact on Stonebridge Ranch and Tucker Hill with increased traffic and noise. There are 2 elementary schools and a daycare very close to 380 that would also be impacted by Option A. Option A will displace 17 businesses, while Option B won't displace any businesses. Our understanding is that Option A is more costly (about \$100 million) than Option B, to relocate the utilities, to acquire ROW, and for the cost of design/construction. Option A also impacts more acres of wetlands, river, streams, forest/prairies than Option B, and Option A impacts 14.9 acres of Statewide important Farmland, while Option B only impacts 2 acres.

In addition to the higher cost of Option A, please consider the impact to the value of our property and the impact to the businesses that will be displaced. During The recent TxDOT meeting on the US 380 expansion, we learned one of the proposed options = A, will put a 25 foot elevated 8 lane highway at the intersections of Stonebridge and 380, as well as, Custer and 380. Previous renditions of the US 380 expansion from Custer to Stonebridge had this stretch below grade with Stonebridge and Custer being the overpasses. So, learning that the current proposal for Option A now includes a raised highway similar to the stretch of 75 from El Dorado to Wilmeth was extremely concerning. Option B doesn't come close to any neighborhoods, so why consider an option that is more expensive, and will cause so much disruption to existing neighborhoods, citizens, and citizens' property values? It's very concerning to think that citizens who work so hard to acquire these properties, and maintain them, pay property taxes to the city and county, could have such a significant negative impact to their property and property values. We want to protect our property values because we have invested so much to live here! **Please consider the people that will be impacted by Option A.** Please vote to approve Option B.

Best Regards,

[REDACTED]
[REDACTED]
[REDACTED]

From: Judy Watkins [REDACTED]
Sent: Tuesday, April 5, 2022 2:42 PM
To: Stephen Endres
Subject: Project 380 Segment B

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

As a homeowner and citizen of McKinney, TX., I strongly **SUPPORT** the **Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

Jim and Judy Watkins

[REDACTED]
[REDACTED]
[REDACTED]

Sent from my iPhone

From: Jim Atkins [REDACTED]
Sent: Friday, April 1, 2022 10:10 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: [REDACTED] COMMENT: I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[Sent from the all new AOL app for Android](#)

From: Jim Grounds [REDACTED]
Sent: Monday, March 28, 2022 6:40 PM
To: Stephen Endres
Subject: Project 380 Bypass

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Jim Grounds
Stonebridge Ranch
Kensington Village

[REDACTED]
[REDACTED]
[REDACTED]

From: Jim Hysaw [REDACTED]
Sent: Thursday, April 21, 2022 3:19 PM
To: Stephen Endres
Subject: Choosing Segment B - Project 380 bypass route

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.

Stephen, just a note recommending TXDOT to choose Segment B for the Project 380 bypass route. Because there are developments on the land running across segment B and the cost of Segment B is \$99 million less than Segment-A the decision should be easy for TXDOT to make. In addition, the Segment A choice will be adding a tremendous amount of additional noise to the already busy StoneBridge Ranch area.

Please choose the **Segment B** option.

Thank You,
Jim

Jim Hysaw
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Jim Kiser [REDACTED]
Sent: Thursday, March 31, 2022 10:23 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Jim Kiser/[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B plan because it's very close proximity to ManeGait Therapeutic Horsemanship fails to protect the vulnerable populations (Special Needs and Youth) that it serves. ManeGait is a key community resource as identified by TxDOT. ManeGait should have it's property protected so that it can continue to provide a safe and high quality environment for the individuals receiving the world-class therapy programs that ManeGait provides.

Jim Kiser

Sent from [Mail](#) for Windows

From: Jim Kohl [REDACTED]
Sent: Monday, March 28, 2022 8:06 PM
To: Stephen Endres
Subject: 380 by pass

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.

I strongly support Option A as the best option for the routing to the bypass. I am a resident of Stonebridge also. Let's finalize on option A!

Jim Kohl
Working at Retired

From: Jim Norton [REDACTED]
Sent: Friday, April 15, 2022 9:32 PM
To: Stephen Endres
Subject: 380 Bypass

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Jim Norton
[REDACTED]
[REDACTED]

Sent from [Outlook](#)

From: Smith, Chelsey
Sent: Tuesday, April 12, 2022 3:22 PM
To: Stephen Endres; [REDACTED]
Cc: Cannon-Mackey, Shari
Subject: RE: 380 Expansion

Hi Jim – just a clarification to the response Stephen sent to you. There is no new additional information beyond what was provided in connection with our recent Public Meeting.

In case you haven't reviewed that, here is a link to everything presented and available. <http://www.keepitmovingdallas.com/US380EISPublicMeeting>

One resource that might be helpful is the segment analysis matrix.

Chelsey Smith, AICP \ Burns & McDonnell
Department Manager | Planning and Policy
O 469-659-7195 \ M 816-550-3635
chsmith@burnsmcd.com \ burnsmcd.com
Galleria North Tower 1 \ 13737 Noel Rd., Suite 700 \ Dallas, TX 75240

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Tuesday, April 12, 2022 3:10 PM
To: [REDACTED]
Cc: Cannon-Mackey, Shari <scannonmackey@burnsmcd.com>; Smith, Chelsey <chsmith@burnsmcd.com>
Subject: RE: 380 Expansion

We have no additional information to provide.

From: [REDACTED]
Sent: Thursday, March 31, 2022 10:46 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: 380 Expansion

Attention Mr. Endres,
I have read about the two option concerning the expansion of the 380 roadway. On the surface it appears that option A would cost more than option B, take longer to complete and cause addition disruption to the surrounding neighborhoods.

If the disruption, cost and length of time is greater under option A when compared to option B it would seem to be an easy answer to go with option B.

However, there must be several addition items that have not been provided that make option A an viable option.

So, can you please provide me (us) with this information so we can make an informed review of this project?

Thanks in advance for your help.

Jim Reynolds

████████████████████
████████████████████

A Texas Department of Transportation message



From: [REDACTED]
To: [Stephen Endres](#)
Subject: 380 Expansion
Date: Thursday, March 31, 2022 10:46:22 AM

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.

Attention Mr. Endres,

I have read about the two option concerning the expansion of the 380 roadway.

On the surface it appears that option A would cost more than option B, take longer to complete and cause addition disruption to the surrounding neighborhoods.

If the disruption, cost and length of time is greater under option A when compared to option B it would seem to be an easy answer to go with option B.

However, there must be several addition items that have not been provided that make option A an viable option.

So, can you please provide me (us) with this information so we can make an informed review of this project?

Thanks in advance for your help.

Jim Reynolds

[REDACTED]

McKinney, Texas

From: Jim Williams, Jr. [REDACTED]
Sent: Wednesday, March 30, 2022 11:18 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Jim Williams
[REDACTED]
[REDACTED]
[REDACTED]

Dear TXDOT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Thanks,



Jim Williams
Chairman
LandPlan Development
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Tuesday, April 19, 2022 2:03 AM
To: Stephen Endres
Subject: 380 Bypass

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.

> I am a 5 year McKinney resident living off Ridge Road and Virginia Parkway.
Many of our homeowners are 30+ year residents of Stonebridge Ranch.
> We strongly favor Segment B.

> Segment A will cost more and would create a hardship for mostly seniors by increasing traffic in my already existing neighborhood. The bypass is better suited to be located further west.

> Stonebridge Ranch management has already gone on the record that option A would be devastating to Stonebridge Ranch.

> Does Texas dot really want to alienate almost 7000 voters?

> Clearly the best route is not to run through Stonebridge Ranch. Option B is the only and best choice you and you're team should make.

Jim Young
Summer Point HOA
President

[REDACTED]
[REDACTED]

Sent from my iPhone

From: JIMMY ESTES [REDACTED]
Sent: Monday, March 28, 2022 7:32 PM
To: Stephen Endres
Subject: 380 Enlargement

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.

I do not believe in choosing one city versus another city nor choosing some neighborhoods over other neighborhoods.

Route A should be selected. The design should be carefully selected to minimize disruption to existing facilities.

Jimmy Estes

From: Jimmy Welch [REDACTED]
Sent: Wednesday, April 6, 2022 10:48 AM
To: Stephen Endres
Subject: Project 380 Segment B

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

As a homeowner and citizen of McKinney, TX., I strongly **SUPPORT** the **Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Sent from [Mail](#) for Windows

From: Jo Burrell [REDACTED]
Sent: Tuesday, April 5, 2022 1:43 PM
To: Stephen Endres
Subject: 380 Project in McKinney

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

As a resident of Stonebridge Ranch, I strongly oppose choice A and urge you to consider Plan B. The intersection of 380 and Custer is overcrowded now with more commercial building coming. We cannot handle this development.

Thank you, Jo Burrell
Sent from my iPhone

From: Joan Davis [REDACTED]
Sent: Thursday, March 31, 2022 12:10 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:Joan Davis
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Sent from my iPhone

From: Joan Dunbar [REDACTED]
Sent: Wednesday, April 6, 2022 4:18 PM
To: Stephen Endres
Subject: URGENT: Project 380 Bypass

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.

“For Segment B”

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. There is a natural floodplain area to follow for Segment B that would not cause nearly the disruption to people and businesses as Segment A, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. Segment B would additionally eliminate two 90° turns which seems to also be safer for drivers. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. Also, the South East Corner of Custer and 380 has approved a Whole Foods Plaza to include a shopping center and apartments . . .just announced!! This adds another problem with traffic at that corner. Considering this, and the items below, one wonders exactly what the reasons would be for not choosing Segment B.

I strongly oppose Segment-A. It should not be considered for the following reasons:

- ❖ It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- ❖ The cost of Segment-A is \$99 million more than Segment-B.
- ❖ It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- ❖ It will also cause the installation of water pipes (ducts) over 380.
- ❖ It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- ❖ It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- ❖ 380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy.

Regards,
Joan Dunbar

[REDACTED]
[REDACTED]

From: Joan Micheletti [REDACTED]
Sent: Friday, April 1, 2022 11:23 PM
To: Stephen Endres
Subject: 380 Bypass

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.

Dear Mr. Endres:

Please strongly consider Segment B for the following reasons:

Cost-Segment B is by far less expensive to tax payers. This reason in itself should be cause to select Segment B

Lives impacted- Segment B will create a safer driving situation for our high school age students since the area they drive to school will not be impacted whereas, Segment A would

Existing Businesses-established businesses and their employees will be affected with Segment A whereas Segment B has very little impact.

Joan Micheletti
[REDACTED]
[REDACTED]
[REDACTED]

[Sent from Yahoo Mail for iPhone](#)

From: Jody Lauden [REDACTED]
Sent: Wednesday, March 30, 2022 12:37 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Joann Lauden:

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Sent from my iPhone

From: [REDACTED]
Sent: Friday, April 1, 2022 8:45 PM
To: Stephen Endres
Subject: I am FOR Segment B - 380 bypass plan

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.

Hello Mr. Endres. We have lived in Stonebridge Ranch for over 12 years now. We moved here because of the amazing master plan this community was built on. We strongly OPPOSE the Segment -A bypass plan which will cause traffic, safety, and noise issues in our currently peaceful neighborhoods.

We are FOR Segment -B bypass plan which I understand is way less expensive and makes far more sense, not only economically, but because it is less disruptive to the existing businesses and would have less of an impact on homes and families living close to 380.

Segment - B bypass is clearly the best option all around. Please don't destroy the beautiful, tranquil living that so many 1000's of residents of the Stonebridge Ranch villages enjoy.

To be clear, we SUPPORT Segment - B bypass plan.

Thank you for hearing me out.

Respectfully,

Joanna Jestings Phillips
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Sent from my iPhone

"Every child deserves a champion, an adult who will never give up on them, who understands the power of connection, and insists that they become the best that they can possibly be."

~Rita Pierson

From: JoAnne De La Roche [REDACTED]
Sent: Tuesday, March 29, 2022 8:26 AM
To: Stephen Endres
Subject: 380 Bypass

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.

I am a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. All things considered, it just makes more sense.

From: [REDACTED]
Sent: Wednesday, April 20, 2022 10:02 AM
To: Stephen Endres
Subject: Support for Segment-B

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.

Good morning, Mr. Endres. I'm writing in support of the proposed Segment-B redirection of Highway 380. As a resident of McKinney TX since 2016, I frequent many of the businesses surrounding the 380/Custer intersection and do NOT wish to see that area destroyed.

Thank you.

Joanne Foster

[REDACTED]
[REDACTED]
[REDACTED]

Sent from my T-Mobile 4G LTE Device

From: Jody Lauden [REDACTED]
Sent: Wednesday, April 20, 2022 8:06 AM
To: Stephen Endres
Subject: Don't continue to destroy McKinney

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.

I do NOT WANT Segment B of the US380 Bypass of Coit Road to FM 1827.

From: Joe McMahon [REDACTED]
Sent: Sunday, April 3, 2022 8:51 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Joe and Karen McMahon, Lewisville, Tx. We oppose segment B expansion of Highway 380. ManeGait provides unique therapeutic opportunities for special needs children, that brings joy to them and their families. To disrupt them from the therapy would have a huge negative affect on them. The Darling family has created a world class therapy center that has been in operation for many years and will be for many more years to come.

Sent from my iPad

From: Joe C [REDACTED]
Sent: Monday, March 28, 2022 7:44 PM
To: Stephen Endres
Subject: comment on 380 Bypass options

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.

Good day Mr. Endres,

I am writing to voice support for the US 380 Segment-B bypass route.

If Segment-A is chosen, the traffic on Custer Road can only increase as drivers travel to the Sam Rayburn Tollway from US 380.

When we first moved here, Custer was a two lane road. There was only one stop sign during my drive between my home and Kroger. Today I pass through four intersections with traffic lights.

I do appreciate the traffic signals. During the morning and evening rush hours, I could not get from Cotton Ridge onto Custer if the stop sign were still there.

Sincerely,
Joe Closs

[REDACTED]
[REDACTED]
[REDACTED]



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

I am a Prosper resident and have lived in Whitley Place for 7 years. I am completely opposed to option B. It will impact my neighborhood and I believe not help for option A.

I am in favor of option A and opposed to option B

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Joe Messinger

Address: [REDACTED]

Apartment: [REDACTED]

City/State: [REDACTED]

From: Joe Mossinger [REDACTED]
Sent: Tuesday, April 5, 2022 9:51 AM
To: Stephen Endres
Subject: No to Option B on 380 bypass

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 Mr. Endres,

I am writing to you to share my **STRONG** opposition to the bypass and Option B running through Prosper. I am a resident of Whitley Place and have been for the last seven years and disagree with the bypass running through Prosper for the following reasons:

- 12+ lanes going right through Prosper (8 lanes & 4+ access lanes on either side) with the magnitude equal to US 75, located just south of Founders Academy
- US 380 Bypass Segment B options + approved Collin Outer Loop (4-6 lanes) just north would sandwich NE & SE Prosper in between 2 major highway thoroughfares
- Directly affects and disruptive to numerous neighborhoods: Whitley Place, Whispering Farms, Brookhollow, Christie Farms, Rhea Mills, Gentle Creek, Amberwood, Ladera, etc.
- Prosper properly planned for expansion (380 can be widened!). If other towns didn't plan this can't be put on Prosper
- Directly impacts multiple schools in Prosper ISD: Cockrell Elementary | Rogers Middle School | Walnut Grove High School and Founders Classical Academy and student drivers
- Increased Traffic and Noise
- Materially impacts ManeGait and the wonderful therapy they provide to children, veterans, and our disabled community
- Exorbitant costs of acquiring rights of way, adverse environmental impacts, wetland mitigation
- This design does not make for an acceptable proposal nor effective use of taxpayer money
- School buses having to go on a highway to take kids to school / young drivers for the high school having to deal with highways and high speeds
- Significant environmental impact: pollution, emissions, & poor air quality
- Safety of our citizens and students
- Decreased home values and overall desire of area
- Massive utility relocations that are critical to Prosper's infrastructure
- Substantial lost tax revenue to the Town and Prosper ISD

In closing, I highly oppose Option B and want 380 to stay on 380 or Option A to be considered.

Joe Mossinger
[REDACTED]
[REDACTED]

Sent from my iPhone



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

As someone who has watched all the meaningful development occur in Prosper, I am very much opposed to Segment B and am in favor of Segment A. I'm so happy to see the schools and retirement communities being developed next to Mansbrite, an organization that does so much good for the community. I would hate to see this progress set back. I would hate to see so much pollution (noise/fumes) be in proximity of children - it's not healthy. Please keep TxDOT's original pledges to stick with Option A. Thank you.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Joe Totten
Address: [REDACTED]
Apartment: [REDACTED]
City/State: [REDACTED]

From: JANE WEBER [REDACTED]
Sent: Tuesday, April 5, 2022 4:59 PM
To: Stephen Endres
Subject: 380 bypass

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.

Strongly support option "B"
Joe Weber

[REDACTED]
[REDACTED]

Sent from my iPhone

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 30, 2022 4:46 PM
To: Joe Bernecker
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 | www.txdot.gov

From: Joe Bernecker [REDACTED]
Sent: Thursday, March 24, 2022 8:34 PM
[REDACTED]
[REDACTED] Stephen Endres
<Stephen.Endres@txdot.gov>
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN

ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Regards

Joseph Bernecker
[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson
Texas State Senator Springer
Prosper Citizen Group
Prosper ISD Board
Prosper Town Council

A Texas Department of Transportation message



From: Michele Kadera [REDACTED]
Sent: Thursday, March 31, 2022 9:18 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

We oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait. ManeGait is very special to us as our daughter has been a rider there for several years and it has made such a positive impact on her life.

John & Michele Kadera
[REDACTED]
[REDACTED]

From: Dr. John Moody [REDACTED]
Sent: Tuesday, April 5, 2022 1:52 PM
To: Stephen Endres
Subject: Project 380 Bypass

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.

Good afternoon. Please consider this email in support of Segment B for the Project 380 Bypass as it is in the best interest of the community and businesses along the corridor. I appreciate your listening to my concerns.

Thank you.

John A. Moody
McKinney, Texas

From: John Reese [REDACTED]
Sent: Wednesday, April 6, 2022 11:00 AM
To: Stephen Endres
Subject: Support for 380 bypass segment B

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

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Respectfully,
John and Mary Reese

[REDACTED]
[REDACTED]

From: John Apostolidis [REDACTED]

Sent: Friday, April 1, 2022 8:30 PM

To: Stephen Endres

Cc: [REDACTED]

Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

REPLACE REPLACE Full Legal Name

Full Residential or Business Address

City, State, Zip

CC:

Texas House Representatives: Sanford, Holland, and Patterson
Texas State Senator Springer
Prosper Citizen Group
Prosper ISD Board
Prosper Town Council

- John A

Tapping away with my thumbs on an iPhone...pardon the tyops.

████████████████████

██



INTEGRITY GROUP

Developing & Building Dreams

April 20, 2022

Mr. Stephen Endres, PE
TxDot Dallas District Office
4777 East US Hwy 80
Mesquite, TX 75150-6643

Mr. Endres,

I am writing on behalf of the ownership team of Ladera Prosper and the future ~425 homeowners of the 244 homes which is now under development.

Ladera Prosper has completed, prior to the start of 2022, all requirements of TxDot to move it to the optimum color for TxDot's "heat map" which would have eliminated "Segment B" from consideration, much like when Founders Academy began construction and that option was eliminated. At the time of the purchase of this property in Sept 2021, Segment B was no longer on the table, and we considered this item closed. To find out only months later this has been brought back up is viewed as a "bait & switch" at best.

Besides the obvious opposition stated above, we additionally oppose for the following reasons;

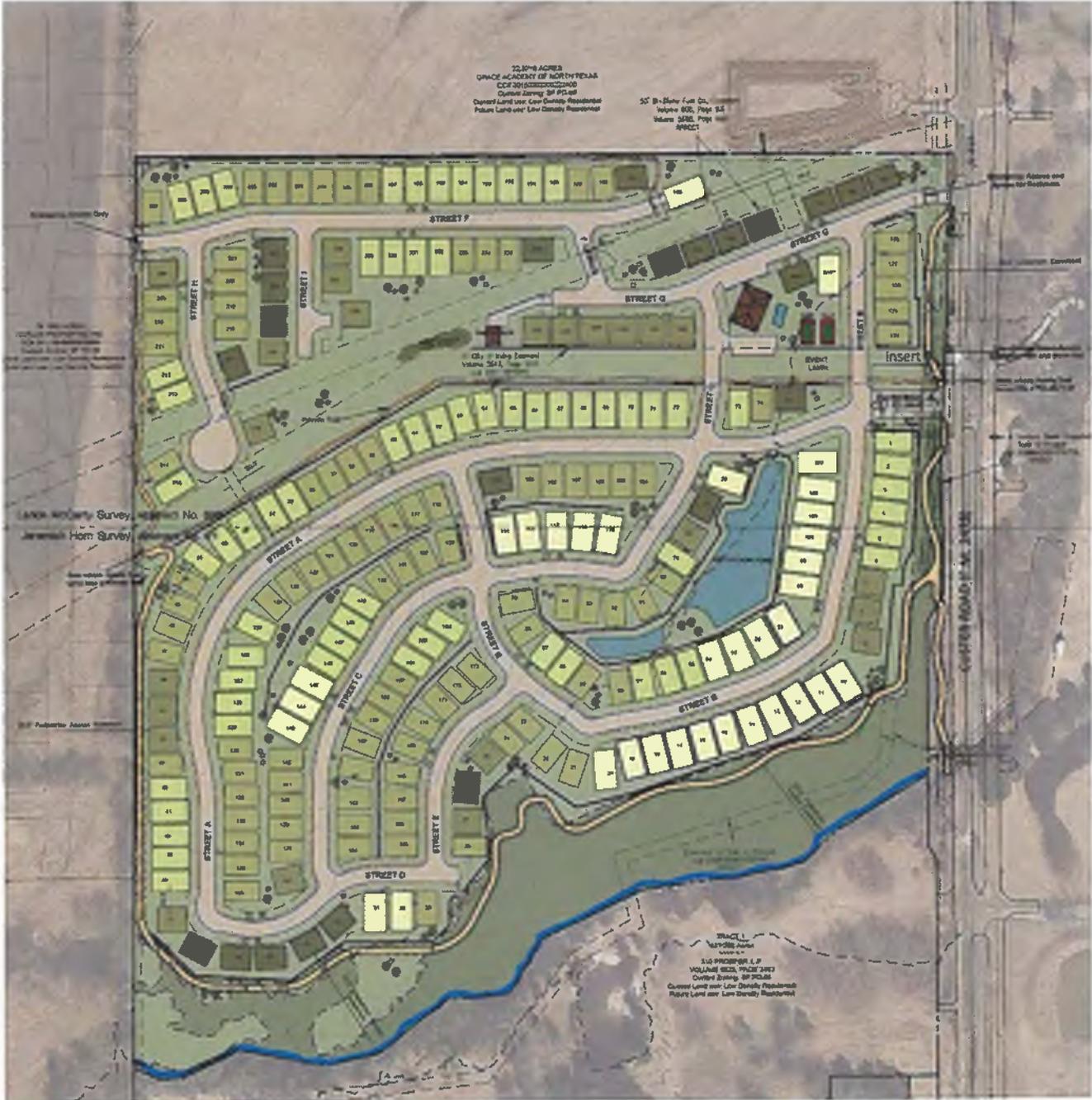
- 244 sf homes, valued conservatively at \$430,000/home or \$105,000,000, for AGE 55 & OVER, would be eliminated from Prosper, which is needed. It is a Condo Community, 1 lot.
- \$1,400,000+ of annual Prosper ISD tax dollars would be eliminated. Since NO KIDS are allowed, it's a double hit to the ISD.
- With anticipated home construction beginning this year and with 20-40 homes on the ground and some occupied by 1st quarter 2023, the impacted cost to TxDot rises dramatically.
- Segment B negatively affects the ManeGait property and most importantly their ability to help individuals with disabilities and children, both of which are protected by the American Disabilities Act. ManeGait should also be protected by Presidential Executive Order 12898.
- Segment B traverses some of Prosper's most strategic residential and commercial land which renders most of it invaluable to its intended and platted use. Additionally, it negatively impacts a Soil Conservation Site(Lake), 1b Rutherford and soon to be Park area.
- Segment B disregards the Town of Prosper's 7 resolutions opposing this alignment.
- Segment B disregards multiple developments whereas Segment A is mostly designed thru unplatted land.
- Segment B would eliminate over 4100 linear feet, over ¾ of a mile of the Prosper Trail and the park like setting it would meander thru, adjacent and part of Ladera Prosper.

We respectfully ask you to DROP Segment B altogether and seek a more viable option.

Regards,


John Delin, CEO





Residential Summary

Unit Type	Unit Dimensions	Max Height	Units	% of Units
1	44'x70'	2 Stories/35'	34	14%
2	42'x77'	2 Stories/35'	66	27%
3	42'x77'	2 Stories/35'	96	40%
4	54'x60'	2 Stories/35'	23	9%
5	64'x50'	2 Stories/35'	23	9%
Total			244	100%

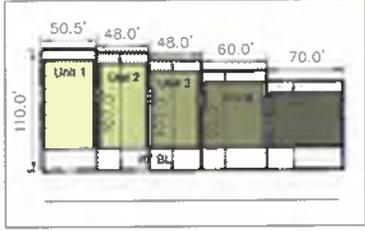
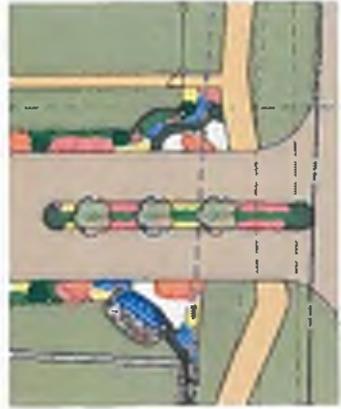
* Unit Count and placement is subject to change.
 ** Model Home Designation

Acresage Summary

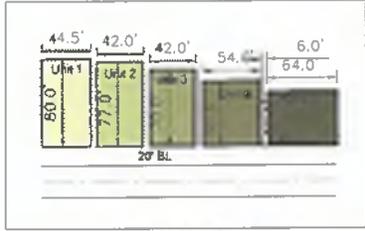
Gross Acres	63.28
Existing Easement (City of Irving and Atmos)	4.32
Floodplain Acres	
Pre-Project Floodplain	17.77
Reclaimed Floodplain	9.93
Total Post-Project Floodplain	7.84
Net Developable Acres	51.12
Total units	244
Gross Density	3.86 du/ac
Net Density	4.77 du/ac

* These numbers are approximate and final number shall be determined after the flood study, with a maximum of two hundred and forty-eight (248) dwelling units *

See Insert A



Lot Detail

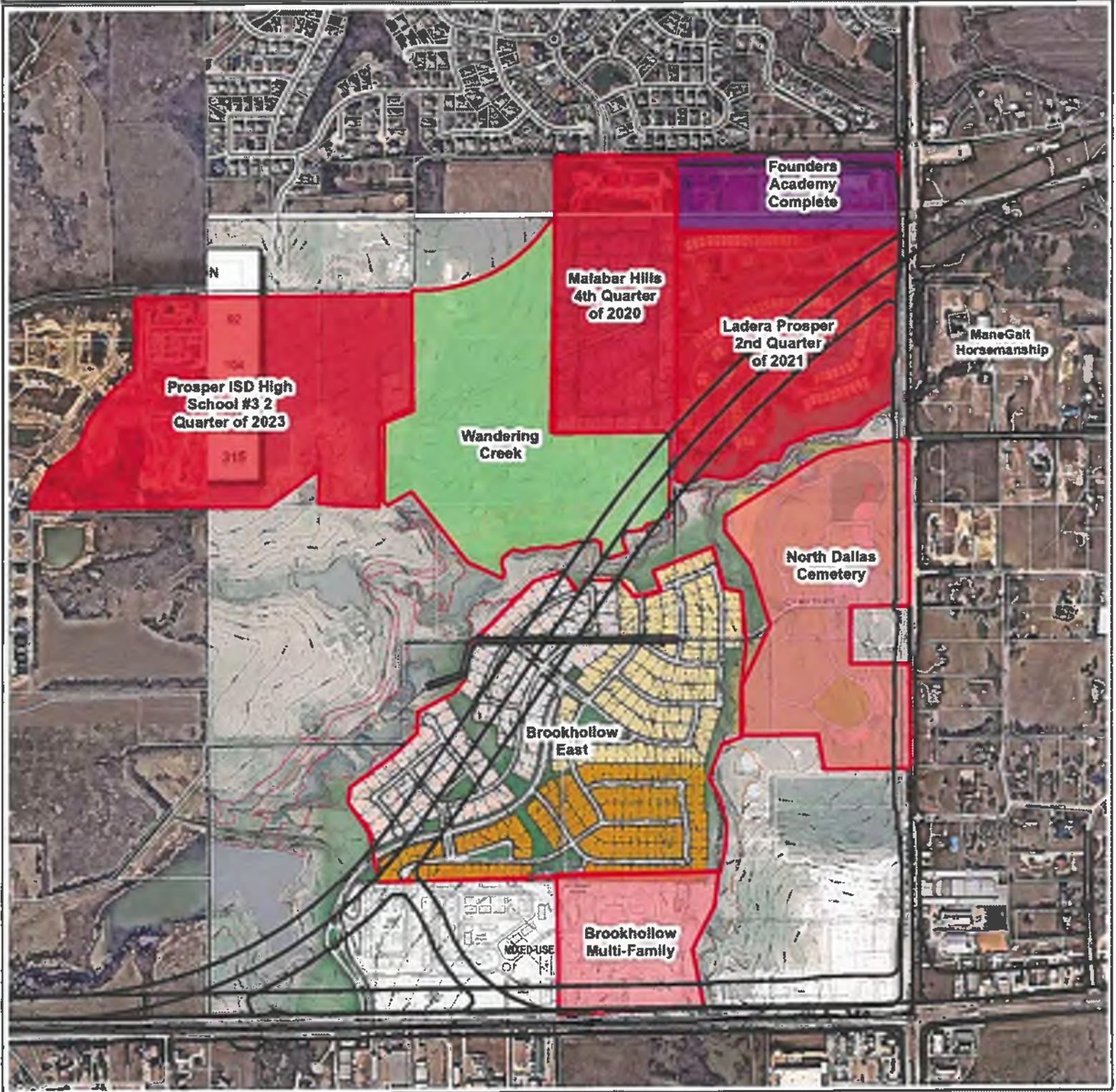


Unit Detail

**Zoning Concept Plan
 Exhibit D-1
 Ladera Prosper
 ± 63 Acres
 TOWN OF PROSPER
 COLLIN COUNTY, TEXAS**

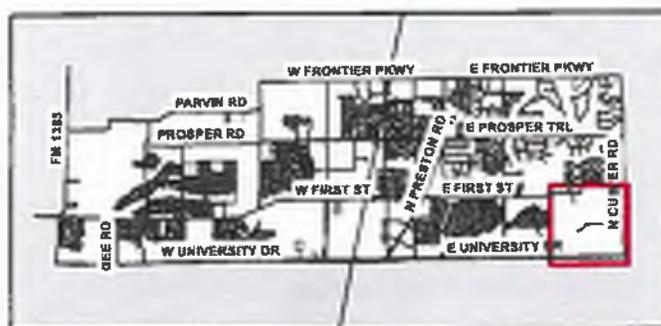
This document is prepared for submission to the City of Prosper and is not to be construed as an offer of professional services. All plans and specifications are subject to change without notice. This plan is subject to change.

Prosper Development Map



Prosper Development

- Zoning - Approved
- Under Review
- Plats - Approved
- Site Plans - Approved
- Construction - Released
- Compleate



This map is for illustration purposes only.

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Friday, March 11, 2022 2:32 PM
To: john formes [REDACTED]
Cc: Cheryl [REDACTED]
Subject: RE: Proposed Improvements to US 380 from Coit Rd to FM 1827

Thank you for your comments. The reason TxDOT does not post the materials before the meeting is because we are still developing the materials to be presented right up to the day of the meeting.

That is one reason we provide a 15 day comment period after the day of the in person meeting.

TxDOT is always available to answer questions over the phone after the public meeting.

The public meeting is an open house public meeting where we try to answer questions individually.

I hope this answers your question.

Stephen Endres
214-320-4469

From: john formes [REDACTED]
Sent: Friday, March 11, 2022 2:17 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: Cheryl [REDACTED]
Subject: Proposed Improvements to US 380 from Coit Rd to FM 1827
Importance: High

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.

Mr. Endres,

We just received the letter from TXDot regarding this proposed project.

Please let me know why the materials to be reviewed at the 3/22 meeting will not be available until the meeting begins as stated on the web site.

I would think it would be a more informative Q&A if this information were available before the meeting begins. This way participants would be able to ask more intelligent questions about potential impacts to their businesses or residents.

Waiting to spring detailed information about this proposal to those impacted by this project at the last possible moment is not productive and hinders open discussion.

Thank you.

John Formes

[REDACTED]
[REDACTED]

A Texas Department of Transportation message



From: John Froschauer [REDACTED]
Sent: Tuesday, April 5, 2022 10:38 PM
To: Stephen Endres
Subject: 380 Bypass

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.

The new proposed segment B seems to be a much better alternative. There is less impact to communities and it is very evident you will get many more people using this route to avoid Custer/380 intersection vs the route A that was previously proposed. Route A is a bypass but will not get as many people using it - thus not making a significant improvement on traffic.

Thank you.

From: John Gossner [REDACTED]
Sent: Monday, March 28, 2022 8:17 PM
To: Stephen Endres
Subject: Support Option B

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.

Mr. Endres, hopefully the subject of this email makes it easy for your team.

I live in La Cima, just a short distance from where Option A would put a huge disruption to our area. I'm sure you've heard many times from strong supporters of both options and I have no real additional facts to add to either argument. I think those are already apparent, but let me restate them briefly;

Option B is significantly cheaper

Option B will cause less disruption to existing, rather than planned, businesses and communities

Strong accommodations have already been made to reduce the impact of Option B, such as the movement reducing the impact on ManeGait and the charter school.

On the other hand, no real accommodations seem to exist to reduce the impact on our community of the greatly expanded US380 west of Ridge Road

For these reasons, please support and build Option B.

Thanks,

John Gossner
[REDACTED]

From: John Mack Grey [REDACTED] >
Sent: Wednesday, April 6, 2022 7:21 PM
To: Stephen Endres
Subject: Fwd: Hwy 380 Expansion

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.

This message was sent in error. I am opposed to Option A. I Misread The Map.

----- Forwarded Message -----

Subject:Hwy 380 Expansion

Date:Wed, 6 Apr 2022 19:06:35 -0500

From:John Mack Grey [REDACTED]

To:Stephen.Endres@txdot.gov

I am strongly opposed the the 380 expansion taking route B. It impacts too many businesses and homes. It will also have negative effects on the quality of line in my area.

John Grey

[REDACTED]

From: Guthrie, John [REDACTED]
Sent: Wednesday, March 30, 2022 1:39 PM
To: Stephen Endres
Cc: Linda Guthrie
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: John Guthrie, [REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Thanks for your consideration and support of my town

From: [REDACTED]
Sent: Tuesday, March 29, 2022 5:09 PM
To: Stephen Endres
Subject: Hwy 380 Bypass McKinney, Tx - Comments

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 Stephen. Thanks for considering comments on the Hwy 380 Bypass plan. Mine exceeded the online form limit so here it is:

The Sam Rayburn Toll Road (SRT) was built in record time by the NTTA. Same with the President George Bush turnpike (PGBT) in North Dallas/Plano. Also, the LBJ Express project in North Dallas. These are great roads. I am in favor of tolling all public arterial roads. Consider that the Highway 380 congestion is not just localized to McKinney; Hwy 380 is difficult from Denton to Princeton and beyond. It is a 36 mile problem. Denton built loop 288 many years ago, which allows access both north and south to Hwy 35. We need a visionary plan to reduce the drive times throughout this area. Why not consider a limited access toll road on the original Hwy 380 ROW, either elevated or below grade. Operate it like all the other toll roads. I see a need for eventual rail down the centerline, serving Denton, McKinney, possibly over to Greenville and all points in between. The current plan to deviate north will require the purchase of very expensive right-of-way, and will be detrimental to Prosper and North McKinney. And the increased distance would be a deterrent to use, and not of much interest to drivers intending to go south on Hwy 75. The proposals I have seen are short-sighted knee-jerk reactions on the "just do anything" category of bad planning. Why not slow down and think big in creating solutions that will not be obsolete when the last concrete is poured? Consider asking the NTTA for their ideas.

Thanks for listening.

John Helmer

[REDACTED]
[REDACTED]
[REDACTED]

From: Himel, John [REDACTED]
Sent: Tuesday, April 5, 2022 8:39 AM
To: Stephen Endres
Subject: Keep 380 on 380

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.

My name is John Himel I live at [REDACTED]. I am absolutely against any plan to move US380 away from where it is at.

I moved from Frisco to Prosper because I love the small town feel and the schools. Any bypass would destroy that. My kids will go to the Walnut groove High school, or should go. It was a major reason why I moved to my home. I wanted to keep my kids away from 380 traffic.

I know that the Mckinney residents have there complaint's as do many people about 380 and the expansion. However, if you have bought into a niegbor hood off of US380 you knew that expansion was going to happen. To reroute this highway through our town will destroy so many of the reasons I picked Prosper, I would consider moving.

I love my town, please do not put a Highway running through Prosper.

Thank you
John Himel

[REDACTED]
[REDACTED]

From: Himel, John [REDACTED]
Sent: Friday, March 25, 2022 1:03 PM
To: Stephen Endres
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

REPLACE REPLACE Full Legal Name

Full Residential or Business Address

City, State, Zip

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

Sent from my iPhone

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Friday, March 11, 2022 11:57 AM
To: John Kavulich [REDACTED]
Subject: RE: 380 Bypass Project Near McKinney

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
214-320-4469

From: John Kavulich [REDACTED]
Sent: Friday, March 11, 2022 11:49 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: 380 Bypass Project Near McKinney

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 Stephen,

I am writing to support OPTION B in the 380 Bypass Project Proposal near McKinney, TX.

OPTION B allows for the proper offloading from COIT road to allow traffic to flow in/out of 380. Anything closer (like Ridge) is a big mistake and in my opinion will NOT reduce traffic on 380 where reductions are needed most.

I am a 23+ year resident in this area and wanted my opinions heard.

Regards,
John Kavulich
[REDACTED]
[REDACTED]

From: John Nance [REDACTED]
Sent: Saturday, April 9, 2022 10:21 AM
To: Stephen Endres; John Nance RR
Subject: 380 Bypass

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.

Mr. Stephen Endres:

I am supporting the Segment "B".

Thank you, John Nance

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Thursday, March 31, 2022 4:33 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

John Russo [REDACTED]

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

last slide says this meeting will only address the "ORANGE" proposal. I could not find an "ORANGE" route. Perhaps you meant "GOLD" route?

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: *John W. Moore*
 Address: [Redacted]
 Apartment: [Redacted]
 City/State: [Redacted]



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

on your page for "LOCAL GOVERNMENT INPUT" the city of FRISCO should be listed as RED BOD ESTATES is within the city limits of FRISCO and the city should have input - even if it is no comment! RED BOD IS part of FRISCO and will be impacted by this project.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: John W. Manes
 Address: [REDACTED]
 Apartment: [REDACTED]
 City/State: [REDACTED]

From: Johnda Denison [REDACTED]
Sent: Thursday, March 31, 2022 3:09 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:

Johnda Denison
[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Thank you,

Johnda Denison

From: Johnna Hensley [REDACTED]
Sent: Thursday, March 31, 2022 7:48 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

Hello -

My name is Johnna Hensley and I am a Collin County resident at [REDACTED] I'm writing to voice my opposition for the proposed 380 Segment B project. As the mother of a special needs child, I am very aware of the risk to vulnerable populations. This proposed Segment B would interfere with the services that ManeGait provides to children like my son.

Thank you for your consideration,
Johnna Hensley

--

Johnna Hensley
Author

[REDACTED]

From: Jon Dell'Antonia [REDACTED]
Sent: Monday, April 4, 2022 10:35 AM
To: Stephen Endres
Subject: Project 380 support of Segment-B
Attachments: Stonebridge Ranch Letter toTxDOT-3-25-22.docx

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.

Stephen

As President of the Board of Directors of Stonebridge Ranch Community Association, I represent our Board of Directors who were elected to make decisions that are in the best interest of the 9461 residences and 36,000 residents of Stonebridge Ranch located in McKinney.

In a unanimous vote on March 24, 2022, the SRCA Board stands in agreement with and support of the City of McKinney's official position on its preferred 380 bypass route Project 380 Segment-B.

We hereby make an official statement to reaffirm our support of bypass Project 380 Segment-B and oppose bypass Segment-A.

Attached is a letter outlining our reasons for this decision. I trust you will take the time to read it.

Jon Dell'Antonia
Board President
Stonebridgeranch Community Association



Stonebridge Ranch
Community Association, Inc.



April 4, 2022

To: Mr. Stephen.Endres@txdot.gov

As President of the Board of Directors of Stonebridge Ranch Community Association, I represent our Board of Directors who were elected to make decisions that are in the best interest of the 9461 residences and 36,000 residents of Stonebridge Ranch located in McKinney.

In a unanimous vote on March 24, 2022, the SRCA Board stands in agreement with and support of the City of McKinney's official position on its preferred 380 bypass route Project 380 Segment-B.

We hereby make an official statement to reaffirm our support of bypass Project 380 Segment-B and oppose bypass Segment-A.

Segment-B is the most viable, least expensive by \$99 million and least disruptive with no displacement of businesses and minimal displacement to homes along 380 when compared to Segment-A and since there is no encroachment on ManeGait property, that issue is no longer a consideration.

As to the detrimental impact on Stonebridge Ranch if 380 Segment-A were adopted, it would bring significantly more traffic to the area. In addition to the increased noise for the hundreds of homes in Stonebridge Ranch that abut 380 on the Northern edge of Stonebridge Ranch, there are three roads: Lake Forest Drive, Ridge Road, and Stonebridge Drive that go completely through Stonebridge Ranch and provide the only means between Hardin Road and Custer Road for getting to Virginia Parkway, ElDorado Parkway, Custer Road and Highway 121. These roads were designed for neighborhood traffic and not arterial connectors to other major roads.

If the proposed bypass Segment-A that enters Highway 380 East of Custer Road were implemented, in addition to the above traffic problems, there would have to be a major interchange built at the intersection of the new six lane bypass and existing 380 which is already six lanes. This interchange would be right above the



Stonebridge Ranch Community Association, Inc.



Northern edge of Stonebridge Ranch's Kensington Village just east of Ridge Road. Segment-A would have an extremely detrimental impact on Stonebridge Ranch beyond any other option by bringing a significant increase in traffic along with an increase in the air and noise pollution to our neighborhoods. Construction quality should be tested if Segment-A is selected due to the requirement for depression of the roadway and the addition of two overpasses. The air quality issues that would be present during the 3-4 year construction period would also create significant health and environmental problems for all citizens in the construction zone and beyond. Further the increased traffic congestion will create problems particularly for the teenagers who use 380 daily to drive to two of the high schools nearby and slow the response time for emergency service vehicles (ambulance and fire) during that period.

There is also no longer a need for Segment-A since Ridge Road is currently being extended as a four lane highway from 380 to what will be Segment-E connecting that part of the bypass to 380 less than a mile East of the proposed Segment-A route.

To reiterate, our Board, on behalf of our residents, has unanimously voted to **support** Project 380 Segment-B that crosses Custer Road North of 380 and enters Highway 380 West of Custer Road **and oppose** Project 380 Segment -A.

Thank you for taking the time to consider this letter and our position.

Jon Dell'Antonia
Board President
Stonebridge Ranch Community Association



From: Jon Dell'Antonia [REDACTED]
Sent: Wednesday, April 6, 2022 2:50 PM
To: Stephen Endres
Subject: Support of Project 380 Segment-B

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.

Stephen

I am writing you personally to express my support for Project 380 Segment-B. You and your team did an outstanding job of evaluating this project with your segment analysis matrix. I looked at all 35 elements and after reading them, it is obvious that Segment-B is the correct choice.

My reasoning is based on the following key facts from your matrix:

1. It is the least expensive option by almost \$99 million when compared with Segment-A.
2. It saves 17 businesses (and more coming) from being destroyed (no displacements).
3. There is no impact to Mane Gait property or operations so that issue has been eliminated.
4. Ridge Road which is a mile East of the proposed Segment-A is currently under construction as a four lane highway connecting 380 to what will be Segment-E thus negating the reason for segment-A.
5. Construction time is expected to be 3-4 years which would create significant environmental and traffic issues for our community.
6. The tunneling and overpasses required to construct Segment-A would be unsightly and not fit in well with our community.

Finally, at the McKinney City Council meeting on April 5, 2022, the Council passed a resolution supporting 380 Segment-B and opposing 380 Segment-A. McKinney. That should reinforce and clarify their current position.

Jon Dell'Antonia
[REDACTED]
[REDACTED]

From: Jon Dell'Antonia [REDACTED]
Sent: Wednesday, April 20, 2022 8:52 AM
To: Stephen Endres
Subject: A different thought about Project 380

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.

Stephen

I do not know if you have considered rethinking the 380 bypass project but seems to me that building the outer loop instead of the bypass would resolve a lot of issues.

It would improve traffic by providing a direct route between highways 35 and 75. We need another option like this.

It would end the issues between McKinney, Prosper and ManeGait.

It would be quicker to build and likely less expensive since a lot of the necessary right of way is undeveloped.

Just my thoughts for you.

Jon Dell'Antonia

From: Jon Dell'Antonia [REDACTED]
Sent: Tuesday, April 19, 2022 11:44 AM
To: Stephen Endres
Subject: Additionall ManeGait information

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.

Stephen

Thought you should know that we have become aware that ManeGait has plans to expand their opertion closer to the proposed route of Segment-B in an attempt to improve their claim about interference from traffic.

I hope you will ignore this desperate action. It is really getting petty.

Jon Dell'Antonia

From: Jon Hogland [REDACTED]
Sent: Tuesday, April 5, 2022 6:20 PM
To: Stephen Endres
Subject: Support for Segment B

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 Mr. Endres,

I'm simply writing to you to show support for the Segment B route, as opposed to the ones making 90 degree angles and other nonsense like costing \$99MM more.

Sincerely,
Jon Hogland
[REDACTED]

From: [REDACTED]
Sent: Saturday, April 2, 2022 1:33 AM
To: Stephen Endres
Subject: Highway 380 bypass

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.

We wish to lend our support in protesting the proposed path for Highway 380, which takes it dangerously close to **ManeGait Therapeutic Riding Center**.

The negative impact this will have on the disabled clients, and operations for the people they service is immeasurable.

We urge you to reconsider the path for this highway, we know there are no easy solutions or people it won't impact, but affecting and disputing the handicapped and disabled who receive therapeutic services from ManeGait and the community they service- *serves no one*.

Facilities for their operations are unique, they can't simply be replicated a few miles away, their clients are all special needs individuals. We hope there is some compassion in your thought process, and planning.

Jon May
Executive Producer
HorseTV Global
[REDACTED]

From: Jonathan Saidel [REDACTED]
Sent: Wednesday, March 30, 2022 11:38 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Jonathan Saidel
[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

From: Joni Baumli [REDACTED]
Sent: Wednesday, April 6, 2022 1:51 PM
To: Stephen Endres
Subject: Strong Opposition to Segment B for 380

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.

Dear Mr. Endres,

I am writing to let you know of my strong opposition to Segment B for the 380 bypass. I am a resident of Whitley Place in the Town of Prosper. The Town of Prosper has been opposed to Segment B because of the negative impacts on the Town. The Town of Prosper has planned for the potential growth and should not be negatively impacted by the lack of planning by the City of McKinney.

The City of McKinney should now bear the burden of that failure to plan. Bypass B would unduly punish the citizens and taxpayers of Prosper for the failure to plan by the leadership of a bordering municipality. The suggestion of building a 12-lane bypass in such close proximity to a charter school, elementary school and high school is unconscionable. The proposed Segment B would materially impact ManeGait and limit their ability to provide therapeutic services for disabled children and veterans. The Ladera Community, an active retirement community of 244 homes, would be demolished resulting in lost tax revenue for the Town of Prosper and Prosper ISD. Bypass B would require a massive utility relocation effort that are critical to Prosper's infrastructure. There would not even be a NEED for a bypass if McKinney had planned properly. McKinney caused this problem, so if there is a need for a bypass through McKinney because too many businesses were built too close to 380, then the bypass belongs in McKinney, not Prosper! Prosper supports widening 380 on 380 through its city limits. I oppose ALL Segment B options and support widening 380 on 380 through Prosper.

Thank you for considering my opposition to the Segment B option.
Joni Baumli

From: Joni Woodruff [REDACTED]
Sent: Tuesday, April 5, 2022 3:44 PM
To: Stephen Endres
Subject: SUPPORT Segment B Alignment

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

> As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option.
>
> This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380.
>
> It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.
>
> I also strongly oppose Segment-A.
> It should not be considered for the following reasons:
>
> *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
>
> *The cost of Segment-A is
> \$99 million more than SEGMENT-B.
>
> *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
>
> *It will also cause the installation of water pipes (ducts) over 380.
>
> *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
>
> *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
>
> *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
>
> Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.
>
> Sincerely concerned homeowner,
-Joni Woodruff
[REDACTED]

From: Jordan Parley [REDACTED]
Sent: Tuesday, April 5, 2022 9:51 PM
To: Stephen Endres
Subject: Project Comment | US 380 from Coit Road to FM 1827 | Jordan - McKinney Resident |

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 Stephen,

As a homeowner and citizen of McKinney, Tx., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- The cost of Segment -A is \$99 million more than Segment-B.
- It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- It will also cause the installation of water pipes (ducts) over 380.
- It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- 380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Best Regards,

Jordan Parley
[REDACTED]
[REDACTED]
[REDACTED]

From: Andrea Rincon [REDACTED]
Sent: Monday, March 28, 2022 7:56 PM
To: Stephen Endres
Cc: [REDACTED]
Subject: US 380 Project From Coit Road to FM 1827

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.

Mr. Endres,

I am **STRONGLY** opposed to Option A for the US 380 expansion project for the following reasons:

1. Option A displaces a total of 17 businesses while option B displaces ZERO.
2. Option A cost to relocate utilities is \$61M, while option B is \$25M. Option B saves taxpayers and the county \$36M.
3. Option A total cost to acquire right of way is \$178M, while option B cost is \$137M. Option B saves taxpayers and the county \$41M.
4. Option A total cost of design/construction is \$450M, while option B cost is \$428M saving the taxpayers and the county \$32M.
5. Total **additional** cost of option A, using only the examples above, is **\$109M** versus option B. Option B presents a financially responsible alternative in an environment of rising home values, which lead to rising tax liabilities, and overall inflation depressing taxpayer free cash flow.
6. Option A impacts more acres of wetlands, rivers/streams, and forest/prairies than Option B and negatively impacts McKinney's motto: "Unique by nature".
7. Option A impacts 14.9 acres of Statewide Important Farmland while Option B only impacts 2 acres.
8. Option A increases noise volumes that would have a severe negative impact on the *established* Stonebridge Ranch neighborhoods. Option B does not come as close to any existing neighborhoods.
9. Option A would cause increased traffic on Stonebridge Ranch Dr. and Ridge Rd, both of which have elementary schools (Wilmeth Elementary and McClure Elementary) very close to 380 putting parents, staff, and, most importantly, children at risk to serious injury and/or death.

These are but a few reasons to oppose Option A but each has an important financial, environmental, aesthetic, and taxpayer *safety* impact that makes option B more than an appealing option. These simple reasons make option B a **responsible** option. Please note my strong opposition to Option A and **strong agreement with Option B!**

Sincerely,

Jose Rincon
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 23, 2022 10:05 AM
To: Joe Sain
Subject: RE: US 380 Project Brown and Gold Build Alternatives Outlined at 3/22/22 Public Meeting

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
214-320-4469

From: Joe Sain [REDACTED]
Sent: Wednesday, March 23, 2022 9:26 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: RE: US 380 Project Brown and Gold Build Alternatives Outlined at 3/22/22 Public Meeting

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.

Dear Stephen,

The Brown Build and Gold Build Alternatives as outlined in the information provided at the 3/22/22 Public Meeting will have a disastrous impact on the Town of Prosper. These plans, and specifically, Segment B should not be pursued going forward for the reasons outlined as follows.

Generally speaking, Segment B will negatively impact the Town of Prosper and is unfair based on the much smaller geographic footprint Prosper encompasses compared to much larger communities e.g. the Town of McKinney. Segment B was previously eliminated as an option however (due to political pressure?) is now back in play? Truly a "David and Goliath" scenario and it is clearly evident in reviewing the alternatives that the Segment A Option will cause the least amount of disruption and environmental damage. My hope is TxDot will do what is right versus what is politically motivated. Some additional facts to consider:

- Prosper has passed six Town Council approved Resolutions strongly opposing any proposed alignment for widening of US 380 not located along the existing US 380 corridor;**
- Segment B poses a significant, negative impact to both existing and future residential and commercial developments planned within Prosper. The alignment would directly impact over 360 future homes and thousands of residents and indirectly impact many more;**
- Segment B will increase ground-level ozone impacting at least two environmentally sensitive facilities (ManeGait and Founders Academy) resulting in a conflict with Air Quality guidelines publicized by NCTCOG;**

- Segment B runs directly through a quickly developing section of Prosper causing significant environmental impacts on human and natural environments by adding a new and unplanned interstate through Prosper versus using the existing alignment within Town limits;
- Segment B has a detrimental effect on ManeGait Therapeutic Horsemanship; a unique nonprofit facility providing equine therapy to hundreds of adults and children with disabilities;
- Segment B is in close proximity to existing and future schools including high schools impacting thousands of students.

I am confident the vast majority of Prosper residents concur with the aforementioned points.

Kindest regards,

Joseph Sain

President - Greenspoint of Prosper HOA

██████████
██████████
██████████

A Texas Department of Transportation message



From: Josh Cobb [REDACTED]
Sent: Tuesday, April 5, 2022 9:48 PM
To: Stephen Endres
Subject: US 380 By Pass Option B Concerns

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.

Mr Endres

I am reaching out to you to express my opposition to the "new" US 380 option "B" configuration to the proposed US 380 By Pass.

My family and I chose to move into the Whitley Place neighborhood in Prosper, only after TXDot had removed the configuration placing the Bypass within a few hundred feet of Whitley Place. We would not have chosen to move into Whitley had we known there was still a possibility a bypass could be so close to our neighborhood, let alone our house.

The negative impacts that Option "B" would have on the community are enough to disqualify the Option "B" alignment. Option "B" would bring noise pollution, increased pollution, congestion and would devalue property values in Prosper. Founders Academy and ManeGait would be so negatively impacted, that I am concerned they would not be able to continue to provide the services they do to the community. Having hundreds of kids with-in feet of a 12-lane highway and a facility dedicated to therapy of some our communities most at risk residents, should again be a non-starter and disqualify Option "B". If you have a chance to visit the ManeGait facilities, you will notice how quiet and relaxing the area is. You would also understand how the great work that is done at ManeGait would no longer be possible as cars go rushing by on the corner of the property. The traffic in the area will cause problems for Founders to get parents and students onto campus and ManeGait will have issues transporting horses on and off campus.

These two facilities would not be located in their current locations, had there been a highway there before their construction. They do not deserve to have a 12-lane highway placed on the corner of their property just because of poor planning.

The Whitley Place, Malabar Hills and Ladera communities would not be in their current place either, had a 12-lane highway been place so close to where Option "B" is laid out. Instead of being able to sit out in your own yard or walking through the many green spaces would be interrupted by the noise of cars just a few hundred feet away on a 12-lane highway. Trash from passing vehicles will end up in our beautiful neighborhoods. Property values would be negatively impacted due to the proximity of Option "B". There would additional traffic from cars getting off the highway cutting through our neighborhoods and increased crime from cars getting quickly on and off the highway. Option "B" would rip right through a community of 55 and older (Ladera) that would destroy that brand new neighborhood.

These neighborhoods, schools and special needs facilities were placed where they are because there wasn't a 12-lane highway. They were also placed far away from US 380 to ensure any expansion wouldn't negatively impact their residents. Prosper has been out ahead to ensure right of ways and set backs were in place for the expansion of US 380. Because Mckinney did not plan, Prosper should not bare the negative impacts of 12 lane highway cutting through a great community.

Again, I strongly believe these reasons alone should disqualify Option "B". My family and the Prosper community strongly oppose Option "B" in any configuration through Prosper that is not on the current US 380.

Thanks for your time, should you have any questions or would like to follow up. Please don't hesitate to reach out.

Josh Cobb
[REDACTED]
[REDACTED]
[REDACTED]

From: Joy Townsend [REDACTED]
Sent: Wednesday, April 6, 2022 8:52 AM
To: Stephen Endres
Subject: 380 Proposed Improvement from Coit to FM1827

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.

I live in the Stonebridge Ranch community. I purchased my home in early 2016, and this community was almost completely built out at that time. We were promised the same quality of life that I now hear shouted by the brand new or not even yet built communities of Prosper.

Hwy 380 was already busy, especially traveling toward Denton; however, it had far fewer businesses & neighborhoods built along it than the current status. I had no idea of what traffic was coming. The business growth and the newer northern construction has made this highway almost impossible to travel. It is not only the residential use but also the big rigs going from west to east.

Per your map, **Option F** - the improvement to Hwy 380 is **IMPOSSIBLE**. This would have needed to be completed years ago! Currently there are too many businesses and homes already existing along this route with even more business locations under construction.

Option A is also a proposal whose time has already passed. Custer Road intersection to Hwy 75 is completely built out. You have MANY homes and neighborhood that are just as nice as those proposed in Prosper that are already firmly established. The residential streets of Stonebridge, Ridge, Lake Forest, etc are currently being used as cut-throughs to/from Hwy 380. They were built through neighborhoods with a 40 mph limit and are now used as "highway" with cars traveling 60+ mph and blowing through 4-way stops, even on school corners. There have been numerous accidents involving children & pedestrians.

The ONLY Workable and Fair proposal is **Option B (Coit) → E → D or C.**

Thank you for the consideration,
Joy Townsend

From: Joyce Yackinous [REDACTED]
Sent: Wednesday, March 30, 2022 2:09 PM
To: Stephen Endres
Subject: Support for Project 380 Segment-B

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.

I would like to express my **support for Project 380 Segment-B.**

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A.** It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Name: Joyce Yackinous
[REDACTED]

Thank you for your consideration,

Joyce Yackinous

From: JS D [REDACTED]
Sent: Friday, April 1, 2022 3:43 PM
To: Stephen Endres
Subject: Opposition to Gold and Brown 380 Bypass Options

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.

Segment B would run directly through a rapidly-developing section of the Town of Prosper, causing significant environmental impacts on the human and natural environment. It would add a new and unplanned interstate through Prosper, versus using the existing alignment within Town limits. Most notably, it creates noise, air pollution, and traffic impacts.

Segment B would increase ground level ozone impacting at least two environmentally-sensitive facilities (ManeGait and Founders Academy), conflicting with Air Quality guidelines publicized by the North Central Texas Council of Governments (NCTCOG).

Segment B would have a detrimental effect on ManeGait Therapeutic Horsemanship (MGTH); a unique, nonprofit facility providing equine therapy to hundreds of adults and children with disabilities. People with disabilities have the right to a favorable environment to promote healing. The horses' safety and behavior will also be impacted. It would be unsafe to exist within proximity to that amount of noise and pollution.

At Whitley Place, one can even hear MGTH's once-a-year fundraising event, which produces less noise. That said, once-a-year for a good cause is perfectly acceptable to help those in need. Although, constant traffic noise is not.

Segment B would be near existing and future schools, impacting thousands of students. Noise would be impossible for learning and outside activities. Again, noise and ozone levels would be harmful.

Sincerely,

JS De Mattei
[REDACTED]

From: Juanita F. Arredondo [REDACTED]
Sent: Sunday, April 10, 2022 10:55 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Juanita F. Arredondo
[REDACTED]

From: Dawnda Daniel [REDACTED]
Sent: Friday, April 1, 2022 2:00 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Judd Daniel

[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

From: John, Judy Kysely [REDACTED]
Sent: Wednesday, April 20, 2022 3:41 PM
To: Stephen Endres
Subject: Hwy 380

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 After reading the updates, we strongly support the "B" Route through McKinney and area. It simply makes the most sense. Please get it done as soon as possible before more people are killed or injured on that road!
Judy and John Kysely

From: Judy Hill [REDACTED]
Sent: Thursday, March 31, 2022 3:05 PM
To: Stephen Endres
Subject: Project 380 Segment-B By-Pass Supporter

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.

Dear Mr. Stephen Endres;

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Concerned Homeowner,

Judy Hill
[REDACTED]
[REDACTED]

From: Judy Monroe [REDACTED]
Sent: Friday, April 1, 2022 4:59 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Judy Monroe

[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

From: Judy Williams [REDACTED]
Sent: Monday, March 28, 2022 8:53 PM
To: Stephen Endres
Subject: 380 Bypass Project

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.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

From: [REDACTED]
To: [Stephen Endres](#)
Subject: Thank you US 380 Project
Date: Thursday, March 31, 2022 9:27:27 AM

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.

Please accept my appreciation for the return call last Friday afternoon. I realize you are very busy fielding questions and concerns but yet you took the time to assist me with understanding Segments A and B for the 380 Project. Thank you.

Please know that after our conversation and further research, I am strongly supporting Project 380 Segment B. It has been brought to my attention that this option is the least disruptive to businesses with no displacements and minimal impact on existing homes and to the families living in the neighborhoods along and adjacent to US 380. As a resident, I am concerned with the fiduciary responsibility of protecting our highway funds as Segment B is the least expensive option when compared to Segment-A alignment. We must be good stewards of the financial aspects of this project.

I am a resident of McKinney, specifically Stonebridge Ranch. I moved here to be closer to family because of health issues. They, too, live in SBR. Segment B is the best option to improve traffic flow in our corridor during the construction phase and after. Segment B also preserves the economic business and residential strength along with the energy and life of our community.

Thank you for allowing me to voice my opinions.

Julia A. Ardell
[REDACTED]

From: donald copper [REDACTED]
Sent: Friday, April 8, 2022 3:59 PM
To: Stephen Endres
Subject: 380 Bypass

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements and minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road, and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Julia Copper
[REDACTED]
[REDACTED]

From: Julie Burns [REDACTED]
Sent: Thursday, March 31, 2022 9:20 PM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Julia D Burns

[REDACTED]
|
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

[REDACTED]

From: Janelle Georgette [REDACTED]

Sent: Thursday, March 31, 2022 11:12 AM

To: Stephen Endres

Cc: [REDACTED]
[REDACTED]
[REDACTED]

Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Julia J. Georgette
[REDACTED]
[REDACTED]

CC:
Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper
Citizen Group Prosper ISD Board Prosper Town Council

[REDACTED]

From: Julia Patterson [REDACTED]
Sent: Wednesday, March 30, 2022 11:47 AM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

My name is Julia Patterson I am a Therapeutic Riding Instructor as well as a special education teacher. ManeGait is an amazing center that provides such a needed service in our area. I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait."

From: Julie Chappell [REDACTED]
Sent: Tuesday, March 29, 2022 8:23 PM
To: Stephen Endres
Subject: Project 380 bypass

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

As a homeowner and citizen of McKinney, TX for almost 32 years, I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option.

I agree that this option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets (like mine) arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Please choose Segment B to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

**Thank you,
Julie Chappell**

From: Julie Cooper [REDACTED]
Sent: Wednesday, March 30, 2022 11:53 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Julie Cooper [REDACTED]:

COMMENT: I actually thought this had been decided about 4 years ago and am very disappointed that we have to go through this again. Not only will this Segment B cause a safety problem with ManeGait but also to the new Prosper High School being built on First Street and The Academy School that is already there. The students of these establishments should have security of knowing that they will be safe coming and going to the areas without the noise, traffic, environmental hazards that this Segment B highway would entail.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

From: Simon Branchevans [REDACTED]
Sent: Wednesday, March 30, 2022 12:07 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

*I am writing to let you know that my family and I oppose the proposed HWY 380 Segment B. This development threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. **OUR 5-year old daughter** benefits hugely from these services and this program, and to interfere with this would be very sad. This program helps protect a vulnerable and protected population, and they deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.*

*Thank You
Julie Evans*

From: Julie Hibbard [REDACTED]
Sent: Wednesday, March 30, 2022 11:10 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Julie Hibbard

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Thursday, March 24, 2022 8:41 AM
To: Julie Holmquest
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 | www.txdot.gov

From: Julie Holmquest [REDACTED]
Sent: Wednesday, March 23, 2022 11:01 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Julie Holmquest
[REDACTED]

██████████

CC:

Texas House Representatives: Sanford, Holland, and Patterson
Texas State Senator Springer
Prosper Citizen Group
Prosper ISD Board
Prosper Town Council

A Texas Department of Transportation message



From: Julie Brasher [REDACTED]
Sent: Friday, April 1, 2022 9:10 PM
To: Stephen Endres
Subject: Project 380 ByPass

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.

Mr. Endres-

I am a homeowner and resident in McKinney, TX., for the last 24 years and **strongly support the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Regards.
Julie Hutchings

From: Julie McGuire [REDACTED]
Sent: Wednesday, April 6, 2022 8:14 AM
To: Stephen Endres
Subject: Highway 380 Bypass

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.

Good morning sir

I am writing as a citizen of McKinney with my desire regarding the Hwy 380 Bypass. We are asking to please utilizing route B for the western most entrance/bypass. This route is the most logical, it actually utilizes the most efficient design to move motorist around McKinney with the least amount of disruption to those who are living and doing business within McKinney.

Thank you for your work

Sincerely
Julie McGuire

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Julie Murff [REDACTED]
Sent: Wednesday, April 20, 2022 8:29 PM
To: Stephen Endres
Subject: Support for the Segment B Option for the US380 Expansion Project

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.

Mr. Endres,

I strongly oppose the Segment A Option for the US 380 expansion project and here is why:

If the **Segment A** Option is built --

- It will cost taxpayers \$99 million **MORE** than Segment B.
- At least 17 businesses on 380 will be displaced.
- Increased traffic congestion during construction would impact emergency vehicles at Baylor Hospital and the safety of children traveling to Wilmeth and McClure Elementaries and North and Boyd High Schools.
- 11 sites with hazardous materials and 7 major utility conflicts will need to be addressed.
- More acres of wetlands, rivers/streams, and forest/prairies will be impacted than with Segment B.
- 14.9 acres of Statewide Important Farmland would be affected.

I strongly support the Segment B Option for the US 380 expansion project and here is why:

If **Segment B** Option is built --

- It will cost taxpayers \$99 million **LESS** than Segment A.
- No businesses on 380 will be displaced.
- ManeGait property will remain untouched.
- Zero sites with hazardous materials and 2 major utility conflicts will need to be addressed.
- Less acres of wetlands, rivers/streams, and forest/prairies will be impacted than with Segment A

- 2 acres of Statewide Important Farmland would be affected.

I feel the significant cost difference of Segment B (**\$99 million less than Segment A**) along with the more minimal impacts to existing businesses and to acres of wetlands, rivers/streams, forest/prairies and Statewide Important Farmland make the Segment B Option the best choice. Thank you for your consideration in the decision process for this project.

Sincerely,
Julie Murff

From: Julie Peek [REDACTED]
Sent: Wednesday, March 30, 2022 3:05 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Julie Peek

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

We love ManeGait and have seen the amazing work they do! Please please please reconsider and think of all of the families that will be negatively impacted if you go through with the 380 proposal that goes right by ManeGait's property.

Regards,
Julie Peek

[REDACTED]

From: Julie Pontikes [REDACTED]
Sent: Wednesday, March 30, 2022 11:23 AM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

Stephen,

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high-quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Please reconsider this Segment of the highway.

*Julie Pontikes
ManeGait volunteer and friend*

[REDACTED]
[REDACTED]

From: Julie [REDACTED]
Sent: Tuesday, April 5, 2022 2:19 PM
To: Stephen Endres
Subject: US 380 Bypass, I support Segment B

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

From: [REDACTED]
Sent: Wednesday, March 30, 2022 2:26 PM
To: Stephen Endres
Subject: 380 Hwy extension

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.

Hello,

I live in the neighborhood of Tucker Hill in McKinney. Based on what I am reading I think that option B would be my preference since it appears to turn north closer to Custer road and would avoid destroying our beautiful area. If you have ever visited that part of Custer road it is mostly open and would be ideal as opposed to bulldozing a nice area with parks, etc. I have lived here for 10 years and we moved here specifically for its parks, unique home builds, and proximity to schools, etc. Thank you.

Justin

Justin Cleveland, CFP®, CLU®
Wealth Management Advisor

[REDACTED]
[REDACTED]
[REDACTED]

My Team

Lindsey Rodgers, MBA: Client Services - [REDACTED]
Jill White: Client Services - [REDACTED]
Kristi King: Planning and Client Services - [REDACTED]
Brooke Van Noy – Client Services – [REDACTED]

Certified Financial Planner Board of Standards Inc. owns the certification marks CFP®, CERTIFIED FINANCIAL PLANNER™, CFP® (with plaque design) and CFP® (with flame design) in the U.S., which it awards to individuals who successfully complete CFP Board's initial and ongoing certification requirements.



Justin Cleveland uses Belvin, Cleveland, and Associates as a marketing name for doing business as representatives of Northwestern Mutual. Belvin, Cleveland, and Associates is not a registered investment adviser, broker-dealer, insurance agency or federal savings bank.

Northwestern Mutual is the marketing name for The Northwestern Mutual Life Insurance Company, Milwaukee, WI (NM) (life and disability insurance, annuities, and life insurance with long-term care benefits) and its subsidiaries. Justin Cleveland is an Insurance Agent of NM and Northwestern Long Term Care Insurance Company, Milwaukee, WI (long-term care insurance), a subsidiary of NM. Investment advisory services provided as an Advisor of Northwestern Mutual

Wealth Management Company®, (NMWMC) Milwaukee, WI, a subsidiary of NM and a federal savings bank. Investment brokerage services provided as a Registered Representative of **Northwestern Mutual Investment Services, LLC (NMIS)**, a subsidiary of NM, broker-dealer, registered investment adviser and member FINRA and SIPC. There may be instances when this agent represents companies in addition to NM or its subsidiaries.

While links to other web sites are provided for convenience and information, please be advised that except for information related to Northwestern Mutual (NM), the inclusion of, or linking to, other websites does not imply NM endorsement of, nor responsibility for, those websites.

Please do not send orders for mutual funds or securities via email as they cannot be processed.

Your transmission of electronic mail to this address represents your consent to two-way communication by Internet email. If you received this in error, please contact the sender and delete the material from any computer on which it exists.

████████████████████
████████████████████

This is an advertisement for Northwestern Mutual.

Northwestern Mutual, its subsidiaries and affiliates may review and retain incoming and outgoing electronic mail for this e-mail address for quality assurance and regulatory compliance purposes. Please be advised that communications with {SECURE MESSAGE} in the subject line have been sent using a secure messaging system. Communications that do not have this tag may not be secure and could be observed by a third party. Our commitment to privacy: At Northwestern Mutual, your privacy is important to us. For more information about our privacy practices, please review our [privacy notices](#).

If you don't want to receive any emails from your financial representative and any emails (except servicing emails) from Northwestern Mutual, [unsubscribe](#).

Northwestern Mutual
████████████████████
████████████████████

From: Justin Jones [REDACTED]
Sent: Wednesday, April 6, 2022 2:19 PM
To: Stephen Endres
Subject: 380 Bypass

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

As a homeowner, business owner (11|17 restaurant at 380/Stonebridge), and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Sincerely,

Justin Jones
[REDACTED]

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 23, 2022 10:04 AM
To: Justin Piot
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
214-320-4469

-----Original Message-----

From: Justin Piot [REDACTED]
Sent: Wednesday, March 23, 2022 9:32 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
[REDACTED]
[REDACTED]

Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Justin Piot
[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper
Citizen Group Prosper ISD Board Prosper Town Council

Thanks,
Justin Piot



[A Texas Department of Transportation (TxDOT)
message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7Cbc3e7adcd0d54ee12c4908da0cde5b50%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637836446424275076%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ik1haWwiLCJXVCi6Mn0%3D%7C3000&:sdata=V2xKB1wzP9kyT3sHuyLQoQSf%2B0kecgg6YP3bnT7bB%2FU%3D&:reserved=0>>

From: Justin Wheeler [REDACTED]
Sent: Tuesday, April 5, 2022 1:24 PM
To: Stephen Endres
Subject: 380 Expansion From Coit Road to FM 1827 - Option A vs. Option B - Comments

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 Stephen,

I'm sure you have been bombarded with comments with respect to Option A vs. Option B from residents of McKinney and Prosper. I will try to keep my comments short and concise. I am an advocate for Option B as it (1) saves money and (2) fixes the traffic in 2 different ways. I am a real estate attorney by trade and I work with Cinemark Theatres based in Plano, TX. My comments here are not related to my company, but my experience as a real estate attorney allows me to understand the unique issues facing this expansion project better than some citizens. The first reason why Option B should be chosen is the financial savings it provides the State vs. Option A. You are obviously well versed on this, so I won't say much more beyond that. The second reason is that it solves the traffic issue along 380 in 2 different ways, (1) provides for a wider highway that is able to handle more vehicle and (2) it limits certain residential developments from going in in the future. Looking at the traffic numbers, the bulk of the increased traffic along 380 is due in large part to the recent boom in population in the Prosper area. McKinney, on the other hand, while having its own population increase, is not near the amount that Prosper has had. McKinney, for the most part, is settled land. Prosper, on the other hand, has grown considerably and looks to continue that growth in the coming years. Now when I was young, my parents always taught me that if I cause a problem, it is up to me to solve it and I should not burden others with the task of solving my problems. I think that lesson applies here. Prosper is the City that has significant growth and contributes the most toward the current traffic problem along 380. In fact, driving along 380, the traffic tends to slow down the closer you get to Prosper, no matter the time or day. However, the traffic along 380 in McKinney is hardly noticeable and during rush hour is hardly an issue. So in my view, and a lot of other McKinney citizens view, Prosper is the main culprit for the traffic problem, but yet somehow the solution for that problem falls onto the McKinney residents rather than Prosper. As much as Prosper would like Option A to pass, Option B not only makes more sense (from a financial perspective), but its also fair considering Prosper is a big reason for required 380 expansion. Don't punish McKinney residents for the issues caused by Prosper. Also, I know there has been a lot of discussion about Option B hurting development along those areas of Prosper, but I fail to see how that would necessitate Option A being the better option. If we are trying to reduce traffic and improve traffic flow along those portions of 380, then by limiting residential development you also achieve that. Yes, Option B may prevent some planned residential areas from being developed as originally planned, but that is not necessarily a bad thing as it will reduce the amount of people driving on 380, so in reality you kill 2 birds with 1 stone by going with Option B. Also, the developers of those planned developments will not be harmed. They are large companies with the ability to adjust the site plans at minimal cost and still achieve a good ROI on their investment. Plus they will be compensated for the loss in value for any land taken away. Also, those are future developments that may or may not happen, whereas the McKinney residents are here now. Shouldn't we be protecting and accommodating existing residents who have been paying their taxes, not future possible residents. I'll end it here, but my point at the end of the day is that the traffic issue along 380 is predominantly due to the actions of Prosper and therefore it should be Prosper that has to give up its land to solve the problem. Prosper needs to recognize its own problem and not burden McKinney with solving a Prosper issue. Thank you.

Best regards,

Justin Wheeler – Vice President, Real Estate Counsel



From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 30, 2022 1:44 PM
To: [REDACTED]
Subject: RE: Comments to US 380 Expansion - Coit Road to FM 1827

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
214-320-4469

From: jtw1386 [REDACTED]
Sent: Thursday, March 24, 2022 4:10 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Comments to US 380 Expansion - Coit Road to FM 1827

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 Mr. Endres,

I write to you today to voice my concerns over the potential expansion of US 380 in McKinney. After reviewing the available material online, it is clear to me the best option for expanding US 380 is Option B through Prosper. McKinney is highly developed city with many existing residents. Stonebridge Ranch, which is a significant driver of real estate taxes for McKinney would be significantly impacted if Option A were chosen. While houses may not be displaced, you would effectively render a significant portion of Stonebridge undesirable due to its close proximity to such a major highway. By doing this, you will see a mass exodus of people and businesses out of that area of McKinney. On the other hand, Option B hardly effects existing residents. Option B may prevent some expansion or new developments in Prosper, but none of that has happened and therefore it disturbs far fewer people and businesses. Lastly, Option A costs way more money, \$100,000,000 more, which will likely be more by the time you factor in increased construction costs and buyouts from the businesses effected by Option A. The money savings alone should be a sufficient reason to choose Option B, but coupled with the fact that Option A will directly impact hundreds, possibly thousands, more homes than Option B, this shouldn't even be a discussion. TxDOT should do the right thing and save the money and go with Option B and instead expand US 380 into Prosper where it is currently undeveloped. Thank you.

Best regards,

Justin Wheeler
[REDACTED]
[REDACTED]

From: Justin White [REDACTED]
Sent: Friday, April 1, 2022 2:18 PM
To: Stephen Endres
Subject: US 380 bypass beedback

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.

Dear Mr Endres,

I'm sure you are receiving countless messages, but as a McKinney resident who lives in the Tucker Hill subdivision, *I must reject, as strenuously as possible*, the proposal of "Alternative A" as shared in the public meetings.

I, my family, and numerous neighbors, all **STRONGLY SUPPORT** "alternative B" as a solution to the western portion modification to US380 around McKinney. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US380. It is also the least expensive option by nearly \$100 million (without all costs even being tabulated) when compared to the costs of option A.

As mentioned above, I also **STRONGLY OPPOSE** Alternative A. It should NOT be considered for the following reasons:

- ALTERNATIVE A disrupts, relocates and potentially destroys 17 small businesses near the US380 and Custer Road intersection (primarily to the north).
- ALTERNATIVE A Costs \$99 million MORE than ALTERNATIVE B.
- ALTERNATIVE A will eliminate the stop light at Tremont Blvd and permanently disrupt the normal access and egress of the Tucker Hill development.
- ALTERNATIVE A will increase the unintended traffic into the Tucker Hill development, will likely decrease traffic safety and increase motor vehicle accidents and accidents with pedestrians. More traffic in a small, single access neighborhood will also likely increase the noise and pollution in our neighborhoods and often leads to increased crime statistics in the neighborhood.
- ALTERNATIVE A has a high likelihood of reducing the property values of Tucker Hill and other major neighborhoods such as Stonebridge Ranch, Kensington Village, Auburn Hills, and many other adjacent neighborhoods due to the large interchange to be constructed at the intersection of Alternative A and the current US 380.

We, as truly directly- affected residents, would greatly appreciate all available support in removing ALTERNATIVE A as a viable option.

We unequivocally SUPPORT ALTERNATIVE B.

Thank you,

Justin White.

From: carolina _ [REDACTED]
Sent: Tuesday, April 5, 2022 4:37 PM
To: Stephen Endres
Subject: Project 380 bypass

Importance: High

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.

Hello Stephen,

I strongly OPPOSE the Project 380 Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

As such, I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you,

Mrs. K Williams.

[REDACTED]
Stonebridge Ranch Resident.

From: Kacey Diede [REDACTED]
Sent: Friday, April 1, 2022 10:24 AM
To: Stephen Endres
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

[REDACTED]
|
[REDACTED]
|
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

Kacey

From: Kara Houston [REDACTED]
Sent: Wednesday, March 30, 2022 3:47 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Kara Houston

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Thank you,

Kara Houston

From: Karen Rellos [REDACTED]
Sent: Thursday, March 31, 2022 11:58 AM
To: Stephen Endres
Subject: Proposed highway

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,

We live right off [REDACTED].

I am only just now learning of this proposed project.

It's frightening to think anyone in their right mind would even suggest such a thing.

Brand new homes, nice quiet community, open land, mane gait, New schools, horses, farm animals.

We love it here and live in one of the older communities.

This road would destroy this entire side of Prosper!

It makes zero sense!

We have 5 young grandchildren. This would destroy our home our neighborhood and our home value.

Please please,
DO NOT APPROVE THIS!

We want to stay here in our forever home. Never in our wildest dreams or nightmares would we think a highway like this would be suggested.

Those who chose to live on or near 380 like Tucker Hill, must be aware and understand this could be a possibility for something in their future.

But not those of us in a newly developed town away from such busy roads.

I pray for those who've suggested this terrible idea - I pray their hearts are enlightened and softened and they recognize the impact this would have on so many of us.
It shouldn't even be an option to consider.

I pray politicians who support such a disaster are removed from office.
They will loose all support.

Thank you, I hope you understand what how much harm this would cause to those of us affected.

Thank you,

Karen and John Rellos

From: Karen Beasley [REDACTED]
Sent: Tuesday, April 5, 2022 2:45 PM
To: Stephen Endres
Subject: 380 Bypass

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.

Good Afternoon,

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Thanks,

Karen Beasley

From: Karen Harrison [REDACTED]
Sent: Tuesday, March 29, 2022 5:28 PM
To: Stephen Endres
Subject: Not B

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.

Hello,

Please do not adopt B. Please use A through McKinney.

Thank you
Karen Harrison
A Prosper resident

[REDACTED]

From: Karen Matsuyama [REDACTED]
Sent: Wednesday, March 30, 2022 11:40 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: KAREN MATSUYAMA

[REDACTED]

[REDACTED]

Now at:

[REDACTED]

COMMENT:

Hi - I use to volunteer at this fine organization and I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Please reconsider what y'all are doing and think more with your heart.
God Bless,

From: Karen Pelkey [REDACTED]
Sent: Saturday, April 2, 2022 8:13 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Karen Pelkey
[REDACTED]
[REDACTED]

From: Karen Rayne [REDACTED]
Sent: Wednesday, April 6, 2022 6:26 AM
To: Stephen Endres
Subject: Segment B

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.

Please choose segment B for the new highest. It keeps people from being displaced and has the least displacement of businesses.

From Stonebridge Ranch resident
Karen Rayne

[REDACTED]

From: Karen Roberts [REDACTED]
Sent: Wednesday, March 30, 2022 11:15 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

From: Karen Roberts
[REDACTED]
[REDACTED]

To Whom it May Concern,

Please don't build a freeway near Manegait Therapeutic Horsemanship in McKinney. The atmosphere would be completely ruined! Manegait is for disabled people to enjoy some time in the fresh air, while getting much needed therapeutic (horse)riding. It's a very peaceful and pleasant place for my son. He doesn't like loud noises, such as construction equipment and traffic. He is medically fragile, and the fumes from the freeway traffic would have a negative effect on his health. The freeway would be a horrible visual blight on the beautiful setting of Manegait. Also, the horses deserve to have a natural, quiet, peaceful place to live and work, because they do a great service to the disabled community.

I very strongly oppose the proposed Hwy 380 segment B, and ask you to please, please reconsider!
Thank you.

Karen Roberts

From: Ron Stone [REDACTED]
Sent: Friday, April 1, 2022 12:54 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Karen Stone [REDACTED] TXNAME/ADDRESS:

COMMENT: Manegait is vitally important to many children and adults in McKinney and surrounding communities. Please reconsider the 380 Segment B plan.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

We support Segment D

Please reject the C route



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the following meeting documentation.

Comments: [redacted] is currently being excavated by NTMWD for double 48" sewage pipelines. We are already sustaining large land use and economic loss as more than 1/3 of our farm

can't be used to graze our cattle or grow hay. Our prime highway frontage land is now hugely devalued for any future sale or use. The bypass C segment would take most of the rest of our frontage, coming about 150' from our house. It would take out more trees + fencing, more pasture, and an old 1800s hand-dug rock-lined well. Our land use will be further restricted (we have already been forced to take cattle to market because of sewer line project. The C path takes out a string of lovely working farms, homes, and small ranches. It impacts water lines and crosses the new sewage plant pipeline system. It will further reduce habitat for monarch butterflies and the families of hawks that lived here. The noise level will skyrocket and the night sky's stars will no longer be visible. PLEASE APPROVE SEGMENT D. It allows this area of working farm designated agricultural greenspace to continue to produce and thrive. FM 2933 + CE 3 will be able to continue functioning as designed to transport agricultural equipment and products safely. D affects the fewest residents + does not inhibit future development

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)). Please preserve

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

this jewel of McKinney's dwindling farmland by approving segment D

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: KAREN THOMPSON

Address: [redacted]

Apartment, suite, etc.:

City/State/Zip: [redacted]

From: Ogden [REDACTED]
Sent: Sunday, April 3, 2022 11:30 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

I, Kari Ogden of [REDACTED], oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

My son, Trevor Ogden, has been a part at ManeGait for several years. I am confident the results of Segment B would be devastating.

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Tuesday, March 22, 2022 8:53 AM
To: Kari Willis || EFactor [REDACTED]
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
214-320-4469

From: Kari Willis || EFactor [REDACTED]
Sent: Tuesday, March 22, 2022 8:46 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Kari Willis

[REDACTED]

[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson

Texas State Senator Springer

Prosper Citizen Group

Prosper ISD Board

Prosper Town Council

--

Kari Willis President | Co-Founder

From: Karie Bell [REDACTED]
Sent: Tuesday, March 29, 2022 10:15 AM
To: Stephen Endres
Subject: Hwy 380 Expansion

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.

To whom it may concern:

Thank you for taking the time to read my comments. I am a Stonebridge Ranch residence that has lived in the LaCima neighborhood for 16 1/2 years. We love this location for many reasons and are extremely concerned that this expansion may impact our neighborhood. We are very much in support of option B. Option A will really distract from our nature areas, one reason that we choose this home not to mention the others as follows:

- Option A displaces 17 businesses Option B displaces zero**
- Option A cost to relocate utilities is \$61 M vs \$25 M**
- Option A total cost to acquire right of way is \$178M Option B cost \$137 M**
- Option A total cost of design/construction is \$450M Option B is \$428M**
- Option A total cost is about \$100 M higher than Option B**
- Option A impacts more acres of wetland, rivers/streams and forest/prairies than Option B (THIS IS A BIG DEAL TO ME)**
- Option A impact 14.9 acres of Statewide important farmland. Option B only 2 acres**

The list above only mentions a few of the statistics from TXDOT's Segment Analysis that really does SHOW that Option B is less expensive and the least disruptive alternative. Option A's increase in noise to our neighborhood would really have a negative impact. Option B does not come as close to any other existing neighborhoods.

Once again as a concerned resident of the LaCima Neighborhood, please take note of these reasons to choose Option B when deciding the new 380 expansion.

**Thank you again!
Karie Bell**

From: Karin Grant [REDACTED]
Sent: Thursday, March 31, 2022 8:46 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Karin Grant, [REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Please keep 380 on 380 - prosper has limited real estate as it is.

Thank you!
Karin.

From: Karle Kispert [REDACTED]
Sent: Wednesday, April 20, 2022 2:14 AM
To: Stephen Endres
Subject: 380 Highway Alignment.

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.

It is my understanding that McKinney Engineering Director Gary Graham said on April 5 that "Segment B is 18% shorter, requires approximately \$41 million less in right-of-way acquisition and would require 73% fewer combined business and residential displacements." He also stated that "the overall cost of Segment B is about 14% lower than that of Segment A."

I assume that these figures are verifiable and if accurate, I would expect that it would be the duty of the TDOT to act in its proper fiduciary obligation, to the taxpayers of the state of Texas, and choose "Segment B".

Sincerely,
A concerned citizen for fiscal responsibility,

Karle Kispert

[REDACTED]
[REDACTED]
[REDACTED]

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, March 28, 2022 12:59 PM
To: KC Gmail
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 | www.txdot.gov

From: KC Gmail [REDACTED]
Sent: Tuesday, March 22, 2022 9:32 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Kasaundra White

[REDACTED]

[REDACTED]

[REDACTED]

A Texas Department of Transportation message



From: Kassie Graziano [REDACTED]
Sent: Tuesday, April 5, 2022 1:46 PM
To: Stephen Endres
Subject: support for Project 380 Segment-B

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

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. I truly believe segment B is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly **\$99 million** when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A.

It should not be considered for the following reasons:

It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

The cost of Segment-A is \$99 million more than Segment-B.

It will create an overpass on 380 over Stonebridge Drive and Custer Road.

It will also cause the installation of water pipes (ducts) over 380.

It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Thank you for your time and attention.

Kassie Howe

From: Kate Casper [REDACTED]
Sent: Thursday, April 21, 2022 1:12 PM
To: Stephen Endres
Subject: Re: TXDOT: 380 Bypass / NO to Option B through Prosper!!!

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 Stephen,

Additionally : TXDOT previously announced its PREFERRED ROUTE, which is Option A – The “B” route that was proposed through the Town of Prosper was requested AFTER the announcement of the “A” preferred route by TXDOT, and furthermore, it was requested by a former member of the court who lives in an affected community. This alone should put Option B out of consideration.

Thanks,
Kate

On Apr 20, 2022, at 12:30 PM, Kate Casper [REDACTED] wrote:

Dear Stephen,

As one of the Task Force organizers for the rally on March 31st opposing Option B through Prosper, a proud resident of NE Prosper, a parent of 2 young children in Prosper ISD, and a local business owner, I would like to submit my formal comments via email **opposing Option B** in the 380 Bypass Plan. I will also be completing the requested TXDOT comment survey before 4/21.

It makes ZERO sense to approve Option B through Prosper. It negatively impacts our residents, businesses, ManeGait, Prosper ISD schools, Founders Classical Academy Prosper, and our future growth and development. It also negatively impacts the reason most people moved to Prosper in the first place — to escape the rat race of the city for open spaces, solitude, and a small town feel. We have the support of the Town of Prosper, Prosper ISD, local business owners, landowners, parents, and students - who are all unified in our stance that we **OPPOSE OPTION B** in all forms.

SPECIFIC WAYS OPTION B NEGATIVELY IMPACTS PROSPER:

-
-
- 12+ lane FREEWAY
- dividing Prosper (8 lanes & 4+ access lanes on either side) with the magnitude equal to US 75, located just south of Founders Academy
-
- US 380 Bypass Segment B options + approved Collin Outer Loop (4-6 lanes) just north would sandwich NE & SE Prosper in between 2 major highway thoroughfares
-
-
- Significant environmental
- impact: pollution, emissions, & poor air quality
-
-
-
- Directly affects
- neighborhoods: Whitley Place, Whispering Farms, Brookhollow, Christie Farms, Rhea Mills, Gentle Creek, Amberwood, Ladera, etc.
-
- Directly impacts multiple schools in Prosper ISD: Cockrell Elementary | Rogers Middle School | Walnut Grove High School and Founders Classical Academy

[Bisnow.com - https://www.bisnow.com/dallas-ft-worth/news/commercial-real-estate/town-of-prosper-local-developers-say-millions-of-dollars-are-on-the-line-is-state-approves-a-proposed-bypass-of-us-380-112397](https://www.bisnow.com/dallas-ft-worth/news/commercial-real-estate/town-of-prosper-local-developers-say-millions-of-dollars-are-on-the-line-is-state-approves-a-proposed-bypass-of-us-380-112397)

Please REMOVE Option B (in all forms) from consideration, and Keep 380 on 380. McKinney's FAILURE TO PLAN does not constitute Prosper's PROBLEM or EMERGENCY.

Warmest Regards,
Kate Casper

<Option A vs. B.jpeg>

<TXDOT Letter from PEDC.pdf>

<Flyer-BACK.heic>

<Flyer-FRONT.jpeg>

<Alternatives Under Consideration-2020 Feasability Study.png>

<ManeGait-oppose Option B.jpeg>

<Town of Prosper-NO to Option B.png>

<https://www.collincountytx.gov/mobility/Documents/outer_loop/Outer20Loop20Seg.20320Schematic202.pdf>

<Option B Magnitude.jpeg>

<Notice of Public Meeting (3-22-22).png>

<Prosper Development Map (3-22-22).png>

GRETCHEN (STOFER) DARBY

Founder & President | **GDC PUBLIC RELATIONS**

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Kate Casper [REDACTED]
Sent: Tuesday, April 5, 2022 2:26 PM
To: Stephen Endres
Cc: [REDACTED]
Subject: *URGENT* US380 Bypass - NO to OPTION B in Prosper!

Importance: High

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.

Dear Mr Stephen Endres,

As a member of the Task Force organizers for the rally on March 31st opposing Option B through Prosper, a proud resident of NE Prosper, a parent of 2 young children in Prosper ISD, and a local business owner, I would like to submit my formal comments via email **opposing Option B** in the 380 Bypass Plan. I will also be completing the requested TXDOT comment survey before 4/6.

It makes ZERO sense to approve Option B through Prosper. It negatively impacts our residents, businesses, ManeGait, Prosper ISD schools, Founders Classical Academy Prosper, and our future growth and development. It also negatively impacts the reason most people moved to Prosper in the first place — to escape the rat race of the city for open spaces, solitude, and a small town feel. We have the support of the Town of Prosper, Prosper ISD, local business owners, landowners, parents, and students - who are all unified in our stance that we **OPPOSE OPTION B** in all forms.

SPECIFIC WAYS OPTION B NEGATIVELY IMPACTS PROSPER:

-
-
- 12+ lane FREEWAY dividing Prosper (8 lanes & 4+ access lanes
- on either side) with the magnitude equal to US 75, located just south of Founders Academy
-
- US 380 Bypass Segment B options + approved Collin Outer Loop (4-6 lanes) just north would sandwich NE & SE Prosper in between 2 major highway thoroughfares
-
-
- Significant environmental impact: pollution, emissions,
- & poor air quality
-
-
- Directly affects neighborhoods: Whitley Place, Whispering
- Farms, Brookhollow, Christie Farms, Rhea Mills, Gentle Creek, Amberwood, Ladera, etc.
-
- Directly impacts multiple schools in Prosper ISD: Cockrell Elementary | Rogers Middle School | Walnut Grove High School and Founders Classical Academy
-
-
- Increased Traffic and Noise
-
- Negatively impacts the safety of student drivers with high speeds
- Overall Safety of our citizens and students
-
-
- Decreased home values and overall desire of area
-
-
-
-
- Materially impacts ManeGait and the wonderful therapy they
- provide to children, veterans, and our disabled community members
-
-
-
- Substantial lost tax revenue to the Town and Prosper ISD
-

- Directly impacts these Developments: Ladera, Brookhollow, Rutherford Creek, Wandering Creek, Malabar Hills, North Dallas Cementary
-
-
- Massive utility relocations that are critical to Prosper's infrastructure
-
- Dangerously close to Founders Classical Academy
- Developments: Ladera, Brookhollow, Rutherford Creek, Wandering Creek, Malabar Hills, North Dallas Cementary
- Politics - George Fuller, Keith Self, & Tucker Hill — used personal influence to suggest Option B

SPECIFIC NEGATIVE IMPACT TO MANEGAIT:

ManeGait was designed to offer an atmosphere of solitude and peace. The students have sensory issues, which construction sounds, smells, and sights would negatively impact. Individuals with special needs on an incredibly large animal would offer a considerable safety hazard if the animal were to get spooked - which could easily happen if a freeway were in close proximity. Individuals with focus/attention disorders are also easily distracted and would be unable to undergo therapy in the way in which it was intended. Option B is NOT an option for the children and adults of ManeGait, and the overall program itself. Prosper supports ManeGait and the wonderful gifts it gives to its students, and Option B would render them unable to meet their goals and objectives.

RECENT NEWS & MEDIA COVERAGE:

- WFAA 8 - <https://www.wfaa.com/article/news/local/mckinney-prosper-residents-concerns-proposed-hwy-380-bypass-routes/287-b9bf780c-b7d0-4fcf-a576-f5839556fd87>
- WFAA 8 - <https://www.youtube.com/watch?v=kQh2d5jUg30>
- CBS 11 DFW - <https://dfw.cbslocal.com/2022/03/22/prosper-leaders-residents-380-growth-development/>
- NBC 5 DFW - <https://www.nbcdfw.com/news/traffic/community-meetings-opposing-380-bypass-plans-held-in-mckinney-prosper/2929454/>
- NBC 5 DFW - <https://www.nbcdfw.com/news/local/pushback-against-proposed-380-bypass-in-collin-county/2928502/>
- Candy's Dirt Real Estate - <https://candysdirt.com/2022/04/01/prosper-residents-turn-out-to-protest-u-s-380-expansion/>
- Candy's Dirt Real Estate - <https://candysdirt.com/2022/03/29/rally-planned-in-prosper-to-review-potential-alignments-for-u-s-380-bypass-expansion/>
- Prosper Chamber of Commerce Meet the Candidates Forum - <https://www.youtube.com/watch?v=MUXugillT8U> (scroll to 14 min)
- Town of Prosper - https://www.youtube.com/watch?v=4e9rD_MyROW
- Bisnow.com - <https://www.bisnow.com/dallas-ft-worth/news/commercial-real-estate/town-of-prosper-local-developers-say-millions-of-dollars-are-on-the-line-if-state-approves-a-proposed-bypass-of-us-380-112397>

Please REMOVE Option B (in all forms) from consideration, and Keep 380 on 380. McKinney's FAILURE TO PLAN does not constitute Prosper's PROBLEM or EMERGENCY.

Regards,
Kate Casper



HOW DOES IT IMPACT US?

- 12+ lanes dividing Prosper (8 lanes & 4+ access lanes on either side) with the magnitude equal to US 75, located just south of Founders Academy
- US 380 Bypass Segment B options + approved Collin Outer Loop (4-6 lanes) just north would sandwich NE & SE Prosper in between 2 major highway thoroughfares
- Directly affects current and future planned neighborhoods: Whitley Place, Whispering Farms, Brookhollow, Christie Farms, Rhea Mills, Gentle Creek, Amberwood, Ladera, Wandering Creek, Malabar Hills, Rutherford Creek, etc.
- Materially impacts ManeGait and the wonderful therapy they provide to children and adults with disabilities
- Directly impacts multiple schools in Prosper ISD: Cockrell Elementary | Rogers Middle School | Walnut Grove High School and Founders Academy
- Impacts student drivers
- Increased Traffic and Noise
- Significant environmental impact: pollution, emissions, & poor air quality
- Safety of our citizens and students
- Decreased home values and overall desire of area
- Massive utility relocations that are critical to Prosper's infrastructure
- Substantial lost tax revenue to the Town and Prosper ISD

Prosper Development



SEGMENT B & CUSTER ROAD



WHAT'S THE PLAN?

Submit comments
opposing ALL Segment B
Options by April 6th



18 month internal review
process to conclude in
Fall 2023

WHAT IS THE SOLUTION?

**KEEP US 380
on US 380!**



PROSPER
MUST BE UNIFIED
IN ONE VOICE
WE ARE PROSPER
WE ARE C



PROTECT PROSPER

KEEP US 380 ON US 380



SAY NO TO ALL US 380 SEGMENT B
OPTIONS THROUGH PROSPER

As concerned Prosper residents, we must ACT NOW to submit our strong opposition to ALL Segment B Considerations for the 380 Bypass. If Option B is ultimately selected by TXDOT, this would result in a freeway the size and scope of US 75/Central in our backyard and a materially negative impact to the Town we call home.

WHAT
Info Session, Education,
Awareness, & Call to Action

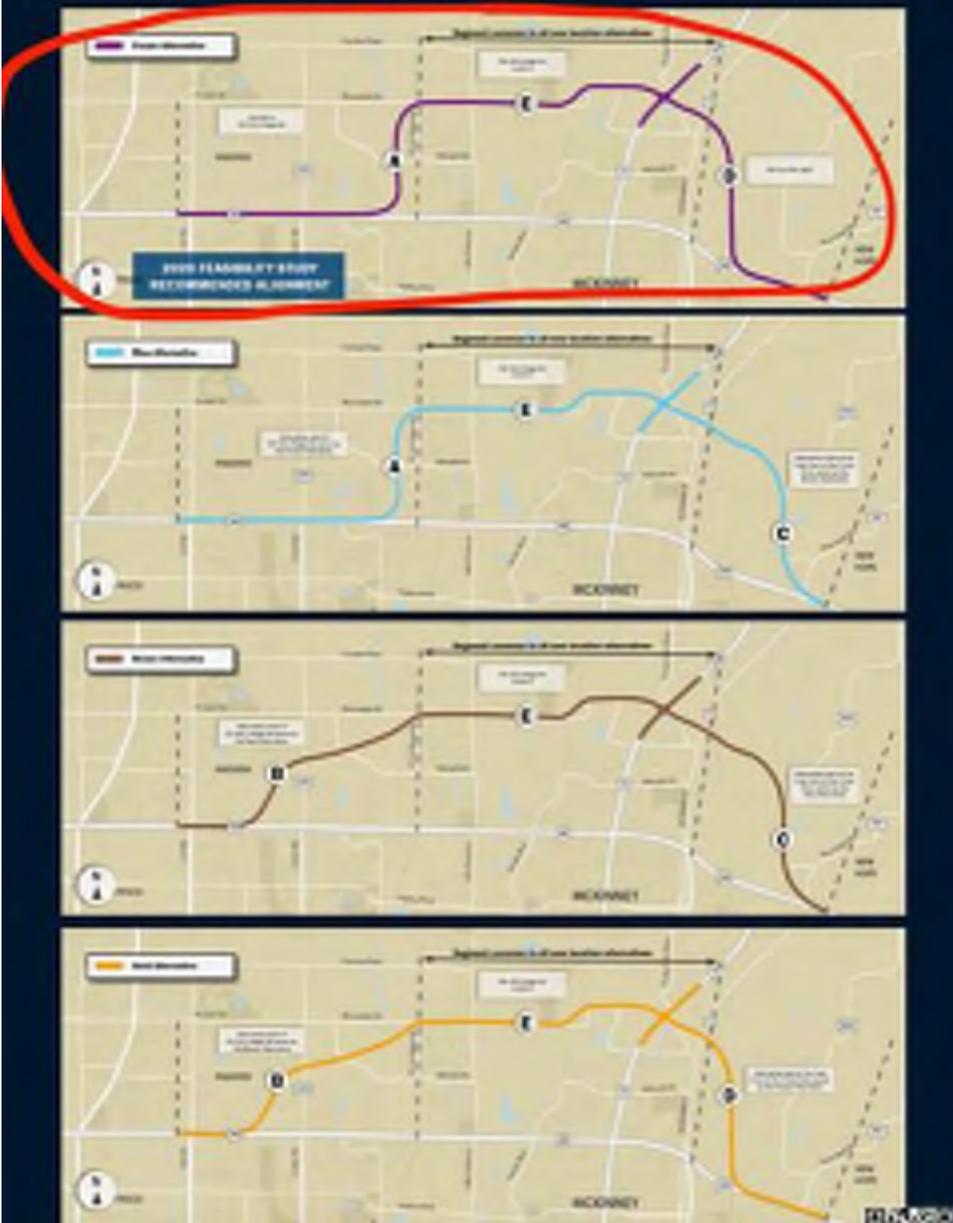
WHEN
THIS THURSDAY
March 31st at 7:00 PM

WHERE
Cockrell Elementary Cafeteria
1075 Escalante Trail, Prosper

WHO
Town & Prosper ISD representatives
will be in attendance/speaking

**JOIN US AND LEARN WHAT YOU CAN DO
YOUR VOICE MATTERS!**

ALTERNATIVES UNDER CONSIDERATION



ManeGait Therapeutic Horsemanship
33m · 📍
ManeGait needs your voice now more than ever to oppose HWY 380 Segment B: <https://mailchi.mp/manegait.org/hwy-5772312>





Prosper needs your help! Help us spread the word by sharing this with your neighbors and friends.

From now until April 6, residents are encouraged to provide TxDOT public comment opposing the proposed 380 bypass (Segment B) from running through Prosper. This bypass would run from Coit Road to FM 1827. A TxDOT Public Input Meeting was held on Tuesday, if you were unable to attend you can view the presentations and provide public comment on the TxDOT website: <https://bit.ly/3CfesiY>

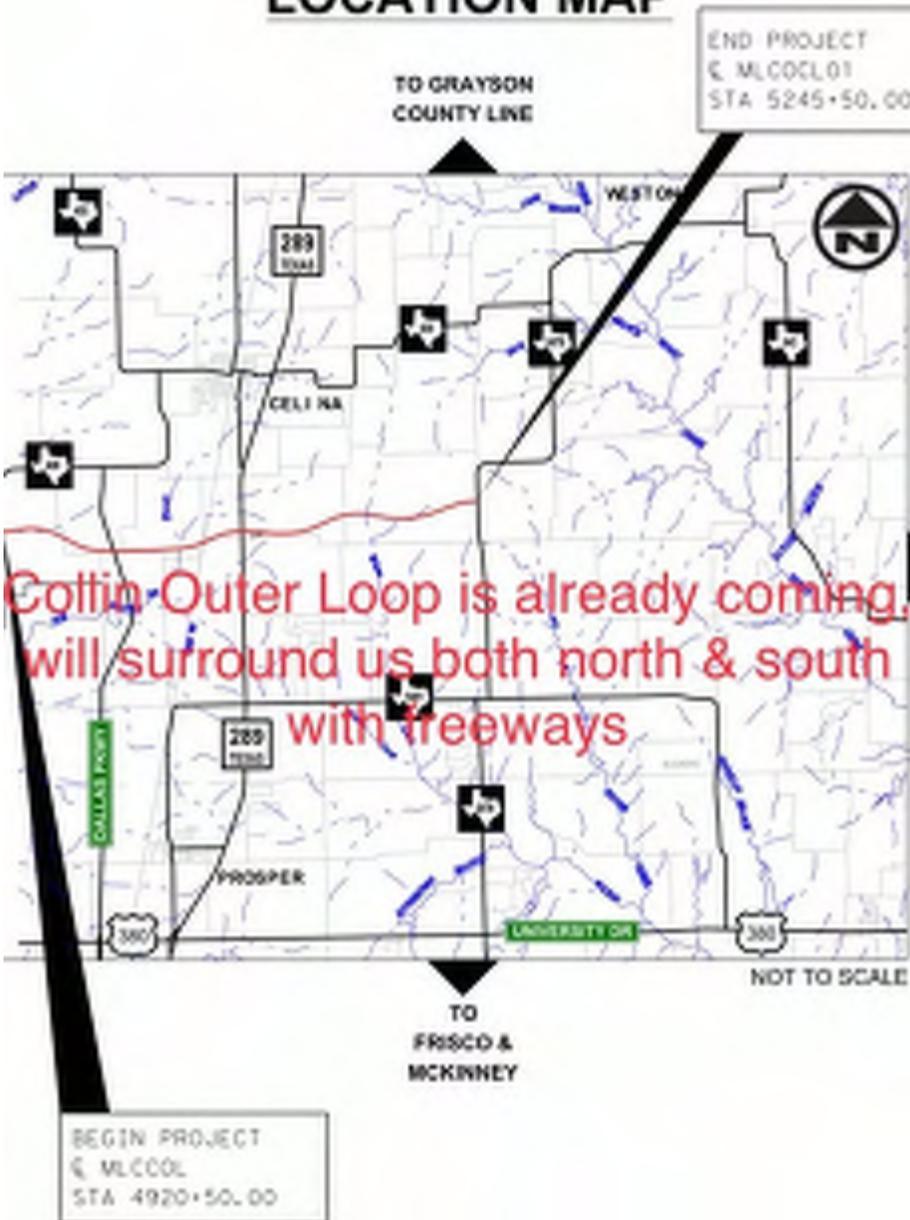
The Town has also created a webpage with information related to this ongoing opposition of Segment B: <https://www.prospertx.gov/380bypass/>

Comments must be submitted by 11:59 p.m. April 6 to be counted in the formal meeting documentation.

Submit a public comment here: <https://bit.ly/3J5wMh6>
<https://bit.ly/3wAZMGq>



LOCATION MAP





Notice of Public Meeting

Proposed Improvements to US 380 from Coit Road to FM 1827

TxDOT will hold Public Meetings for the proposed improvement to US 380 from Coit Road to FM 1827.

**In-person Meeting Tuesday,
March 22, 5:30 - 7:30 p.m. Collin
College Central Park Campus
2400 Community Avenue
McKinney, TX 75071**

**Virtual Meeting
Tuesday, March 22 at 5:30 p.m. through Wednesday,
April 6 at 11:59 p.m.
www.keepitmovingdallas.com/US380EISPublicMeeting**

Comments must be provided during the public comment period from 5:30 p.m. March 22 through 11:59 p.m. on April 6. Below is a summary of the issues, which residents may use in submitting their own comments if they choose:

- The Town of Prosper has passed six Town Council approved Resolutions strongly opposing any proposed alignment for the widening of US 380 not located along the existing US 380 corridor;
- Segment B of the proposed Gold/Brown alignment poses a significant, negative impact to both existing and future residential and commercial developments planned within the Town. The alignment would directly impact over 300 future homes and thousands of residents and indirectly impact many more;
- Segment B will increase ground-level ozone impacting at least two environmentally sensitive facilities (ManeGait and Founders Academy) resulting in a conflict with Air Quality guidelines publicized by the North Central Texas Council of Governments (NCTCOG);
- Segment B runs directly through a quickly developing section of the Town of Prosper causing significant environmental impacts on the human and natural environment by adding a new and unplanned interstate through Prosper versus using the existing alignment within Town limits;
- Segment B has a detrimental effect on ManeGait Therapeutic Horsemanship; a unique nonprofit facility providing equine therapy to hundreds of adults and children with disabilities;
- Segment B is in close proximity to existing and future schools including high schools impacting thousands of students.

You can access the virtual public meeting by scanning the QR code, or visit <http://www.keepitmovingdallas.com/US380EISPublicMeeting>

On the reverse side of this page, you will find a Prosper Development Map that shows the projected impact a US 380 bypass would have on current and future development in Prosper.

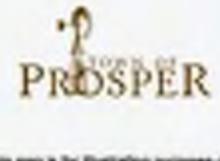
For more information, contact Rebecca Zook, Executive Director of Development and Infrastructure Services at rzook@prosper.tx.gov



Prosper Development Map



- Prosper Development**
- Zoning - Approved
 - Under Review
 - Plans - Approved
 - Site Plans - Approved
 - Construction - Released
 - Complete



This map is for illustration purposes only.

-----Original Message-----

From: Keep It Moving Dallas Contact Form
Sent: Tuesday, March 29, 2022 7:17 AM
To: Tanesia Henderson <Tanesia.Henderson@txdot.gov>
Subject: keepitmovingdallas.com Contact Us submission

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.

Submitted on Tuesday, March 29, 2022 - 07:16

Please use the email address in the submission below. If you click "reply" to this email, it will send the email to the administrator of the keepitmovingdallas.com website and not to the user who submitted the contact form.

Submitted values are:

Your Name: Kate Morris

Your Email: [REDACTED]

Phone Number:

Project: US 380 Environmental Impact Statement From Coit Road to FM 1827 Reason for contacting us: Other

Message: Keep 380 moving for everyone! don't let the PROSPER BULLIES stop progress. This is a clear case of "not in my town". Show them and the rest of TX that you are doing what is best for the safety of everyone, not just the upper 10%

From: Katey Stewart [REDACTED]
Sent: Thursday, March 31, 2022 8:56 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Katey Stewart [REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, March 28, 2022 12:58 PM
To: Kate Spragins
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation

██████████ |
<https://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.txdot.gov%2F&data=04%7C01%7Cchsmit%40burnsmcd.com%7C8184dd1a0d654f9d968708da10e47f7c%7Cbfbb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637840870822497372%7CUnknown%7CTWFpbGZsb3d8eyJWlloiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWw%7CJXVCI6Mn0%3D%7C3000&data=iDfs3W3bAwGvXBs%2FluO5ATQAJ4XND0GaHwT8NhVq8w8%3D&reserved=0>

-----Original Message-----

From: Kate Spragins ██████████
Sent: Tuesday, March 22, 2022 10:50 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: ██████████
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Katherine (and Kyle) Spragins

[REDACTED]

[REDACTED]

CC:

Prosper Citizen Group

[A Texas Department of Transportation (TxDOT)

message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7C8184dd1a0d654f9d968708da10e47f7c%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637840870822497372%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&odata=jsBOFRDCEv4%2FTU1APrpOmJeSUy%2BwyeEScf6N5RSe4Ug%3D&reserved=0>

center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7C8184dd1a0d654f9d968708da10e47f7c%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637840870822497372%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&odata=jsBOFRDCEv4%2FTU1APrpOmJeSUy%2BwyeEScf6N5RSe4Ug%3D&reserved=0>

From: Katherine Brewer [REDACTED]
Sent: Wednesday, April 6, 2022 10:14 AM
To: Stephen Endres
Subject: Highway 380 Bypass McKinney, Texas

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.

Dear Mr. Endres,

I have lived in Stonebridge Ranch since 1999. In the last 22 years, I have observed the City of McKinney work well with Stonebridge Ranch as far as the city's transportation plan has been concerned. This cooperation has made the Stonebridge Ranch Community a delightful place to live.

I strongly SUPPORT Segment B of the Highway 380 Bypass, and I strongly OPPOSE Segment A. My reasons include that the Segment B option is the least disruptive to homes and businesses and our Homeowner's Association also says that Segment B is less expensive than Segment A.

Segment A will dump too much traffic in our neighborhoods and overload our 4-Lane Divided Arterials with wide landscaped medians. These boulevards (Ridge Road and Lake Forest) enhance Stonebridge Ranch and were never meant to carry more than neighborhood traffic.

Please select the Segment B option for the bypass. I appreciate your consideration.

Best regards,

Katherine Brewer
[REDACTED]
[REDACTED]

From: Katherine Copeland [REDACTED]
Sent: Friday, April 1, 2022 12:08 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Katherine Copeland [REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait. I do not believe that Highway 380 Segment B will be good for the services and overall business provided at ManeGait as this plan would be an intrusion.

Thank you
Katherine Copeland

From: Kathleen Valentine [REDACTED]
Sent: Thursday, March 31, 2022 6:54 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Kathleen Valentine
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Kathleen D. Valentine
[REDACTED]

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 16, 2022 8:46 AM
To: Kathleen McCarthy [REDACTED]
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
214-320-4469

From: Kathleen McCarthy [REDACTED]
Sent: Tuesday, March 15, 2022 12:09 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes
Importance: High

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN

THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Kathleen A. McCarthy

██████████
██████████

CC:

Texas House Representatives: Sanford, Holland, and Patterson
Texas State Senator Springer
Prosper Citizen Group
Prosper ISD Board
Prosper Town Council

A Texas Department of Transportation message



From: Daniel and Kathleen Noe [REDACTED]
Sent: Sunday, April 3, 2022 10:48 AM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Kathleen Noe

[REDACTED]
|
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

From: kathleen parks [REDACTED]
Sent: Thursday, March 31, 2022 11:11 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Kathleen Parks
[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

From: Kathy Spagnolo [REDACTED]
Sent: Thursday, March 31, 2022 6:34 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS

KathleenSpagnolo
[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

From: Kathlin Ardell [REDACTED]
Sent: Thursday, April 21, 2022 6:24 AM
To: Stephen Endres
Subject: 380

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.

Good morning Mr. Endres,

Thank you for taking the time to read this email. I realize you are very busy fielding questions and concerns regarding US 380 proposed improvements.

I am strongly supporting Project 380 Segment B. This option is the least disruptive to businesses with no displacements and minimal impact on existing homes and to the families living in the neighborhoods along and adjacent to US 380. As a resident, I am concerned with the fiduciary responsibility of protecting our highway funds as Segment B is the least expensive option when compared to Segment A alignment. Segment B requires 73% fewer combined business and residential displacements than Segment A and requires approximately \$41 million less than A for estimated right of way costs. It also requires approximately \$36 million less than Segment A for relocation of major water utilities.

I am a resident of McKinney, specifically Stonebridge Ranch. Segment B is the best option to improve traffic flow in our corridor during the construction phase and after. Segment B also preserves the economic business and residential strength along with the energy and life of our community.

As one who is concerned with our environment, Segment B impacts approximately 61% fewer jurisdictional wetlands than A. It also impacts less total acres of forest-praries-grasslands than Segment A.

i am strongly opposed to Segment A. Thank you for allowing me to voice my opinions.

Kathlin Ardell
[REDACTED]

-----Original Message-----

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Tuesday, March 15, 2022 11:25 AM
To: Kathryn [REDACTED]
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
214-320-4469

-----Original Message-----

From: Kathryn [REDACTED]
Sent: Tuesday, March 15, 2022 11:03 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am opposed to the HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE

TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS;
AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Kathryn Rosoff

[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper
Citizen Group Prosper ISD Board Prosper Town Council

Kathryn

"The greatness of a nation and its moral progress can be judged by the way its animals are treated."
Ghandi

[A Texas Department of Transportation (TxDOT)

message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7Cc364a5f88d234121076508da06a05eae%7Cbfbb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637829583093953034%7CUnknwn%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ik1haWwiLCJXVCi6Mn0%3D%7C3000&data=BUWgSqwkIWfHcKrOTZ6GPTWMDNcvz19V1JvfZJuM87M%3D&reserved=0>>

From: Kathy Johnson [REDACTED]
Sent: Tuesday, April 5, 2022 2:14 PM
To: Stephen Endres
Subject: Bypass option B

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.

I support **US 380 Bypass Segment B**.
Thank you,
Kathy Johnson



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

*I realize Collin County is growing.
 TxDOT has done a great job of looking
 to the future of our transportation needs*

*I am sorry this has become a contentious
 issue. That being said my husband
 and I loved Tucker Hill when we chose
 our home in Whitley Place as our home.*

*As the former Mayor of Frisco (1996-2003) and a
 member of the Transportation Leadership in
 the Dallas Area - I chose Whitley Place in
 Prosper because I did not want to live on
 a US Highway. I'm sorry the people in*

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

*Fucker Hill chose to live on a
 US Highway*

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

*Please do not move the poor planners
 of one city
 into another
 city - It's plain wrong & breaks trust between
 local government & TxDOT*

Please Print

Name: Kathy Grei
 Address: [REDACTED]
 Apartment, suite, etc.: _____
 City/State/Zip: [REDACTED]

From: Katie Rivera [REDACTED]
Sent: Tuesday, April 19, 2022 8:17 AM
To: Stephen Endres
Subject: Segment A Comment for 380

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.

Good Morning,

I live in McKinney just off 380, and wanted to voice a quick comment on the upcoming project. I oppose Segment A. The character and uniqueness of our city is held in some of the most charming neighborhoods. Segment A will highly effect the businesses and neighborhoods of Tucker Hill and Stonebridge. There is no other neighborhood like Tucker Hill. A quick drive through it will transport you to the south. Segment A will have a massive negative impact on this neighborhood and its businesses. It would be a tragedy.

Segment B has 75% less displacement for businesses. It also costs the taxpayers 98% less! I highly encourage/ vote for Segment B.

Thank you for your time,
Katie Rivera

--

Katie Rivera

From: Katryna Hebert [REDACTED]
Sent: Tuesday, April 5, 2022 6:06 PM
To: Stephen Endres
Subject: US 380 Bypass Segment B support

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

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

From: Kay Cheek [REDACTED]
Sent: Friday, April 1, 2022 8:40 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Kay Cheek, [REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Kay Cheek
Ebby Halliday Realtors
[REDACTED]

From: Kayla Kirk [REDACTED]
Sent: Tuesday, April 5, 2022 1:49 PM
To: Stephen Endres
Subject: SUPPORT Project 380-segment B

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.

Mr. Endres,

As a homeowner and resident of McKinney, I strongly **SUPPORT segment B** and **OPPOSE** segment A.

Segment B saves small business and saves \$99 million dollars. Segment B is the least disruptive to businesses AND residents.

Segment A would be detrimental to our community.

Kayla Kirk

From: [REDACTED]
To: [Stephen Endres](#)
Subject: Opposition to U.S. 380 Segment B
Date: Thursday, March 31, 2022 9:53:37 AM

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.

NAME/ADDRESS: Kaylea Spurgin [REDACTED]

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Thank you,
Kaylea Spurgin

From: Keith Faulkner [REDACTED]
Sent: Thursday, March 31, 2022 11:18 AM
To: Stephen Endres
Subject: Support for Project 380 - Segment B

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.

Stephen Endres
TX DOT Project Manager 380

Dear Mr. Endres,

We live at [REDACTED] the Woodhaven Village of Stonebridge Ranch in McKinney TX and have been residents since 2004.

As a homeowner and citizen of McKinney TX, I **strongly support the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment – A alignment.

I also strongly oppose Segment -A. This option should not be considered for the following reasons:

- It will destroy and remove 17 small businesses West of the 380 and Custer Rd intersections on the North side.
- The cost of Segment-A is \$99 million more than Segment-B.
- It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- Because of the topography, it will cause the installation of water pipes (ducts) over 380.
- It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values of that neighborhood.
- 380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today. That will cause years of traffic disruption.

In summary, Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thanks for your consideration.

Keith & Pat Faulkner

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Keith Scovell [REDACTED]
Sent: Tuesday, April 5, 2022 2:11 PM
To: Stephen Endres
Subject: Project 380 Segment By-Pass - Support Segment B

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

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Sincerely – Keith and Sheryl Scovell [REDACTED]

[REDACTED]

From: Coleman, Keith [REDACTED]
Sent: Tuesday, April 5, 2022 1:39 PM
To: Stephen Endres
Subject: Project 380

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.

While the below is in fact a form letter from our HOA, I did in fact read through it and thoroughly agree with the proposal there-in. Thanks for your consideration.

As a homeowner and citizen of McKinney, TX., ***I strongly SUPPORT the Project 380 Segment-B bypass alignment option.*** This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Keith Coleman
Factory Ship Sr. Mgr.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

JCPenney

From: K Harber [REDACTED]
Sent: Tuesday, April 5, 2022 7:33 PM
To: Stephen Endres
Subject: Comments on Proposed Improvements to US 380 from Coit Road to FM 1827

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.

Comments on Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135-15-002

As a homeowner and citizen of McKinney, Texas, I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- The cost of Segment-A is nearly **\$100 million** more than Segment-B.
- It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- It will create an overpass on 380 over Stonebridge Drive and Custer Road, a heavily populated business and residential area.
- Impacts more acres of wetlands, rivers/streams, and forest/prairies than Segment-B.
- Lengthier Morning and Evening rush hour commute times than Segment-B
- It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

Two of these neighborhood streets (Stonebridge Drive and Ridge Road) have elementary schools very close to 380 – Wilmeth Elementary and McClure Elementary

- It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- 380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Respectfully submitted,
Keith Harber

[REDACTED]
[REDACTED]
[REDACTED]

From: Keli Harding [REDACTED]
Sent: Wednesday, March 30, 2022 3:42 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Keli Schoel
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

From: Kellene Powell [REDACTED]
Sent: Saturday, April 2, 2022 7:30 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Kellene Powell [REDACTED] COMMENT: I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

No U.S. 380 Segment B

Kellene Powell

[REDACTED]

From: Kelley Mindrup [REDACTED]
Sent: Wednesday, March 30, 2022 3:51 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B
Attachments: Austin Spring 2022.JPG

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.

Good afternoon. I am writing on behalf of myself to express concern with the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait, which is a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

My son receives horse therapy at ManeGait, and I believe the proposed highway segment (and its construction) would disrupt operations at ManeGait, including therapy lessons.

Please consider all alternatives, and oppose Segment B of Highway 380.

Many thanks,
Kelley Mindrup

[REDACTED]
[REDACTED]

From: Kelli Torrance [REDACTED]
Sent: Wednesday, March 30, 2022 4:54 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

*Stephen -
I oppose the proposed HWY 380 segment B. This segment will negatively impact the Town of Prosper.*

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

*Thank you,
Kelli Torrance*

[REDACTED]
[REDACTED]

From: Kelly Cardwell [REDACTED]
Sent: Friday, March 25, 2022 7:18 PM
To: Stephen Endres
Subject: Opposition of Segment B

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.

Mr. Enders,

I STRONGLY OPPOSE Segment B and Support Segment A. I am absolutely disgusted that this is even an issue still. Prosper should not suffer the negative consequences of McKinney's poor planning. As a resident of Whitley Place, Segment B will increase our noise and air pollution, we will lose value of our homes and it will negatively affect the educational facilities nearby, as well as the kids going to the new high school. Segment B will increase traffic, light pollution, and will be hurtful to persons with disabilities who are helped by Main Gait. Please please consider our Town and residents of Prosper, who had the foresight to build far from 380 when planning our neighborhoods and schools, and do NOT approve Segment B.

Thank you,
Kelly Cardwell

From: Kelly Driscoll [REDACTED]
Sent: Thursday, April 7, 2022 5:06 PM
To: Stephen Endres
Subject: Project 380 Bypass

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you,
Kelly Dieterich

From: Kelly Pelkey [REDACTED]
Sent: Sunday, April 3, 2022 12:55 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Kelly Pelkey / [REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

From: Kelly Waterman [REDACTED]
Sent: Thursday, March 31, 2022 11:28 AM
To: Stephen Endres
Cc: Kelly Waterman
Subject: Opposition to HWY 380 Segment B

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.

Mr. Endres,

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource PREVIOUSLY identified by TxDOT. The vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait. My daughter is a disabled rider and has been receiving therapy there for over 11 years. The thought of a highway overpass less than 100 feet from the arena is inconceivable to me. With her sensory issues, her therapy would be stressful and ineffective. Not to mention the constant noise stressing the therapy horses. Please, let's apply common sense here. Our disabled residents and veterans deserve better consideration than this.

*Sincerely,
Kelly Waterman*

[REDACTED]
[REDACTED]

From: Kelly York [REDACTED]
Sent: Friday, April 8, 2022 4:42 PM
To: Stephen Endres
Subject: 380

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements and minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road, and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you
Kelly York

[REDACTED]

From: [REDACTED]
Sent: Tuesday, April 5, 2022 9:57 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

Hello,

My name is Kelsey Adams and I live at [REDACTED].

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait. Please take care of this community by not disturbing ManeGait.

Thank you.

-Kelsey Adams

[REDACTED]

From: Ken-Kim Murphy [REDACTED]
Sent: Wednesday, April 6, 2022 12:09 PM
To: Stephen Endres; Ken Murphy
Subject: Citizen Communication | 380 Bypass Project, Support of 380 Segment-B Alignment Option

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.

Dear Mr. Endres,
My wife and I are residents of Wren Creek Village in the Stonebridge Ranch community of McKinney, Texas, on [REDACTED]. I am writing to express our **strong support of the Project 380 Segment-B bypass** alignment option. Our home is directly adjacent to 380 and this matter is of great importance to us as homeowners and citizens.

We **strongly oppose Segment-A** and it **should not be considered** for the following reasons:

- It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side
- The cost of Segment-A is \$99 million than Segment-B
- It will create an overpass on 380 over Stonebridge Drive and Custer Road
- It will cause the installation of water ducts/pipes over 380
- It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in the area.
- 380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment-B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community. It is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380 such as ours, **Wren Creek Village, specifically Harvest Hill Lane**. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

Thank you for hearing our **strong support of the Project 380 Segment-B bypass alignment** and our **strong opposition of Segment-A option** that is being considered. We entrust that you will give an abundance of thoughtful consideration to the impact any option other than **Segment-B** would have on us as fellow citizens.

Thank you for your consideration and time to review our firm position in this matter.

Ken & Kim Murphy
[REDACTED]

From: Ken Y [REDACTED]
Sent: Monday, March 28, 2022 10:07 PM
To: Stephen Endres
Subject: Input from Homeowner on 380 expansion.bypass

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.

Good evening,

I have lived in my neighborhood for almost 20 years. The best thing I like about it is that all of our neighborhood streets are not major pass throughs. Some of the proposals presented would decimate that peace:

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B**bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

All the stats point to option B.

Thank you,
Ken and Allison Yanniello

[REDACTED]
[REDACTED]

From: Ken Miller [REDACTED]
Sent: Tuesday, April 5, 2022 2:33 PM
To: Stephen Endres
Subject: I SUPPORT the Project 380 Segment-B bypass alignment option

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.

Greetings,

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Thank You!
Ken Miller

From: Kenneth Smolana [REDACTED]
Sent: Tuesday, April 5, 2022 3:42 PM
To: Stephen Endres
Subject: Hey 380 Bypass

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

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Thanks for listening, Ken Smolana

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Tuesday, March 22, 2022 8:53 AM
To: Ken Weaver [REDACTED]
Subject: RE: NO on TxDOT's Segment B 380 Bypass thru Prosper, TX

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
214-320-4469

From: Ken Weaver [REDACTED]
Sent: Tuesday, March 22, 2022 5:45 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: Ken Weaver [REDACTED]
Subject: NO on TxDOT's Segment B 380 Bypass thru Prosper, TX

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.

Hello Stephen,

I live in Prosper, TX and I "DO NOT SUPPORT" TxDot's Segment B Bypass thru Prosper:

- This Segment B Bypass makes NO SENSE, COSTS significantly MORE money to construct and is OPPOSED by the citizen's of Prosper;
- The Town of Prosper has passed six (6) Town Council approved Resolutions strongly opposing any proposed alignment for the widening of US 380 not located along the existing US 380 corridor ----- Why won't you LISTEN and ABIDE by what the citizen's of Prosper desire? REMEMBER, YOU WORK FOR US!!!!;

- Segment B of the proposed Gold/Brown alignment poses a significant, negative impact to both existing and future residential and commercial developments planned within the Town. The alignment would directly impact over 360 future homes and thousands of residents and indirectly impact many more;
- Segment B runs directly through a quickly developing section of the Town of Prosper causing significant environmental impacts on the human and natural environment by adding a new and unplanned interstate through Prosper versus using the existing alignment within Town limits;
- Segment B has a detrimental effect on ManeGait Therapeutic Horsemanship; a unique nonprofit facility providing equine therapy to hundreds of adults and children with disabilities; and
- Segment B is in close proximity to existing and future schools including high schools impacting thousands of students.

PLEASE LISTEN to the citizen's of Prosper PLEASE LISTEN to the Town Council of Prosper and PLEASE ABANDON THIS LOSING, Segment B Bypass which makes NO SENSE and COSTS MORE MONEY!!!!!!

Thank You.

--

Ken Weaver

████████████████████

████████████████████

████████████

A Texas Department of Transportation message



From: Kendall Kelly [REDACTED]
Sent: Wednesday, April 6, 2022 10:57 AM
To: Stephen Endres
Subject: Support for Project 380 Segment-B Alignment

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.

To Whom it may concern: We have lived just off of [REDACTED] Virginia Parkway for nearly 30 years and am expressing our wishes to oppose the Segment-A alignment and our support for the Segment B alignment. We fear the "A" alignment will negatively impact the safety along Ridge Road as it has many curves, several school zones, and almost exclusively single family and apartments and virtually no commercial properties especially on the north end near 380. It is not designed to be a street that would safely relieve traffic from Highway 380.

Thank you for consideration of our thoughts on this issue.

Kendall J Kelly

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Kendra Goldade [REDACTED]
Sent: Tuesday, April 5, 2022 7:54 PM
To: Stephen Endres
Subject: SUPPORT FOR SEGMENT B

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 Stephen and TXDOT,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

I additionally will soon have school age students and the increased traffic through stonebridge ranch past several schools causes me worry for the safety of my child and others with high speed cars racing down the streets.

Sincerely,

Kendra Goldade
[REDACTED]

From: Kennedy Stephens [REDACTED]
Sent: Wednesday, March 30, 2022 11:28 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Kennedy Stephens [REDACTED]

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait. Please stop trying to put highways and major roads so close to ManeGait, I understand the need for infrastructure, but this program helps so many people be able to be independent in life and to be able to do task that seem normal to people like you and me, for example getting a job. Not only does it help those who are disabled and children, but they also have programs for veterans! And from personal experience, without this program I would have killed myself long ago. This program gives so many volunteers a purpose and helps so many people live a normal life!

From: Kenneth Martin [REDACTED]
Sent: Wednesday, April 20, 2022 5:03 AM
To: Stephen Endres
Subject: US 380 Bypass Coit Road to FM 1827

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.

Good Morning Mr. Endres,

Our family lives in the Stonebridge Ranch community. We are in support of **Segment B** for the US 380 Bypass Coit Road to FM 1827. We are in support of Segment B for the following reasons:

If **Segment-B** is built --

- It will cost taxpayers 99 million dollars **LESS** than Segment-A.
- ManeGait property will remain untouched.
- No businesses on 380 will be destroyed.
- Zero sites with hazardous materials and 2 major utility conflicts will need to be addressed.

Thank you for your consideration.

Kenneth & Sharline Martin

[REDACTED]

From: Kenneth Seguin [REDACTED]
Sent: Wednesday, March 30, 2022 8:09 AM
To: Stephen Endres
Subject: Letter to TxDOT re: US Highway 380 proposals

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.

March 30, 2022

TO: Mr Stephen Endres, P.E.

[REDACTED]

[REDACTED]

Stephen.Endres@txdot.gov

As the immediate past president of the Whitley Place Homeowners Association, I was heavily involved in the TxDOT hearings prior to the Covid pandemic of 2020. I am steadfast in my opposition to the building of a US Highway 380 By-Pass (Option B) that would cut through the eastern side of the Town of Prosper.

My recollection is that McKinney Mayor George Fuller, former County Judge Keith Self, and the McKinney community of Tucker Hill's collective push to have a by-pass go through Prosper wasn't even on the table until former County Judge Keith Self (who lives in Tucker Hill) asked TxDOT at a County Commissioners meeting to look at Prosper as an alternative route. He unethically used his position as the county judge to influence TxDOT to move the by-pass proposal away from Tucker Hill ("NIMBY – Not in My Back Yard"), and instead, build it in Prosper's backyard. How hypocritical of him.....

As I recall, the original TxDOT proposal had a by-pass running north-south along the east side of the Tucker Hill community where it would then merge with the existing US Highway 380. As I understand it, that east-side land is in a flood plain where no homes could be built anyway, but an elevated by-pass could be built there without depriving McKinney of potential tax revenue generated by new homes. That's when former County Judge wrongly opened his mouth to protect his own neighborhood.

In terms of "direct impact" on Prosper, Option B would obliterate the Ladera Prosper 55+ community being planned by the Delin brothers, just west of Custer Road, with the result that Prosper would be deprived of the taxes generated by these new homes. In terms of "indirect impact," Option B would create a negative environmental / ecological impact on:

- The Mane Gait therapeutic horsemanship program;
- The Founders Academy already built and in operation on the southwest corner of E. First Street and Custer Road;
- The existing small cemetery with plans for expansion on the west side of Custer Road;
- The Malabar Hill subdivision currently under construction on the south side of E. First Street;
- The Walnut Grove High School now under construction on the south side of E. First Street.

These are just some of the reasons why Prosper’s proper planning for the future should not be disrupted by Option B being pushed by the consortium of Fuller, Self, and Tucker Hill.

The cheapest alternative is not necessarily the best alternative, nor is it ethically the best alternative. The lack of planning on McKinney’s part (allowing homes and businesses to be built too close to the existing US Highway 380 when the city knew someday it would have to be improved and expanded) should not create an emergency for Prosper. Our town has carefully planned for its future. Prosper does not tell McKinney where to build roads in its city planning; in the same vein, McKinney should not be telling Prosper at this juncture where to build roads in its town. McKinney at 200,000 population ought not to be bullying smaller Prosper with its 30,000 population – projected to build-out at 72,000. The Town of Prosper has maintained all along for several years that it supports “Keep 380 on 380.”

The only acceptable options are:

- To build the by-pass east of Tucker Hill; or
- To “Keep 380 on 380.”

The best way to accomplish the latter is to use TxDOT’s own drawing called “Below Grade Main Lanes” with service roads at ground level. That design would put the noise factor below ground level in a “canyon.” It would be similar in design as to how the expanded Central Expressway passes by the area of SMU in Dallas.

I urge TxDOT in the strongest terms possible to not cave in to McKinney’s demands and to pursue the ethical choice of not harming the Town of Prosper and its residents.

//s//

Kenneth E. Seguin

Past President

████████████████████

██████████

-----Original Message-----

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, March 28, 2022 1:04 PM
To: Kent Hoffmann [REDACTED]
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 |

<https://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.txdot.gov%2F&data=04%7C01%7Cchs mith%40burnsmcd.com%7Cb6449ec792f54f2c4d7608da10e565cd%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637840874680173043%7CUnknown%7CTWFpbGZsb3d8eyJWljo iMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6I k1haWw iLCJXVCI6Mn0%3D%7C3000& sdata=RbwW%2BQaOpTxgveL9opRHc4XdvvaQT%2F2jBaUM7qf0dfk%3D&rese rved=0>

-----Original Message-----

From: Kent Hoffmann [REDACTED]
Sent: Wednesday, March 23, 2022 8:25 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
[REDACTED]

Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Kent Hoffmann

[REDACTED]

|

[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

[REDACTED]

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7Cb6449ec792f54f2c4d7608da10e565cd%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637840874680173043%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&data=8PVDAbaxIrrq1FQDPQm3HxkbyQ58SpKlaON%2BeTTIa1XU%3D&reserved=0>>

From: Jennifer Fitzgerald [REDACTED]
Sent: Friday, March 25, 2022 11:11 AM
To: Stephen Endres
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Kerry and Jennifer Fitzgerald

[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson

Texas State Senator Springer

Prosper Citizen Group

Prosper ISD Board

Prosper Town Council

From: KEVIN CHAPMAN [REDACTED]
Sent: Tuesday, March 29, 2022 8:41 PM
To: Stephen Endres
Subject: Fw: TxDOT Releases Latest 380 Bypass Project Information

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.

Dear Stephen,

It appears based on all of Stonebridge research option A is not a reasonable solution and the obvious choice is option B. I am happy and proud that Stonebridge is supporting the B option and has expressed reasonable reason why option B is best for everyone.

I live just a few blocks from [REDACTED] have live in my house for 17 years. I see no reason that would justify tearing up that entrance especially if it is going to cost \$99M more.

Make the right decision and lets build something that improve the quality of life and not disrupts it.

Thanks

Kevin

----- Forwarded Message -----

From: News from Stonebridge Ranch Community Association [REDACTED]
To: [REDACTED]
Sent: Monday, March 28, 2022, 05:17:53 PM CDT
Subject: TxDOT Releases Latest 380 Bypass Project Information



Monday, March 28, 2022



TxDOT Releases Latest Project 380 Bypass Information

**Voice your support for Project 380 Segment-B by contacting
TxDOT by April 6, 2022 with your comments (see below for
instructions)**

Message from SRCA Board of Directors:

The SRCA Board of Directors supports the Project 380 **Segment-B** bypass route. This option would route a US 380 bypass to connect WEST of Custer Road (see picture above). **The SRCA Board DOES NOT support Segment-A** for the reasons shown below. It will be very detrimental to our community.

Suggested Wording for US 380 Comment Form

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Contact the TxDOT project manager Stephen Endres, P.E. to ask questions or comment about the project at Stephen.Endres@txdot.gov or (214) 320-4469.

Detailed updated information about the 380 bypass project can be found at:
<http://www.keepitmovingdallas.com/US380EISPublicMeeting>.





From: Kevin Gaughan [REDACTED]
Sent: Monday, April 4, 2022 2:15 PM
To: Stephen Endres
Subject: Project 380 Segment-B Option

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.

Stephen,

Good morning. I am a resident of McKinney, specifically Wren Creek at [REDACTED]. I am writing you in to inform you I STRONGLY SUPPORT the Project 380 Segment-B bypass alignment option. It is:

1. The least disruptive to businesses with no displacements.
2. Has minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380, especially ours at Wren Creek.
3. The least expensive option by nearly \$99 million when compared to the cost of the Segment-A Alignment.

I STRONGLY OPPOSE Segment-A and it should not be considered for the following reasons:

1. It destroys and removes 17 small businesses west of the 380 and Custer intersection on the North Side.
2. The cost of Segment-A is \$99 MILLION more than Segment-B.
3. It will create a disruptive overpass on 380 over Stonebridge Drive and Custer Road.
4. It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive - all of which have schools located on them directly off 380.
5. It will cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in the area.
6. 380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Sincerely,
Kevin Gaughan
[REDACTED]

From: Kevin Carley [REDACTED]
Sent: Wednesday, March 30, 2022 1:54 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

I strongly suggest that you not move forward with the new Segment B plan for the HWY 380 bypass. It would truly be unconscionable for txdot to disrupt the lives of our most vulnerable people. For some of these individuals ManeGait is the only highlight in their lives. Please show some empathy, and reconsider your proposal. It's the right thing to do!

Cordially,

Kevin J Carley
[REDACTED]
[REDACTED]

From: Kevin [REDACTED]
Sent: Sunday, April 3, 2022 8:33 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:

Kevin Kennedy
[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Sincerely,
Kevin Kennedy

From: Kevin LaMarca [REDACTED]
Sent: Thursday, April 14, 2022 9:57 AM
To: Stephen Endres
Subject: Project 380 Bypass

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.

Mr. Endres:

As a McKinney resident, I oppose the proposed Segment A section of the Project 380 Bypass, as this segment costs millions more for taxpayers than Segment B; impacts more natural wetlands and wildlife than Segment B; and negatively impacts many more neighborhoods and businesses along U.S. 380 than Segment B.

As a result, I support Segment B because this segment requires fewer business and residential displacements; avoids costly reconstruction of the intersection at U.S. 380 and Custer Road; and is 14% shorter than the proposed Segment A, thus saving time, money, and excess pollution.

I appreciate your time and consideration to this matter. Please feel free to contact me with any questions.

Thank you,

Kevin LaMarca

From: Kevin Stafford [REDACTED]
Sent: Thursday, April 21, 2022 10:39 AM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

Mr. Endres,

My name is Kevin Stafford and my Wife and I are building at [REDACTED]. I would like to register my opposition of the proposed HWY 380 Segment B because it threatens the daily services and special events of MainGait and would destroy one of the remaining, actual "unique" features of McKinney.

The operation at MainGait is and has been a Texas State, Collin County and McKinney Community key resource as identified by TxDOT. As I understand it, Segment B will have significant impact on the livestock and ability for those animals to continue helping those with disabilities. That is the definition of "Unique", which I thought was McKinney's motto. "Unique by Nature" should not mean "let's do something that destroys the nature. Please be aware that the MainGait is an operation that serves many individuals, both previously and non-previously military with significant problems such as PTSD as well as children with variable types of medical and mental disorders. These vulnerable and protected populations are extremely sensitive in many ways and deserve a safe, high professional quality and easily accessible location that can receive the world-class therapy programs at MainGait.

My family has been fortunate to have use of facilities similar to MainGait in New Mexico for my Niece, who has significant disabilities and the services she has received have been extremely important in her physical and mental wellbeing. None of the therapy areas that she has received the services in Equine Therapy are located close to any facilities, roads or highways that could offer a distraction to the patients or animals. Any distraction to the animals (horses) such as the proposed Segment B could pose tremendous safety issues to the individuals being treated at MainGait. This would result in potential liability issues that should be considered.

Again, I respectfully submit my opposition to the proposed HWY 380 Segment B and truly hope both Prosper and McKinney come to a resolution that will keep this facility safe.

Thank You for your consideration.

Kevin Stafford
[REDACTED]
[REDACTED]
[REDACTED]

From: Kevin Zvokel [REDACTED]
Sent: Tuesday, April 5, 2022 10:17 PM
To: Stephen Endres
Subject: US 380 Comment Form

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 Stephen,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with minimal displacements and minimal impact on existing homes and families living in neighborhoods adjacent to US 380. It is also the least expensive option by nearly \$99 million compared to the Segment-A alignment cost.

I also strongly oppose Segment-A and in our opinion it should not be considered for the following reasons:

- It displaces 17 small businesses West of the 380 and Custer intersection on the Northside.
- The cost of Segment-A is \$99 million more than Segment B.
- It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- It will impact safety by increasing traffic on Stonebridge neighborhood streets arterial to Highway 380, such as Stonebridge Drive, Ridge Road, and Lake Forest Drive. Whereby Increasing traffic, noise, and pollution in our neighborhoods and reducing our property values.
- It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- 380 as it exists will be moved North and rebuilt, so the Southside of the new access road will be in the same location as the existing 380 is today.
-

Segment B is the best option to improve traffic flow in our corridor while also preserving our community's economic business and residential vibrancy.

KEVIN ZVOKEL (He/Him/His)

Ericsson

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Kim C [REDACTED]
Sent: Monday, March 28, 2022 5:33 PM
To: Stephen Endres
Subject: 380 Segment B Bypass / Not Segment A

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B bypass alignment option**. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

***It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.**

***The cost of Segment-A is \$99 million more than Segment-B.**

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

***It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets** arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

Decreased safety, increased traffic = increased costs of first responders.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

From: Kimberly Caolo [REDACTED]
Sent: Wednesday, April 6, 2022 10:23 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Kim Caolo, Clinical Therapist, [REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

From: Kim Ford [REDACTED]
Sent: Thursday, April 14, 2022 7:14 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Kim Ford, [REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

From: KIM HARRISON [REDACTED]
Sent: Saturday, April 2, 2022 5:26 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Kimberley and Jonathan Harrison, [REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Kimberley and Jonathan.

From: Kim Babka [REDACTED]
Sent: Tuesday, April 5, 2022 3:12 PM
To: Stephen Endres
Subject: Project 380 Supporting Segment B

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.

I am writing to ensure that my voice is heard in supporting Project 380 Segment B and I am opposing Segment A. As Segment B displaces fewer businesses and impacts fewer residents while costing nearly \$100 million dollars less with less disruption to wetlands and wildlife, it is certainly the earned choice. As a resident and proud Texan, supporting an additional \$100 million dollar spend and with severe disruptions noted, Segment B is the sensible, fiscally responsible and overall responsible option. As most of us who have worked our entire lives, paid a great deal in taxes and invested in our homes, we must know that you and the department will move forward with the decision with the least impact.

Thank you.

Kim L Babka
[REDACTED]

From: Kim Ownby [REDACTED]
Sent: Wednesday, March 30, 2022 2:28 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Kim Ownby, [REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

From: Kim Slater [REDACTED]
Sent: Tuesday, April 5, 2022 2:56 PM
To: Stephen Endres

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

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

--
Thanks,

Kim
[REDACTED]

From: Kim Swanner [REDACTED]
Sent: Wednesday, March 30, 2022 11:07 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Kim Swanner: [REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

-----Original Message-----

From: Keep It Moving Dallas Contact Form
Sent: Saturday, March 26, 2022 9:39 AM
To: Tanesia Henderson <Tanesia.Henderson@txdot.gov>
Subject: keepitmovingdallas.com Contact Us submission

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.

Submitted on Saturday, March 26, 2022 - 09:38

Please use the email address in the submission below. If you click "reply" to this email, it will send the email to the administrator of the keepitmovingdallas.com website and not to the user who submitted the contact form.

Submitted values are:

Your Name: Kim Vasquez

Your Email: [REDACTED]

Phone Number: [REDACTED]

Project: US 380 Environmental Impact Statement From Coit Road to FM 1827 Reason for contacting us: Other

Message: As a Prosper resident, I oppose segment B of the US 380 expansion!

From: Kimber Mincher [REDACTED]
Sent: Wednesday, April 6, 2022 6:47 AM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

Kimber and Brian Mincher
[REDACTED]
[REDACTED]

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

As a Town of Prosper resident, I further oppose HWY 380 Segment B as it would literally tear our small town apart. We are a small, proud and close community and we want it to stay that way!

Thank you,
Kimber Mincher
[REDACTED]

From: Kimberly Hanna [REDACTED]
Sent: Friday, March 25, 2022 1:17 PM
To: Stephen Endres
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,
Kimberly Hanna-Rutledge

[REDACTED]
|
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

[REDACTED]

From: Kimberly Ryan [REDACTED]
Sent: Monday, April 4, 2022 8:08 PM
To: Stephen Endres
Subject: RE: Support of HWY 380 by-pass Segment B (West of Custer)

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.

PS
My address is [REDACTED]
[REDACTED]

Thank you.

Kimberly Ryan
Pool Design and Sales Specialist
Gold Medal Pools & Outdoor Living, LLC.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

www.goldmedalpools.com



"The greatest compliment anyone can give is a referral to their friends or family"

OFFICIAL POOL BUILDER OF



From: Kimberly Ryan
Sent: Monday, April 4, 2022 8:06 PM
To: Stephen.Endres@txdot.gov
Subject: Support of HWY 380 by-pass Segment B (West of Custer)

On behalf of my family, which includes my 20-year-old son, who has autism, **I support by-pass segment B** (West of Custer) and **oppose segment A.**

We live in Tucker Hill and use HWY 380 daily for work commutes.

We also use 380 daily to transport my son to/from 29 Acres, which is an adult support community for the neurodiverse. 29 Acres is located just south off 380 in Crossroads, TX. I personally drive my son round trip 5 days a week. I am in and out of the neighborhood four times a day just for his drop off/pick up, plus several times for my work.

After reviewing TxDOT's Segment Analysis Matrix, Option B is the rational choice for the below reasons:

ManeGait:

My son participated in "Hippo therapy" (therapeutic riding) for 6 years in NJ. This type of service typically takes place IN THE ARENA NOT on trails. It is extremely frustrating that ManeGait continues to exploit my sons peer group, "protected individuals" (i.e., individuals with special needs and children).

ManeGait continues to use the term "therapy" in the context of serving individuals with disabilities. As previously discussed, ManeGait DOES NOT provide "essential services" or therapies. This type of service is not even covered by insurance companies. It is not essential like

physical therapy, speech therapy or occupational therapy. ManeGait is closed for 7 weeks in the summer, so disruption in services is a non-issue and they could have accepted the land swap that was offered in the past.

- There is no credible data to suggest that their operations will be disrupted, and they will lose Path certification. Custer is already expanding and has not disrupted services.

Disruption and safety during construction (3-5 years):

- Prosper continues to state that “option B will dissect the city”, yet option B only runs 1.14 miles through the city of Prosper and uses undeveloped land.
- Option B makes roads more accessible to construction vehicles and less disruptive to existing neighborhoods and businesses.
- Entrance into and out of Tucker Hill is limited. Construction will only make this more dangerous and be a physical and/or time barrier to enter or exit for residents and emergency services.
- Increased noise and air pollution will be a health hazard since Option A is adjacent to Tucker Hill on 3 sides resulting in major air quality and noise concerns during construction (and after).
- Option A renders the Tucker Hill Community Pool useless, no longer a place of sanctuary for our community and my family. My son is sensitive to sounds and the pool is our escape. Having 380 so close to our amenity center is of grave concern due to sound and air pollution.

Safety and Engineering:

- Option A will require excessive time and distance to enter and exit Tucker Hill. This is more than an inconvenience over our lifetime. It remains a safety issue with sharp turns rather than a gradual route.
- Option B avoids the significant problem of option A; limiting access and increasing time for the first responders trying to reach homes in Tucker Hill, Stonebridge, and area businesses.
- Option A surrounds Tucker Hill, which increases exposure to noise and pollutants.
- Option B is safer given the more gradual design, which will be important when considering severe weather conditions. It is unclear how cars and trucks traveling at 70+ mph would navigate two very sharp turns present in option A.
- Option A will disrupt the daycare at Ridge and 380 which serves children.

Economic:

- Taxpayer’s money matters. **Option B costs \$99 Million (current projection) less than option A** (\$589.7M vs. \$688.5M).
- Option B has just 2 major utility conflicts vs. 7 in option A, for a significantly lower cost of relocation
- Option B displaces 12 homes, businesses, and other barns/sheds/outbuildings vs. 31 in A
- Option B requires \$40 Million lower right of way cost (\$136.8M vs \$177.8M)

Kimberly Ryan
Pool Design and Sales Specialist
Gold Medal Pools & Outdoor Living, LLC.

██████████
██████████
██████████
██████████
████████████████████



From: Kip Mikeman [REDACTED]
Sent: Friday, April 1, 2022 8:37 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Kip Mikeman [REDACTED]
|
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

We have lived here 30 years keep 380 on 380 Kip Mikeman

From: [REDACTED]
To: [Stephen Endres](#)
Subject: Opposition to U.S. 380 Segment B
Date: Thursday, March 31, 2022 9:48:12 AM

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.

NAME/ADDRESS: Kira Mott and Troy Malone

[REDACTED]
[REDACTED]

Hello,

The purpose of this email is to inform you that I oppose the proposed HWY 380 Segment B. This proposition threatens the daily services and special events of ManeGait as well as the safety and well-being of riders with special needs including sensory disorders -- ManeGait is a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

ManeGait services are essential for my daughter who is sensitive to sounds. The environment proposed will impact her focus and sound sensitive body. Please reconsider this due to the negative impact it will have on many families and disabled members. Thank you.

~Kira

From: Kit Calafato [REDACTED]
Sent: Friday, April 8, 2022 7:35 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Dear Sir,

I am a professional horsewoman.

I am writing you: Please not approve the Proposed HWY 380 Segment B that would disrupt the safety of the operation of the horse facility known as, **ManeGait**, who's primary function is to assist in the rehabilitation of those in need.

Facilities, such as **ManeGait**, are rare and very valuable to the community and of immeasurable comfort to the disabled, be it mental or physical. With horses, there is a delicate balance between a safe and effective atmosphere and that of dangerous consequences. Horses are "flighty and sensitive" by nature and the horses at **ManeGait** could easily be disturbed by the inevitable noise and activity of a major HWY close by.

It would be a tragedy to disrupt such an asset to the community as is found with the **ManeGait** facility. These kind of facilities are far and few between. Please consider the immeasurable value and respect this rare treasure, known as, **ManeGait**.

Thank you for your consideration.

Respectfully,

Kit Calafato, retired USEF Judge
[REDACTED]
[REDACTED]

NAME/ADDRESS:

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

From: Maggie Hudson [REDACTED]
Sent: Friday, April 1, 2022 3:19 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Knox Hudson [REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

From: Korey Benton [REDACTED]
Sent: Wednesday, March 30, 2022 3:57 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

My name is Korey Benton and I live at [REDACTED]

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

--



From: Koti [REDACTED]
Sent: Tuesday, April 5, 2022 10:23 AM
To: Stephen Endres
Subject: US 380

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 Stephen,

I am opposing the on proposed expansion of US 380, definitely a NO to plan B which goes through Prosper city.

I am future resident of [REDACTED]

Thanks,
Koteswar

From: CARELLI, KRIS [REDACTED]
Sent: Wednesday, April 20, 2022 10:46 AM
To: Stephen Endres
Subject: US 380 Bypass Coit Road to FM 1827

Importance: High

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.

Dear Mr. Endres,

My name is Kris Carelli and I am a resident of the Stonebridge Ranch Community since 2010.

I am sending you this email as a request to PLEASE consider Option Segment B over option Segment A.

Much like the points outlined below, I am happy to speak with you in person should you need to,

Thank you in advance for your consideration.

Sincerely,

Kris

=====

US380 Bypass Coit Road to FM 1827: Did you know...

If Segment-A is built --

- It will cost taxpayers 99 million dollars **MORE** than Segment-B.
- At least 17 businesses on 380 will be destroyed.
- 8 lanes of traffic plus four lanes of access roads (two on each side of the freeway) will be constructed near Tucker Hill at Stonebridge Drive.
- 11 sites with hazardous materials and 7 major utility conflicts will need to be addressed.

If **Segment-B** is built --

- It will cost taxpayers 99 million dollars **LESS** than Segment-A.
- ManeGait property will remain untouched.
- No businesses on 380 will be destroyed.
- Zero sites with hazardous materials and 2 major utility conflicts will need to be addressed.

Protect our Stonebridge Ranch way of life **and** improve traffic movement and safety by supporting Segment-B today!

April 21 is last day to comment!

Contact the TxDOT project manager Stephen Endres, P.E. to ask questions or comment about the project at Stephen.Endres@txdot.gov or (214) 320-4469.

Detailed updated information about the 380 bypass project can be found at:
<http://www.keepitmovingdallas.com/US380EISPublicMeeting>.

From: Kristen O'Keefe [REDACTED]
Sent: Wednesday, March 30, 2022 12:40 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Kris Haterius
[REDACTED]
[REDACTED]

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Shame on TxDOT for even considering Segment B an option.

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 30, 2022 11:18 AM
To: Krista Anderson
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation

O: 214-320-4469 |

<https://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.txdot.gov%2F&data=04%7C01%7Cchsmit%40burnsmcd.com%7Ce09d124bcef645ffa11e08da1268d136%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637842538649138379%7CUnknown%7CTWFpbGZsb3d8eyJWljoimC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C3000&data=69WKjNI%2FYNbzbphK9utbCzCWWHFWGrio6AUEz5fwUTrw%3D&reserved=0>

-----Original Message-----

From: Krista Anderson [REDACTED]
Sent: Wednesday, March 23, 2022 8:55 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
[REDACTED]

Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Krista Anderson-Pisz

[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group
Prosper ISD Board Prosper Town Council

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7Ce09d124bcef645ffa11e08da1268d136%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637842538649138379%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ij1haWwiLCJXVCi6Mn0%3D%7C3000&sdata=Bjo3YYHCue52B73cGyQB8xSCccgwaWLIQZVLeZp1eMw%3D&reserved=0>>

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Friday, March 18, 2022 10:09 AM
To: krista bergs [REDACTED]
Subject: RE: Opposition to HWY380Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
214-320-4469

From: krista bergs [REDACTED]
Sent: Thursday, March 17, 2022 11:32 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Opposition to HWY380Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY

OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Krista McGowan

██████████

██████████████████

CC:

Texas House Representatives: Sanford, Holland, and Patterson

Texas State Senator Springer

Prosper Citizen Group

Prosper ISD Board

████████████████████

A Texas Department of Transportation message



From: Ian and Kristen Campbell [REDACTED]
Sent: Tuesday, March 29, 2022 10:52 AM
To: Stephen Endres
Subject: 380 segment

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

As a homeowner in Stonebridge Ranch right off [REDACTED] in McKinney, I **strongly SUPPORT the Project 380 Segment-B**ypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Kristen Campbell
[REDACTED]

From: Kristen Jones [REDACTED]
Sent: Wednesday, April 20, 2022 8:52 AM
To: Stephen Endres
Subject: TX DOT 380 Project - Select Segment B

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.

Good morning, Stephen,

As a long-time resident of both Stonebridge Ranch and McKinney, I am writing in support of Segment B for the US 380 Bypass project. At this time, I avoid 380 when possible. It is a traffic nightmare and frankly quite dangerous. I will have new drivers in my household in 5-4-5 years and am not looking forward to them having to navigate the speedway that it is.

In looking at the proposed options, Segment B makes the most sense for me on many fronts.

- 1) It is projected to cost \$99 million dollars less than segment A, which less face it, by the time they get around to building this bypass, could be even more.
- 2) No businesses on 380 will be destroyed. This is a huge plus as business are the backbone of our community providing jobs as well as a tax base.
- 3) As many studies have shown, ManeGait will remain untouched. What makes this one business any more important that the 17 that would be destroyed should option A be selected? In fact, the City of McKinney has offered them a land swap and the owners are not interested. Their business can continue just like the other 17 that are on Segment A.
- 4) If Segment A is built, it will dump 9 lanes of traffic plus 4 lanes of access roads near Tucker Hill at Stonebridge drive. With options available that protect current neighborhoods and neighborhood side streets, Option B should be the only one considered.
- 5) There are no hazardous materials and only two major utility conflicts that need to be address with Segment B versus 11 (hazardous materials) and 7 (major utility) conflicts with segment A.

And finally, look at the map, the shortest distance between two points is a straight line...why would you make a bypass that causes everyone to make a right angle turn? That is not saving any one time or fuel as they sit at a light waiting to turn right to finally start their time saving trip to Hwy 75?

Something needs to be selected fast so businesses and neighborhoods will know where to build and they can get moving on this project.

Thank you for your attention in this matter,

Kristen Jones
[REDACTED]
[REDACTED]

From: Kristen [REDACTED]
Sent: Wednesday, March 30, 2022 12:37 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Kristen O'Keefe

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Segment B should NEVER be an option.

From: Kristen Pettey [REDACTED]
Sent: Wednesday, April 6, 2022 10:42 AM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,
Kristen Stewart

[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson

Texas State Senator Springer

Prosper Citizen Group

Prosper ISD Board

Prosper Town Council

From: Kristi Bluj [REDACTED]
Sent: Monday, April 4, 2022 9:45 PM
To: Stephen Endres
Subject: Oppose option B

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.

We live in Whitley place and strongly oppose option B!! Prosper Economic Development has a list of impacts it would have on Prosper and our neighborhood and surrounds. Our family and our community say NO to B!!!

HOW DOES IT IMPACT US?

- 12+ lanes dividing Prosper (8 lanes & 4+ access lanes either side) with the magnitude equal to US 75, located just south of Founders Academy
- US 380 Bypass Segment B options + approved Collin Outer Loop (4-6 lanes) just north would sandwich NE SE Prosper in between 2 major highway thoroughfares
- Directly affects current and future planned neighborhoods: Whitley Place, Whispering Farms, Brookhollow, Christie Farms, Rhea Mills, Gentle Creek Amberwood, Ladera, Wandering Creek, Malabar Hills Rutherford Creek, etc.
- Materially impacts ManeGait and the wonderful therapies they provide to children and adults with disabilities
- Directly impacts multiple schools in Prosper ISD: Cockrell Elementary | Rogers Middle School | Walnut Grove High School and Founders Academy
- Impacts student drivers
- Increased Traffic and Noise
- Significant environmental impact: pollution, emissions, poor air quality
- Safety of our citizens and students
- Decreased home values and overall desirability of area
- Massive utility relocations that are critical to Prosper infrastructure
- Substantial lost tax revenue to the Town and Prosper

Thank you,
Kristi Bluj

From: Kristi Guydosh [REDACTED]
Sent: Friday, March 25, 2022 10:58 AM
To: Stephen Endres
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

REPLACE REPLACE Full Legal Name

Full Residential or Business Address

[REDACTED]
[REDACTED]
[REDACTED]

CC:
[REDACTED]

Texas House Representatives: Sanford, Holland, and Patterson
Texas State Senator Springer
Prosper Citizen Group
Prosper ISD Board
Prosper Town Council

[REDACTED]

From: Kristin Durbin [REDACTED]
Sent: Monday, March 28, 2022 8:02 PM
To: Stephen Endres
Subject: SUPPORT the Project 380 Segment-B

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

As a proud homeowner (8 years) and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

Please don't destroy the community I moved to this area for. I worry about the safety of my kids who ride bikes through the area and my teenager driving on such busy streets.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you,

Kristin

From: Kristin FIGUEROA [REDACTED]
Sent: Tuesday, April 5, 2022 9:49 PM
To: Stephen Endres
Subject: 380 Bypass

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

As a homeowner and citizen of McKinney, TX (residing at 7700 Roland Dr. McKinney TX 75070). **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Thank you,
Kristin Figueroa
[REDACTED]

From: Kristin Gaughan <[REDACTED]>
Sent: Monday, April 4, 2022 1:07 PM
To: Stephen Endres
Subject: Concerns about Option A for Project 380 Bypass

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.

Stephen,

Good morning. I am a resident of McKinney, specifically Wren Creek of Stonebridge Ranch. I am writing to inform you I STRONGLY SUPPORT the Project 380 Segment-B bypass alignment option. It is:

1. The least disruptive to businesses with no displacements.
2. Has minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. Especially ours at Wren Creek.
3. The least expensive option by nearly \$99 million when compared to the cost of the Segment-A Alignment.

I STRONGLY OPPOSE Segment-A and it should not be considered for the following reasons:

1. It destroys and removes 17 small businesses west of the 380 and Custer intersection on the North Side.
2. The cost of Segment-A is \$99 MILLION more than Segment-B.
3. It will create an overpass on 380 over Stonebridge Drive and Custer Road.
4. It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive - all which have schools located on them directly off 380.
5. It will cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in the area.
6. 380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community. Please be conscious of the environmental impact, the financial impact, and the community impact that Segment B has.

Thank you for your time.
Kristin Gaughan

From: Kristin Gray [REDACTED]
Sent: Friday, April 1, 2022 7:28 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Good morning,

I wanted to reach out to you about the new proposal for the 380 segment B. I wanted to let you know that I strongly oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource **as identified by TxDOT**. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait. Please reconsider!! Thank you!!

Kristin Gray

From: Sheri Seidler [REDACTED]
Sent: Tuesday, April 5, 2022 8:37 PM
To: Stephen Endres
Subject: The project380 Segment-B option.

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

As a McKinney homeowner, I choose the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A.** It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Thank you,
Kurt and Sheri Seidler

[REDACTED]
[REDACTED]



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

Thank you for taking the time to read our comments. While expansion is needed cutting through a town who's opposed is unjust. As well as not holding the city of McKinney accountable. This expansion has been known for many years. This impacts more than land. This is a ~~shock~~ ^{shock} move by the State thinking slipping just to the side of Main Gate. Disabled rights would be violated with route B. Having my family having volunteered at Main Gate we know the sensitivity of these special needs people - There was a long training needed just to volunteer. There is more safety, but there is special care needed for these people. Some of these adults and children require peace and calm. The country, state & cities need to fully and acceptably protect this population - It's shocking to think these rights will not be protected. This is not a route to consider unless human rights

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

are not TxDOT priority.

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name:

Kyla Smith

Address:

[Redacted]

Apartment, suite, etc.:

City/State/Zip:

[Redacted]

From: Kyle Herod [REDACTED]
Sent: Tuesday, April 5, 2022 4:14 PM
To: Stephen Endres
Subject: Support for Highway 380 Segment B Solution

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.

Mr. Endres,

As a homeowner and citizen of McKinney, TX for 20 years., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I further believe that SEGMENT B will improve the overall safety of Highway 380 diverting more traffic away multiple MISD school campuses. Highway 380 can be a challenging road to navigate for school buses, novice drivers, and vehicle operators not accustomed to stop lights on this type of road; by diverting more of the traffic away from Mckinney proper we will provide a safer driving environment for everyone.

I am strongly oppose Segment-A. This option should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

I appreciate your attention to this matter and encourage you to make Segment B a reality for progress and safety.

Have a good week,

From: Herring, Kyle [REDACTED]
Sent: Tuesday, April 5, 2022 2:38 PM
To: Stephen Endres
Subject: hwy 380 project

Importance: High

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Kyle Herring, LUTCF

LIBERTY MUTUAL
Executive Sales Representative
Sales Hall of Fame
Plano, TX

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

This email may contain information regarding products and services offered by Liberty Mutual. Click on this [Unsubscribe](#) link in order to request removal from any future email messages from Liberty Mutual that are advertising or promotional in nature

Warmest Regards,

Kyle Hillstead

[REDACTED]
|
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group
Prosper ISD Board Prosper Town Council

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7Cb95ec201988640c3d2f908da10e48d87%7Cbfbb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637840871053474553%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCI6Mn0%3D%7C3000&sdata=3SxZuoGabfBmLVivAVRsJlZ05z3xiYJhB080j8bh%2FJ0%3D&reserved=0>>

From: Kyuho Son [REDACTED]
Sent: Friday, April 1, 2022 3:50 AM
To: Stephen Endres
Subject: Strongly SUPPORT the Project 380 Segment-B

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.

Hello,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Best regards,
Kyuho SON
[REDACTED]

From: Lacey Fisher [REDACTED]
Sent: Monday, April 4, 2022 12:54 PM
To: Stephen Endres
Subject: Opposition to Hwy 380 Option B

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.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Please take this into huge consideration.

Thanks!

Lacey Fisher
[REDACTED]
[REDACTED]
[REDACTED]

From: LAchelle Neely [REDACTED]
Sent: Wednesday, April 6, 2022 8:14 AM
To: Stephen Endres
Subject: 380 overpass

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.

Good morning,

I am a Stonebridge resident and I just wanted to leave my comment about this overpass flowing over into our community and residential neighborhoods. I do not like it or support it, unfortunately. Our kids need the space to be kids and grow in a safe and open community. Thank you. Have a nice day.

Lachelle Neely

[REDACTED]

From: Garry/LaDonna [REDACTED]
Sent: Thursday, April 7, 2022 9:02 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: LaDonna Cole
[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Thank you.

From: Lana Van Deusen [REDACTED]
Sent: Wednesday, April 20, 2022 12:11 PM
To: Stephen Endres
Subject: 380 Bypass - segment B please

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.

My name is Lana Van Deusen I live in Stonebridge Ranch in McKinney. I am writing to request txdot consider using segment B for the planned 380 Bypass. This route would be less expensive and will have less Megan impact on the community and local businesses.

Sincerely,
Lana Van Deusen M.Ed., CSCS

From: Landon Schneider [REDACTED]
Sent: Saturday, April 2, 2022 2:16 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:

Devon Schneider
[REDACTED]
[REDACTED]

COMMENT:

I ride at ManeGait and don't want a highway ruining the beautiful property, scaring the horses and stopping us from helping other kids to need therapy. My grandparents are the founders and have worked so hard the last 15 years to build this program to help others. Even I can see how important it is and I'm only 8 years old. Surely you can see that too.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Landon Darling Schneider
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Stephen Endres](#)
Subject: Opposition to U.S. 380 Segment B
Date: Thursday, March 31, 2022 10:53:41 AM

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.

NAME/ADDRESS:

Landon Schneider
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

My prayer is that TxDOT is reminded by the many ManeGait supporters what a beacon of hope and healing ManeGait is for the surrounding community. We fight for a population that is left behind. As servants in Christ, we are called to serve the "least of these," and that is exactly what ManeGait does EVERY SINGLE DAY. Not to mention the volunteer opportunities and what a beautiful part of the city it is - aligning directly with the city of McKinney's slogan "Unique by Nature." It would be an absolute shame to destroy this land and the lives that get so much from God's ministry that is ManeGait.

We look forward to seeing all of you again next week and pray that your eyes are opened and perspective shifts to what truly makes a community great and what matters in life. That you too choose to stand up for those that quite literally cannot stand for themselves.

Make the right choice. Serve the least of these. Keep our land and community preserved and choose the route you already decided on once before, Route A.

We have never given up on a rider at ManeGait. We fight to serve them no matter what. Please know we will NOT give up. Ever.

In Christ's Hands,
Landon Schneider
ManeGait Co-Founder

From: Lane Welter [REDACTED]
Sent: Wednesday, March 30, 2022 5:11 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

I strongly oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT.

The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Frankly I oppose Segments B and A and strongly urge TX DOT to find a better solution then creating bypasses that come anywhere near existing subdivisions in Prosper, Celina and McKinney.

Use Preston or NDT to divert traffic traveling north/south then explore undeveloped land allowing east/west travel. To bi-sect Main Gate and the City of Proper is insane and I fear Segment B as planned will negatively impact the value of my home in Mustang Lakes.

Simply stated, there has to be a better route and as a citizen of Texas who pays taxes, state inspection fees and state registration fees for my vehicles I urge TX DOT to do better!

Lane Welter, AIA
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, March 28, 2022 12:58 PM
To: Lara Ross
Subject: RE: 380 bypass

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation

O: 214-320-4469 |

<https://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.txdot.gov%2F&data=04%7C01%7Cchsmith%40burnsmcd.com%7Ce8afb612a76d4d71b1cb08da10e48794%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637840870972237592%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C3000&data=tnAOxFnc5fTreDgq3e%2BFzoYsdNZvosrZihJ9x8TIVZk%3D&reserved=0>

-----Original Message-----

From: Lara Ross [REDACTED]
Sent: Tuesday, March 22, 2022 10:30 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: 380 bypass

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.

I am writing with a concern about the leopard 380 bypass running through prosper Texas. I agree with the leaders of Prosper and do not want the bypass to come through our town for the reasons they've expressed. In addition to those reasons, I feel that it will also place our kids at risk with the proposal being so close to the new Highschool. North Texas teens are at high risk for sec trafficking and having a freeway so close to a school is dangerous. Please do not put a bypass through our town!

Have a fabulous day!
Lara A. Ross

[A Texas Department of Transportation (TxDOT)

message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7Ce8afb612a76d4d71b1cb08da10e48794%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637840870972237592%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C3000&data=QII%2F2pHwLGubrFN3w6NBoGuNyCjTVhaPjTIdRRRdbMs%3D&reserved=0>

center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7Ce8afb612a76d4d71b1cb08da10e48794%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637840870972237592%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C3000&data=QII%2F2pHwLGubrFN3w6NBoGuNyCjTVhaPjTIdRRRdbMs%3D&reserved=0

From: Rebecca Zook [REDACTED]
Sent: Wednesday, March 23, 2022 8:02 AM
To: matthew Ross
Cc: Todd Rice
Subject: RE: [*EXTERNAL*] - Planning and Zoning-Keep it moving dallas 380 project

Ms. Ross,

Thank you so much for your comment. In order to ensure that your comment is successfully captured in the final EIS document, please go to the following TxDOT website specifically set up for this project:

[Virtual Public Meeting for US 380 | Keep It Moving Dallas](https://www.keepitmovingdallas.com/US380EISPublicMeeting) or type in www.keepitmovingdallas.com/US380EISPublicMeeting

You may review the documents presented (they should all be the same as the ones that were presented at the in person public meeting last night).

When you are ready to enter your comment, scroll down to the bottom until you see the following information; click on the words that I have circled/starred in **red** and enter your comment:

HOW TO PROVIDE COMMENTS

The deadline for providing comments is Wednesday, April 6, 2022.

Your comments are important. TxDOT will consider and respond to all comments in a Public Meeting Summary, which will be posted to the project website. The Preferred Alternative is not selected through a voting process.

[Click HERE to Comment Now](#)



TEXAS DEPARTMENT OF TRANSPORTATION

HOW TO PROVIDE INPUT

Comment forms must be submitted by April 6, 2022 to be included in EIS documentation.

Comment Online	Email Us	Mail Your Comment	Leave a Voicemail
Fill out at the Public Meeting or online at keepitmovingdallas.com/US380EISPublicMeeting	Stephen.Endres@txdot.gov	TxDOT Dallas District Attn: Stephen Endres, P.E. 4777 E US Highway 80 Mesquite, TX 75050	(832) 933-0440

PROJECT CONTACT: Stephen Endres, P.E.
TxDOT Project Manager | Email: Stephen.Endres@txdot.gov | Phone: (214) 320-4469

Thank you and I appreciate your involvement,
Rebecca Zook

Exec. Director of Development & Infrastructure Services
[REDACTED]
[REDACTED]

From: matthew Ross [REDACTED]
Sent: Tuesday, March 22, 2022 6:03 PM
To: Rebecca Zook [REDACTED]
Subject: [*EXTERNAL*] - Planning and Zoning-Keep it moving dallas 380 project

***** This is an email from an EXTERNAL source. DO NOT click links or open attachments without positive sender verification of purpose. Never enter USERNAME, PASSWORD or sensitive information on linked pages from this email. *****

I just wanted to reach out to share that I am firmly against the 380 bypass running through the town of prosper for all the same reasons that the city council and mayor are against it. I would also add my concern that one proposal puts the bypass near a new highschool and I have concerns regarding that as well. With North Texas being a sex trafficking area, to me having a major freeway or bypass right next to a highschool is dangerous for our kids. Please reconsider.

Sincerely,
Lara Ross

From: [REDACTED]
Sent: Wednesday, April 6, 2022 3:08 PM
To: Stephen Endres
Subject: RE: US 380 Coit to FM1827 Virtual information.

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.

Sir,

Excuse me I need to make correction to information as stated below; in that information **Existing US 380** should be replaced by **Existing County Road 330** that indicated correction is made in the original comment submitted in below email.

Again, please advise to nature of the green outline & water main / County Road 330 issues as mentioned below.

Sincere thanks for your time & consideration

Larry & Dale Costello
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Thursday, March 24, 2022 8:55 PM
To: 'Stephen.Endres@txdot.gov' <Stephen.Endres@txdot.gov>
Subject: US 380 Coit to FM1827 Virtual information.

Sir,

The virtual information did give a lot of information, but I am curious what the Green Highlight on my home at [REDACTED] McKinney, TX means as I see it on another neighbor's house as well, but not on the home of the neighbor between our two homes? Also, I have over 2 acres here & is only shown in Brown so that means nothing at all I take it, is that correct? Bottom line what are you (TxDot) talking about in relation to my home & land, especially the LARGE majority of land that is shown as unaffected. I'm just trying to find out what your (GREEN) color coding means to me & my family.

Finally also noticed that to south of the frontage Road showing coming thru my lot that there is a section of **Existing-US 380 Existing County Road 330** that is cross hatched out in RED, is this really just unused land as does not make sense to incur cost of relocation & condemning peoples homes when existing HWY land is NOT fully utilized. That same piece of existing US Hwy 380 could resolve another issue that current plan suggest you may not be aware of. Specifically, there is a water main running right under the increased encroachment into my property that was avoided with the Initial design layout as previously presented with respect to this project. Keeping the Highway & Frontage road to the south of the water main would reduce the impact to three of the houses in the area as well as avoid the extra expense of ensuring the water main stays free & maintaince accessible without need of shutting down new Highway in case of leaks. To avoid the water main would require a shift of about 50' south of the frontage north side (West Bound) as now being presented, & again looks like idle land identified as the cross hatched existing US 380 would afford that amount of buffer to move the road south by that much & keep the water Mian free from impact zone of road work as well as reducing impact & to three (3) personal residences, including mine.

Please let me know if you have any questions, comments or need any additional information regarding this.

Sincere thanks for your time & response to this issue.

Larry & Dale Costello
[REDACTED]

From: Larry & Darlene Burner [REDACTED]
Sent: Friday, April 8, 2022 10:47 PM
To: Stephen Endres
Subject: US 380

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.

Mr. Endres:

As homeowners and citizens of McKinney, TX., we **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements and minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

We also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road, and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thanks for your consideration,
Larry & Darlene Burner

From: Ruth Wolf [REDACTED]
Sent: Friday, April 1, 2022 9:42 AM
To: Stephen Endres
Subject: Proposed Improvements to US 380 Collin County

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.

Good Morning,

As a homeowner and citizen of McKinney, TX. for 22 years in Stonebridge Ranch Community, I strongly SUPPORT the Project 380 SEGMENT B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380. *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

Sincerely,

Larry and Ruth Wolf

From: Larry Ball [REDACTED]
Sent: Tuesday, April 5, 2022 10:24 AM
To: Stephen Endres
Subject: 380 Bypass

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.

Prosper should not be sacrificed for the preservation of McKinney. 380 has always been projected as the next freeway to the north. Do the right thing and duplicate 635 on 380.

[REDACTED]

From: Larry C [REDACTED]
Sent: Tuesday, April 5, 2022 4:23 PM
To: Stephen Endres
Subject: In support of the Project 380 Segment-B bypass option

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.

Stephen,

I agree with the statement below and fully support the Segment-B option and oppose Segment-A option.

I do spend significant time driving and shopping this area.

Thanks for your consideration.

Larry Christensen

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A.



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.

Please accept the following public input to the realignment of Collin County Hwy 380.

Support Segment A – Oppose Segment B

Although the matrix analysis between Segment A and Segment B shows Segment B being slightly more efficient, the negative impacts of Segment B on the community of Prosper are significant, both immediate and long-term. After decades of planning, the Town of Prosper and landowners in the affected area have spent tremendous effort and financial investment developing the evolution of the dynamic community it is today. Utilizing Segment A allows for a continuation of Prosper’s city planning, organized growth, and viability of its tax base with without disruption. On the other hand, Segment B undeniably isolates an entire section of the community, upsets the continuity’s decades of planning, and negatively affects the Town of Prosper’s tax base.

With a great foresight, the Town of Prosper planned for the potential expansion of Hwy 380 by creating setbacks for all buildings along its path. However, Segment B had no such planning. The Town of Prosper should not be penalized by the toxic ramifications of others’ lack of planning, bring forth consideration of the unacceptable Segment B alignment isolating the Town of Prosper’s south-east corner. This isolation by 12+ lanes of traffic will cause well established, highly desirable businesses to relocate, diminish the viability of planned residential communities, and negatively impact schools and humanitarian activities. In addition, years of disruptive road construction of Segment B will cause multitudes of further unanticipated detrimental effects upon the citizens of the Town of Prosper. I urge the decision makers to select Segment A for the new Hwy 380 realignment. Thank you.

Comments that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

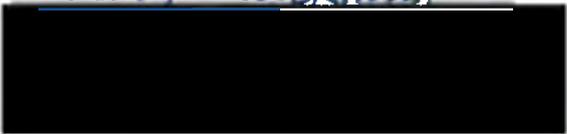
Name: Larry Jackman

Address: [Redacted]

Apartment, suite, etc.: [Redacted]

City/State/Zip: [Redacted]

Larry Jackman



NORTH TEXAS TX FOLIO
DALLAS TX 750
4 APR 2022 PM 4 L



RECEIVED TXDOT-DAL
APR 06 2022
DISTRICT MAIL ROOM
POD

**TxDOT DALLAS DISTRICT OFFICE
ATTN: STEPHEN ENDRES, P.E., CSJ 0135-02-065 ETC., US 380
4777 E U.S. HIGHWAY 80
MESQUITE, TEXAS 75150-6643**

75150-664399



Fold Here

Fold Here

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

From: Larry Jackman [REDACTED]
Sent: Saturday, April 2, 2022 6:10 PM
To: Stephen Endres
Subject: Collin County, Hwy 380 realignment

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.

Stephen,

Please accept the following public input to the realignment of Collin County Hwy 380.

Support Segment A – Oppose Segment B

Although the matrix analysis between Segment A and Segment B shows Segment B being slightly more efficient, the negative impacts of Segment B on the community of Prosper are significant, both immediate and long-term. After decades of planning, the Town of Prosper and landowners in the affected area have spent tremendous effort and financial investment developing the evolution of the dynamic community it is today. Utilizing Segment A allows for a continuation of Prosper’s city planning, organized growth, and viability of its tax base with without disruption. On the other hand, Segment B undeniably isolates an entire section of the community, upsets the continuity’s decades of planning, and negatively affects the Town of Prosper’s tax base.

With a great foresight, the Town of Prosper planned for the potential expansion of Hwy 380 by creating setbacks for all buildings along its path. However, Segment B had no such planning. The Town of Prosper should not be penalized by the toxic ramifications of others’ lack of planning, bring forth consideration of the unacceptable Segment B alignment isolating the Town of Prosper’s south-east corner. This isolation by 12+ lanes of traffic will cause well established, highly desirable businesses to relocate, diminish the viability of planned residential communities, and negatively impact schools and humanitarian activities. In addition, years of disruptive road construction of Segment B will cause multitudes of further unanticipated detrimental effects upon the citizens of the Town of Prosper. I urge the decision makers to select Segment A for the new Hwy 380 realignment. Thank you.

Kindest Regards,

Larry Jackman
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Stephen Endres <Stephen.Endres@txdot.gov>

Sent: Thursday, March 10, 2022 2:36 PM

To: Laura Camilleri [REDACTED]

Subject: RE: [REDACTED]
[REDACTED]
[REDACTED]

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
214-320-4469

From: Laura Camilleri [REDACTED]

Sent: Thursday, March 10, 2022 2:29 PM

To: Stephen Endres <Stephen.Endres@txdot.gov>

Subject: [REDACTED]
[REDACTED]
[REDACTED]

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Thank you,
Laura Camilleri

████████████████████
████████████████████
██
██

A Texas Department of Transportation message



-----Original Message-----

From: Keep It Moving Dallas Contact Form
Sent: Monday, March 28, 2022 5:42 PM
To: Tanesia Henderson <Tanesia.Henderson@txdot.gov>
Subject: keepitmovingdallas.com Contact Us submission

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.

Submitted on Monday, March 28, 2022 - 17:42

Please use the email address in the submission below. If you click "reply" to this email, it will send the email to the administrator of the keepitmovingdallas.com website and not to the user who submitted the contact form.

Submitted values are:

Your Name: Laura Donahue

Your Email: [REDACTED]

Phone Number: [REDACTED]

Project: US 380 Collin County Feasibility Study Reason for contacting us: Other
Message:

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community. We live just a mile from the 380 and Stonebridge Ranch intersection and already have seen an increase in traffic and speed related issues in our neighborhood - Segment B is the best option!

From: [REDACTED]
To: [Stephen Endres](#)
Subject: Opposition to HWY 380 Segment B
Date: Thursday, March 31, 2022 11:03:23 AM

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.

I cannot approve and totally oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

I hope you'll hear our voices. Please vote no!

Laura Lyn Benoit
[REDACTED]

From: Laura Martinolich [REDACTED]
Sent: Wednesday, April 13, 2022 5:17 PM
To: Stephen Endres
Subject: Project 380 bypass - McKinney TX

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.

Dear Stephen Endres,

My family and I support of Segment-B.

On April 10, 2022, the Dallas Morning News published a front-page article about the Project 380 bypass route. The article, focused on ManeGait, was well written but poorly researched as it only told half of the story. In the interest of fairness and complete reporting, the other side of the story should be told. These are the facts that were not reported:

There was no mention of the fact that back in 2019, the City of McKinney offered to acquire the current ManeGait property and move it to a newly constructed facility at no cost to ManeGait. They refused to consider this option even though they now say they may have to move and build a new facility. Interestingly, in the last few years, ManeGait was the recipient of several hundred thousand dollars from City of McKinney grant programs. Neither of those items were covered in the article.

Further, TxDOT has researched stakeholder concerns including those expressed by ManeGait. TxDOT updated Segment-B so that none of the ManeGait property is taken. TxDOT even researched other similar facilities in the state of Texas and found **no** ManeGait operational issues should be expected. That was not mentioned in the article.

There was no discussion of the seventeen businesses that will be destroyed if Segment-A is built versus none if Segment-B is built. The businesses to be destroyed are located on the North Side of 380 on both sides of Custer Road and the number will grow since more businesses are under construction today. Segment-B only goes through currently undeveloped land in Prosper while Segment-A goes through a currently heavily developed area in McKinney. In McKinney's Tucker Hill, businesses that front on 380 also will also be impacted. Was there any discussion with any of these business owners?

The cost of Segment B is \$99 million LESS than Segment-A.

There was no reporting on the impact to Kensington Village which is directly in front of where the proposed Segment-A would enter 380. The proposed Segment-A interchange would greatly increase noise and pollution in that SRCA neighborhood potentially affecting the enjoyment and value of their homes. Were any of those property owners contacted for comment?

There is an expected 3-4 year construction cycle that will impact many current businesses and homes with noise and traffic disruption if Segment-A is built. Segment-B will have minimal impact on homes and businesses.

Thank you for considering all the points explained above,

Laura Martinolich

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, March 28, 2022 1:03 PM
To: Laura Padula
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 |

<https://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.txdot.gov%2F&data=04%7C01%7Cchsmit%40burnsmcd.com%7C5910cf131ad148afef8508da10e53896%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637840873927364156%7CUnknown%7CTWFpbGZsb3d8eyJWljoimC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C3000&data=iByTFyXoCXsnj%2BfnGsf5VtL3HGllrQDJft%2FzgoIo%2FK0%3D&reserveid=0>

-----Original Message-----

From: Laura Padula [REDACTED]
Sent: Wednesday, March 23, 2022 7:59 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Laura Padula



CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group
Prosper ISD Board Prosper Town Council



[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7C5910cf131ad148afef8508da10e53896%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637840873927364156%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCI6Mn0%3D%7C3000&sdata=7EC0IFJGHdt41vOouWGY1fNQV%2BLA72m4FNWJ2TVEOL0%3D&reserved=0>>

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, March 28, 2022 12:56 PM
To: Lauren Cooper
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 |

<https://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.txdot.gov%2F&data=04%7C01%7Cchsmit%40burnsmcd.com%7C7ddd219ea0c643e890e408da10e42b02%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637840869401258433%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&data=hSOczaN5lj4aAiZTmJ0vv5KqE7H7AVgknRCP8YYdSJE%3D&reserved=0>

-----Original Message-----

From: Lauren Cooper [REDACTED]
Sent: Tuesday, March 22, 2022 9:02 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]

Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Lauren Bickel



CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group
Prosper ISD Board Prosper Town Council

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7C7ddd219ea0c643e890e408da10e42b02%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637840869401258433%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&data=0pM1AC%2BlyXGc%2FecHkrV11w5PksmCiL%2BJcsp2nn6s7c%3D&reserved=0>>



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments: PLEASE CROSS ALIGNMENT A. THE TOWN OF PROSPER MAY
PRE-PLAN FOR ALL TRAFFIC ISSUES BY CROSSING ALIGNMENT B.
YOU TAKE OUT MANY UPDATING PROSPER DEVELOPMENTS INCLUDING
ONE IN PROGRESS. IF AN ALIGNMENT IS NECESSARY, VOTE A.

HONESTLY, I VOTE NO TO ANY BYPASS. 380 SHOULD BE LEFT AS
IS THIS PROJECT PLANS FOR CURRENT ISSUES FOR FUTURE YOU
SHOULD BYPASS 380 MILLION DOLLAR ROAD TO TAKE DOWN
BUSINESSES UNDER A HIGHWAY, AND IMPACT OTHERS YOU ARE
NOT THINKING FOR THE FUTURE.

WE HAVE A MAJOR ISSUE BETWEEN COIT & B. NONE OF THEM
CONSIDER THEM.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print
Name: LOREN HAYES
Address: [REDACTED]
Apartment, suite, etc.: [REDACTED]
City/State/Zip: [REDACTED]

From: Lauren Lewis [REDACTED]
Sent: Saturday, April 2, 2022 11:44 AM
To: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Lauren Lewis Hernandez

[REDACTED]

[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson

Texas State Senator Springer

Prosper Citizen Group

Prosper ISD Board

Prosper Town Council

From: Lauren Palmer [REDACTED]
Sent: Wednesday, March 30, 2022 11:21 AM
To: Stephen Endres
Subject: HWY 380 Segment B

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.

Dear Stephen,

My name is Lauren Palmer and I live at [REDACTED]. I 100% oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait—a key community resource as TXDot themselves recognized in 2020. Segment B places the 45' tall freeway within 50-100 feet of ManeGait...even closer and more disruptive to operations than your previous proposition. As a born and raised Texan, contributing member to society, and on the most basic level, a human, I do not understand this type of blatant contradiction.

The children and adults with disabilities served by ManeGait deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait. In the March 22, 2022 public hearing, TXDot claimed they interviewed similar horsemanship facilities and the proposed highway does not pose an issue to operations. This claim is a fallacy. No other PATH Premier Accredited center in Texas the size of ManeGait is located within 50-100 feet of highway, and none have operated next to a 3-4 year highway construction project. How disappointing to see such blatant untruths come from such a powerful company who should be leading the way in honesty and integrity among governmental businesses.

Please consider my words and request to eliminate this proposition. Do not allow your expansion to prey on the vulnerable (and protected!) populations that ManeGait serves.

Sincerely,
Lauren Palmer

From: [REDACTED]
To: [Stephen Endres](#)
Subject: Opposition to U.S. 380 Segment B
Date: Thursday, March 31, 2022 11:02:05 AM

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.

NAME/ADDRESS: Laurie Cope

[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Laurie Cope

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, March 28, 2022 12:55 PM
To: lkwon.aud
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres

Transportation Engineer

Dallas District | Texas Department of Transportation

O: 214-320-4469 | www.txdot.gov

From: lkwon.aud [REDACTED]
Sent: Tuesday, March 22, 2022 9:02 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Laurie Huynh

██████████

██████████

A Texas Department of Transportation message



From: Laurie Smith [REDACTED]
Sent: Wednesday, April 20, 2022 3:57 PM
To: Stephen Endres
Subject: US 380 Bypass Options - Support Segment B

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.

Dear Mr. Endres & TXDOT,

I write you to ask that as you consider the best option for a US 380 Bypass supporting either Segment A or B, that you not be influenced by the propaganda, media or hype surrounding this matter, but to consider only the facts as evidenced by your own research and studies.

Segment A:

Segment A is currently estimated to be \$98.8 million dollars more costly and does not yet include estimates for the relocation of main lines from water pump stations

Segment A impacts 31 entities (17-businesses, 2-homes, 12-other structures), Segment B impacts only 12

Segment A has 7 noted major Utility impacts compared to only 2 in Segment B

Segment A has 11 Hazardous sites, Segment B has 0

Segment A does not provide direct access into or out of Tucker Hill and will impact timeframes for emergency vehicles and lifesaving services

Segment B:

Segment B does not impact existing Businesses (0), or other structures (0) and has impact limited to 5 residences

Segment B minimizes impact to the Custer Rd. And US 380 intersection, a major thoroughfare in the area

Segment B has less overall environmental impacts

Segment B indicates better flow through timing and speeds for transit

Segment B - ManeGait (Research indicates it is possible for therapeutic horsemanship facilities to function effectively in a variety of physical and environmental settings).

Segment B is the most economically favorable as it requires less funding and conserves at least \$98.8 million dollars

Please support Segment B and prove that TXDOT operates fairly using fact based decisions and economic reasoning.

Sincerely,

Laurie Smith
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Thursday, March 31, 2022 2:15 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Lea Blair

[REDACTED]

[REDACTED]

[REDACTED] NAME/ADDRESS:

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

From: Leah Beck [REDACTED]
Sent: Tuesday, March 29, 2022 6:53 PM
To: Stephen Endres
Subject: Segment B

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.

I would like to send an endorsement for the segment B plan for the 380 bypass. I feel like it is the best plan for the financial cost. I strongly oppose segment A.

Thank you!

Leah Beck

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Jill Moore [REDACTED]
Sent: Wednesday, April 6, 2022 11:20 AM
To: Stephen Endres
Subject: Support for 380 Bypass Segment B

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.

Mr. Endres,

As citizens of McKinney, TX, we voice our support for **Segment B** of the 380 ByPass Project. We strongly agree with the opinions of less business disruption and less impact on existing homes with **Segment B**. In addition to those concerns, the cost factor should be a considerable consideration in favor of Segment B. With the inevitable cost overruns, it seems plan A would likely cost at least \$100 million more than the more desirable **Segment B**.

Having lived in McKinney since 2005, we have followed the many discussions of the proposed 380 Bypass routes. Even from our east McKinney location, we observed the development and increase in traffic at the intersection of 380 and Custer. Through all the various alternate bypass routes, It has always made more sense to us that west of Custer would be the wisest choice to connect the bypass with 380.

We hope you will share our concerns with TXDOT and that **Segment B of the Project 380 Bypass** will be the choice for improving 380 traffic and north Collin County traffic in general.

Thank you for your support,
Lee and Jill Moore

As a homeowner and citizen of McKinney, TX., I strongly **SUPPORT** the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly **oppose** Segment-A. It should **not** be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

- *The cost of Segment-A is \$99 million more than Segment-B.

- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.

- *It will also cause the installation of water pipes (ducts) over 380.

- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.


Lee-Ann Elliott





PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.

Comments:

To Mr. Endres

hello - I live in a neighborhood just off of 380 and this idea of choosing Option A is extremely concerning to me on so many levels. First, the cost factor is Option B. Almost 100 million difference??!! What a poor poor stewardship of money for our city. The displaced businesses etc. But the biggest concern I have is if option A were chosen - the massive disaster 380 would be in the ensuing years - how would emergency vehicles get to various destinations along 380 in a timely manner? Respectfully this makes no sense to me to choose this

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

Please CHOOSE OPTION B

Thank you

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name:

Leigh Ann Wood

Address:

Apartment,

City/State/Z

Leigh Wood

DALLAS TX 750
5 APR 2022 PM 5 L



RECEIVED TXDOT-DAL
APR 07 2022
DISTRICT MAILROOM
PDD

TxDOT DALLAS DISTRICT OFFICE
ATTN: STEPHEN ENDRES, P.E., CSJ 0135-02-065 ETC., US 380
4777 E U.S. HIGHWAY 80
MESQUITE, TEXAS 75150-6643

75150-664399



Fold Here

Fold Here

P&DC



To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

From: Leisa [REDACTED]
Sent: Saturday, April 9, 2022 7:41 PM
To: Stephen Endres
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Leisa Morgan

[REDACTED]
|
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

From: Leonardo Cova [REDACTED]
Sent: Friday, April 1, 2022 11:09 PM
To: Stephen Endres
Subject: 380 Bypass Project - Segment B Support

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 Mr Endres,

Writing this note as I'll like to share my position in regards of this TXDoT project.

As a homeowner and citizen of McKinney, I strongly support the Project 380 Segment-B bypass alignment option given this one will be the least disruptive one to businesses and residents alike, ensuring no displacements and a minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380 in terms of quality of life

It is also be the least expensive option by ~100 MUSD when compared with Segment-A alignment, plus option A will also have a negative impact to the community in terms of:

1. Small businesses (It will destroys/remove 17 SME West of the 380 and Custer intersection on the North side)
2. Unnecessary overpass on 380 over Stonebridge Drive and Custer Road damaging the neighborhood livability
3. Decrease traffic safety and increase traffic flow on Stonebridge neighborhood streets such as Stonebridge Drive, Ridge Road and Lake Foretraffic, generating additional noise pollution and overall contamination for the neighborhood which will ultimately translate into a property value reduction for the houses in construction proximity

Based on the facts from above, is why in my opinion Segment B will be the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community

Hope this note serves for the TXDoT when deciding on the best option for the neighborhood, McKinney and the DFW area

Best,
Leonardo Cova

From: [REDACTED]
To: [Stephen Endres](#)
Subject: Opposition to U.S. 380 Segment B
Date: Thursday, March 31, 2022 10:40:48 AM

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.

To Txdot:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 16, 2022 8:22 AM
To: leslie coleman [REDACTED]
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
214-320-4469

From: leslie coleman [REDACTED]
Sent: Tuesday, March 15, 2022 6:53 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30 20DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE

From: Leslie Czarnecky [REDACTED]
Sent: Sunday, April 10, 2022 11:52 AM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Leslie Czarnecky
[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

Leslie Czarnecky
[REDACTED]

From: Leslie SanAndres [REDACTED]
Sent: Thursday, April 7, 2022 11:47 PM
To: Stephen Endres
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Leslie Morales
[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson

Texas State Senator Springer

Prosper Citizen Group

Prosper ISD Board

Prosper Town Council



From: Lewis W. Pollok, III [REDACTED]
Sent: Wednesday, March 30, 2022 11:23 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

I am a 16 year therapeutic equine volunteer.

Lewis W Pollok III
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Lidija Fleitz [REDACTED]
Sent: Wednesday, March 30, 2022 12:30 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Mr. Endres,

I am writing to you because I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT.

Please reconsider this proposal. Many special needs children rely on this therapeutic program.

Thank you for your careful consideration in this important matter.

Respectfully,

Lidija and Alan Fleitz
[REDACTED]

From: [REDACTED]
Sent: Wednesday, March 30, 2022 4:21 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 30, 2022 11:12 AM
To: Linda Racey
Subject: RE: 380 Project

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation

O: 214-320-4469 |

<https://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.txdot.gov%2F&data=04%7C01%7Cchsmith%40burnsmcd.com%7C3437b91a3a0c41aca6d708da12680a77%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637842535360054791%7CUnknown%7CTWFpbGZsb3d8eyJWljoimC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikh1haWwiLCJXVCi6Mn0%3D%7C3000&data=rV7zU4sPPfV01scUw1lmoa7fjMHA%2FQCi15MUCEbrngl%3D&reserve=0>

-----Original Message-----

From: Linda Racey [REDACTED]
Sent: Wednesday, March 23, 2022 2:34 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: 380 Project

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.

Dear Stephen,

My husband and I bought a brand new home in [REDACTED] Prosper, TX, in May, 2021. We love our home, our neighborhood, and our town. Segment B in the proposed 380 project would negatively impact our neighborhood and nearby neighborhoods as well as the new Prosper High School (currently under construction) and Founders Classical Academy. We wish to strongly discourage Segment B as an option in the proposed 380 project.

Sincerely,
Linda & Dennis Racey
[REDACTED]
[REDACTED]

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7C3437b91a3a0c41aca6d708da12680a77%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637842535360054791%7CUnknown%7CTWFpbGZsb3d8eyJWljoimC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikh1haWwiLCJXVCi6Mn0%3D%7C3000&data=53ac7SJ37Y1ZRf%2BtYihkUH6v9DdaTWR4E%2Fg9VEizEdY%3D&reserved=0>>

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, March 28, 2022 12:55 PM
To: Linda Cochran
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation

O: 214-320-4469 |

https://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.txdot.gov%2F&data=04%7C01%7Cchs_mith%40burnsmcd.com%7Cc454dacde157497986fe08da10e4186d%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637840869087775788%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCIGMn0%3D%7C3000&data=qP%2B4gymVQcBZcRPiV56rzRpYjSAMIARPs7Rcud42Cfl%3D&reserved=0

-----Original Message-----

From: Linda Cochran [REDACTED]
Sent: Tuesday, March 22, 2022 9:02 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]

Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

[REDACTED]
|
[REDACTED]
|
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group
Prosper ISD Board Prosper Town Council

Thank you,
Linda Cochran

[REDACTED]
[REDACTED]

Thank you,
Linda Cochran

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7Cc454dacde157497986fe08da10e4186d%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637840869087775788%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&sdata=Ws%2BqSb8NepD285RraKM%2FcUCj3TSPlivhz%2BU6%2FsW2zJo%3D&reserved=0>>

From: Linda Falke [REDACTED]
Sent: Monday, March 28, 2022 6:26 PM
To: Stephen Endres
Subject: Project 380 support B

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B**bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

[REDACTED]

From: Linda Greenwell [REDACTED]
Sent: Thursday, March 31, 2022 2:48 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME: Linda Greenwell
[REDACTED]
[REDACTED]

COMMENT:

As a regular volunteer commuting to ManeGait three or more days each week, I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

This segment also would pass dangerously close to the Founders Classical Academy (K-12 charter school) just northwest of ManeGait.

Please consider another option for the 380 bypass that would not endanger or interfere in the daily operations of these precious resources.

Thank you.
Linda Greenwell
[REDACTED]

From: Linda Guthrie [REDACTED]
Sent: Wednesday, March 30, 2022 3:45 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Linda Guthrie
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED] I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

From: linda schaefer [REDACTED]
Sent: Saturday, April 9, 2022 6:38 PM
To: Stephen Endres
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres, I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper. As a Recreation Therapist I also fully support ManeGait Therapeutic Riding Center, understanding the need for a quiet and calm environment for both the safety of the animals, and the adults and children with different sensory needs. As a mother of a child with attention and auditory sensory challenges that in turn affect his behavior, it would make ManeGait a loud environment and my child would not be able to safely participate in their amazing program. This 380 bypass would clearly impact them and therefore, I strongly opposed this.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Linda Hunter

[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson
Texas State Senator Springer
Prosper Citizen Group
Prosper ISD Board
Prosper Town Council

From: Lindalouise De Mattei [REDACTED]
Sent: Friday, April 1, 2022 2:21 PM
To: Stephen Endres
Subject: OPPOSITION TO 38 BYPASS GOLD/BROWN

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.

- I oppose the Gold/Brown alignments of the proposed 380 bypass for the following reasons.
-
-
- Town of Prosper has passed six Town Council approved Resolutions strongly opposing any proposed alignment for the widening of US 380 not located along the existing US 380 corridor; The TEXDOT study recommended alignment A.
-
- Segment B of the proposed Gold/Brown alignment poses a significant, negative impact to both existing and future residential, including a senior facility, and commercial developments planned within the Town. The alignment would directly impact over 380 future homes and thousands of residents and indirectly impact many more .
-
- Segment B will increase ground-level ozone impacting at least two environmentally sensitive facilities (ManeGait and Founders Academy) resulting in a conflict with Air Quality guidelines publicized by the North Central Texas Council of Governments (NCTCOG);
-
- Segment B runs directly through a quickly developing section of the Town of Prosper causing significant environmental impacts on the human and natural environment by adding a new and unplanned interstate through Prosper versus using the existing alignment within Town limits, most notably noise, air pollution and traffic impacts.
- - Segment B has a detrimental effect on ManeGait Therapeutic Horsemanship; a unique nonprofit facility providing equine therapy to hundreds of adults and children with disabilities. People with disabilities have the right to a favorable environment to promote healing. The horses safety and behavior will also be impacted.
 - It will no longer be able to safely exist in such proximity to that amount of noise and pollution. They have a once a year fund raising event that produces less noise and we at Whitley Place, quite a distance away are able to hear that. Once a year for a good cause is perfectly acceptable to help out those in need. Constant truck and car traffic is not.
- Segment B is in close proximity to existing and future schools including an existing charter school and a high school. impacting thousands of students. Noise will be impossible for learning and outside activities. Again, noise and ozone levels will be harmful.

Sincerely,
Linda Louise White De Mattei

[REDACTED]
[REDACTED]

From: Linda McKenzie [REDACTED]
Sent: Monday, April 4, 2022 10:50 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Linda McKenzie, [REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait. MainGait serves both children and adults with disabilities, populations that need our support and resources. Please build this road in another location.

Linda McKenzie

From: [REDACTED]
Sent: Wednesday, April 6, 2022 10:42 AM
To: Stephen Endres
Subject: Project 380

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

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Lindsey Stewman
Donald Copenhaver

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Thursday, April 14, 2022 12:22 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Dear Mr. Endres,

Over the years, I have come to admire the efforts that ManeGait's owners, staff, and volunteers make to serve vulnerable and protected populations through their therapeutic horseback riding program. I have enjoyed hearing about their successes and know that their hearts are passionately invested in these activities. It takes special people to devote the resources and energy that they continually invest in serving those in need. Not many with similar desires have been as successful as ManeGait. What a shame it would be to have results of their hard work and investment over so many years come to an end due to the subject proposed highway expansion.

Thus, I wholeheartedly oppose the proposed U.S. Highway 380 Segment B because it threatens the daily services and special events of ManeGait. Indeed, I understand that TxDOT acknowledges that ManeGait is a key community resource. The vulnerable and protected populations served by ManeGait deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait. Thank you for your consideration and support.

Sincerely,
Lisa Griffith

[REDACTED]
[REDACTED]

From: lisaj323 [REDACTED]
Sent: Thursday, April 7, 2022 4:49 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

--

"The Greatest Journey you will ever take is the Journey Inward..."

Lisa J Miller

[REDACTED]

From: Lisa Lalani [REDACTED]
Sent: Tuesday, March 29, 2022 4:45 PM
To: Stephen Endres
Subject: I oppose Option A!!!!

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

As a homeowner and citizen of McKinney, I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

[REDACTED]

From: Lisa Lewis [REDACTED]
Sent: Friday, April 1, 2022 9:11 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:

Lisa Lewis
[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

From: Lisa Muckelbauer [REDACTED]
Sent: Friday, April 1, 2022 7:31 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:Lisa Muckelbauer

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

From: LISA NEWBOLD [REDACTED]
Sent: Friday, April 1, 2022 10:06 AM
To: Stephen Endres
Subject: US HWY 380 Improvement Project

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.

Good Morning,

I am opposed to the proposed HWY 380 Segment B.

It not only threatens services and special event of Mane Gate, it will create an extremely dangerous environment for both the horses, and more importantly, the riders.

These riders suffer from debilitating disabilities. Expanding the highway so close to this very important therapeutic facility would not only put stress on the horses causing illness and possible death, but could lead to possibly fatal accidents.

Highways and horses do not mix. Highways and children with disabilities can be deadly!

Please reconsider any highway expansions of HWY 380 near Mane Gate.

Thank you for your time.

From: Lisa Rogers [REDACTED]
Sent: Thursday, March 31, 2022 10:43 PM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Lisa Rogers
[REDACTED]
[REDACTED]

|
CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

From: RANDY ROUSE [REDACTED]
Sent: Wednesday, March 30, 2022 11:43 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

My family opposes the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Regards,
Lisa Rouse

[REDACTED]

From: Lisa Seale [REDACTED]
Sent: Thursday, March 31, 2022 3:50 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Lisa Seale

[REDACTED]
[REDACTED]
[REDACTED]

Because the city's (Mckinney/Princeton) have waited until the growth of this area of Collin County is out of control they have not looked at the disadvantages and implications this is causing. HWY 380 should have been fixed 10yrs ago. The business on 380 should be taking the brunt of 380 expansion not the homes and NOT ManeGait! I have a niece who is getting therapy from ManeGait that has improved her life and continues to enhance her quality of life. I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

KEEP 380 on 380

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: LIZ FRANKO
Address: [REDACTED]
Apartment, suite, etc.: _____
City/State/Zip: PLANO TX

From: Lois Hall [REDACTED]
Sent: Saturday, April 2, 2022 10:33 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Lois Hall

[REDACTED]
[REDACTED] Our granddaughter who has Special Needs has therapy at ManeGait and it helps her a lot. It is the only facility within miles for children with Special Needs to have access to for Horse Therapy it would be a real disservice to these children if this is allowed to happen.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Please consider this in the decision.
Thank you,
Lois Hall

[REDACTED]

From: Lolo Wong [REDACTED]
Sent: Sunday, March 27, 2022 5:54 PM
To: Stephen Endres
Subject: Highway 380 Expansion

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.

Hello Mr. Endres,

I am a resident of StoneBridge Ranch housing area. I OPPOSE Option A and I am in FAVOR of Option B. My reasons are the following:

1. Option A will displace current business (some recent)
2. Hugh increase in cost for relocation of utilities and acquisition of ROW (right of way)
3. Environmental impact of wetlands, rivers and streams are more severe than Option B.
4. Neighborhoods of Stonebridge will be sharply affected with noise and construction.

I agree that McKinney is growing fast and traffic and congestion will increase. So let's push it OUT and away from neighborhoods and NOT inside. Option B makes sense, it SAVES the environment, established businesses and neighborhoods. Also, it saves money.

Thanks for your time,

Lolo Wong
[REDACTED]

From: Loren Gibson [REDACTED]
Sent: Thursday, March 31, 2022 11:18 AM
To: Stephen Endres
Subject: Opposition to hwy 380 section B

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.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait."

Loren Gibson, MA, LMFT-S, LPC-S
Clinical Director
Transitions Therapeutic Services of North Texas

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Wednesday, March 30, 2022 12:14 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Lori Dieffenbaugher [REDACTED]

COMMENT: I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Thank you,
Lori Dieffenbaugher

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, March 28, 2022 12:58 PM
To: (null) (null)
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 | www.txdot.gov

From: (null) (null) [REDACTED]
Sent: Tuesday, March 22, 2022 11:31 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Lori Porter

[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson

Texas State Senator Springer

Prosper Citizen Group

Prosper ISD Board

Prosper Town Council

[REDACTED]

A Texas Department of Transportation message



From: Lori Wilson [REDACTED]
Sent: Friday, April 1, 2022 4:27 PM
To: Stephen Endres
Subject: Opposition of hwy 380 segment B

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 there,

My name is Lori Charles at [REDACTED] in Dallas. I just wanted to write in to say while I am far south of the area in question, ManeGait is a crucial part of our metroplex and should not have its ability to serve those with special needs threatened because of a new road. While I understand the metroplex is constantly working to improve transportation this would truly be a disservice to our citizens. Going through with the idea of the proposed road that would cut through that area would hurt the citizens of Dallas Fort Worth and absolutely should not be done.

Let me know if you have any questions about my opposition. Thank you for your time.

Lori

Lori Wilson Charles | [REDACTED]
[REDACTED]
[REDACTED]

From: Luanne McClain [REDACTED]
Sent: Tuesday, April 5, 2022 8:26 AM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

*I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT.
The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait*

Luanne McClain
[REDACTED]
[REDACTED]

From: Lucas Williamson [REDACTED]
Sent: Friday, April 1, 2022 12:22 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:
Lucas Williamson

[REDACTED]
[REDACTED]

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

April 19, 2022

Stephen Endres
Texas Department of Transportation
4777 E. Highway 80
Mesquite, TX 75150-6643

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

Dear Stephen:

On behalf of CB Parkway Business Center XIV, Ltd. I oppose Segment A for the reasons listed below. This partnership owns two major tracts impacted by this proposed loop. The tract this letter is addressing is 134.33 acres of single-family land that can house 940 homes.

The angle, length, the width of the road, bifurcates the property and the future residential community. The setbacks from a freeway so massive before one can have a home or a community destroy much of the zoning and render large areas undevelopable. The noise and freeway light intrusion are major hindrances to the viability of a neighborhood. The homes which are not able to be built in this area will just have to be built further north thus creating more traffic and pollution.

The taking by the freeway ROW is estimated to be 18.55 acres. We expect due to damaging the remainder of the property for buildability and quality of what can be built that the damage to the remainder is considerable, and those costs need to be added to the overall estimate. Segment B is currently projected to cost \$589,700,000 in total costs We expect these estimates for both Segment A to grow in the hundreds of million dollars and in Segment B to grow considerably.

The Billingsley Partnerships in their entirety own 885 acres that are impacted by either Loop A or Loop B and is the single largest property owner in these takings.

We prefer that the 380-bypass loop not be built at all. If it has to be built, we believe that Segment B is the only logical choice. Further we believe that the best alternative to is widen Bloomdale and other existing east west streets and look to the outer loop which will be in service before the 380- bypass can be in service.

Environmental impact in Segment A only

In addition to the 109.8 acres of wetlands, forest, and prairies and 4,665 feet of streams, and the wildlife mentioned in the TX Dot report, the nature of these forests needs to be addressed.

With the alignment being shared overlaid onto our tree survey, it appears that there are 53 large and old trees in the proposed right of way. 31 of these are Heritage trees many approximating 50 or more feet in height. These are Red Oaks, Pecans, Texas Ash, Cedar Elm, and Hickory.

Playing fields and barns may be moved and replaced but the oldest group of these trees, according to the Texas Forest Service are 150-200 years old. That is irreplaceable.

Photos and videos of these wooded areas are attached. They are not precise to the alignment as it also is not yet precise.

This is a forest of grandeur that the public will enjoy for years to come on the Wilson Creek trail.



Sincerely,

Lucilo A. Pena
Lucilo Pena
President of Development

From: Lucinda Peeples [REDACTED]
Sent: Wednesday, April 6, 2022 4:14 PM
To: Stephen Endres
Subject: 380 expansion. Plan b

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

As a homeowner I support project 380 B bypass alignment option.
This option has minimal impact on existing homes and businesses.
Less traffic flow on Stonebridge Ranch,Ridge,Lake Forest.
Do not want over pass with water pipes.
Segment B does not cost as much.

Thank you

Lucinda Peeples

April 19, 2022

TO: Texas Department of Transportation

RE: Proposed Improvements to US 380 from Coit Road to FM 1827

I am writing to communicate my opposition to the 380 Bypass Options A and B. These options will destroy the properties they bifurcate and the potential that these properties have for future development. Further, the bypass will require the cutting down of many trees including Heritage trees that range in age between 150-200 years old. It would be a horrible shame to so unilaterally destroy such a rich area that would otherwise become neighborhoods families could enjoy.

Option A particularly destroys the CB Parkway Business Center XIV, Ltd. property and whatever potential that it has. The bypass will bifurcate the property and render unusable such a large portion that what is left will have significantly less value and potential. The aesthetic of a massive freeway, the bright lights at night and the noise that accompanies it will make having residential communities or even commercial nearby a major challenge.

I encourage TXDOT to study this further to find a better long-term solution to address the population growth in that part of the region.

Sincerely,


Lucy Burns



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

Lined area for writing comments, consisting of approximately 15 horizontal lines.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name:

Lucy Burns

Address



Apartment

City/State

From: L W [REDACTED]
Sent: Saturday, April 2, 2022 2:46 PM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Luke Welker

[REDACTED]

[REDACTED]

From: Lynda Morrison [REDACTED]
Sent: Friday, April 15, 2022 5:26 PM
To: Stephen Endres
Subject: 380 Bypass project- concerned TX citizen

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.

My name is Lynda Morrison ([REDACTED]). I live in Stonebridge Ranch just south of 380 between [REDACTED]. I moved to the area 5 years ago and have watched the area grow. I am very concerned about TxDot building a bypass connecting 380 to 75 less than a mile from where I live. My neighborhood is a beautiful planned community and I'm afraid Segment-A would greatly affect the quality of life that me and my neighbors enjoy. Long term the noise and pollution from more traffic will affect our property values. **Please choose SEGMENT-B for Project 380.** Thank you, Lynda Morrison

From: Lynda Nguyen [REDACTED]
Sent: Tuesday, April 5, 2022 11:42 PM
To: Stephen Endres
Subject: Oppose Segment B in Prosper

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.

Hello Stephen,

My husband and I are residents of the very rapidly growing Lakewood at Brookhollow community in Prosper. We access US 380 eastbound via the Lakewood Drive intersection each morning and evening to commute to and from work. If this access to US 380 is closed off, the only way for us to access US 380 is to exit the subdivision from Coit Drive and turn *left* onto US 380. The traffic light to turn left onto US 380 from Coit is on a very short timer and currently creates heavy traffic during the morning rush hour. Blocking an alternative way to access US 380 would in turn create more traffic on Coit Road. As I iterated previously, this community is rapidly growing. Our household currently avoids adding more traffic during the morning rush hour by exiting the subdivision via Lakewood Drive. Therefore, I strongly **oppose** segment B as I believe that this will in turn create more unnecessary traffic for our entire community. Please consider my thoughts and comments on behalf of our community. Thank you.

Kind regards,
Lynda Nguyen

This communication is intended for the use of the recipient to which it is addressed, and may contain confidential, personal and/or privileged information. Please contact me immediately if you are not the intended recipient of this communication, and do not copy, distribute, or take action relying on it. Any communication received in error, or subsequent reply, should be deleted or destroyed.

From: Lynn Paul [REDACTED]
Sent: Friday, April 1, 2022 10:39 AM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

Lynn Paul
[REDACTED]
[REDACTED]

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait My daughter rides at this wonderful facility and the current plans will affect the riding experience for all of the individuals who ride there. Please figure out another path.

*Sincerely,
Lynn Paul*

From: Lynn Shepherd [REDACTED]
Sent: Saturday, April 2, 2022 2:51 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

My son has autism and benefits from programs like the ones at ManeGait.

Thank you,
Lynn Shepherd
[REDACTED]

From: Lynne Kartsotis [REDACTED]
Sent: Monday, April 4, 2022 3:02 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Lynne Kartsotis, [REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

From: LYNNE LENHART [REDACTED]
Sent: Tuesday, April 5, 2022 11:27 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Stephen,
I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a KEY community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Sent from Lynne Lenhart
[REDACTED]
[REDACTED]

Optavia Certified Health Coach
[REDACTED]

From: Lynne Weinberger [REDACTED]
Sent: Wednesday, March 30, 2022 1:17 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment A

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.

NAME/ADDRESS:

Lynne Weinberger
[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment A; it threatens the value and daily quality of life of dozens of residential neighborhoods, businesses, nearby elementary schools and residents of all ages.

The additional traffic, noise, pollution and emissions will have a direct negative impact on all nearby residents far into the future. Negative impact on property values is a real concern, too.

Adjacent homes were built 20+ years ago as part of a planned HOA community with green spaces and community gathering areas. While growth and change is inevitable, a massive, elevated, multilane freeway looming overhead, and a greatly-widened local street (Stonebridge Drive) was never a consideration. These green spaces are essential to a healthy community, literally and figuratively.

Option B costs \$99 million less than Option A and is much less disruptive to current businesses and homes. Respectfully asking, how is Option A still in the running?

Thank you for considering your fellow Texas citizens.

THANK GOODNESS, THERE'S A PLAN B!

Sincerely,
Lynne Weinberger

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Tuesday, April 5, 2022 11:58 AM
To: Stephen Endres
Subject: Total Opposition to Segment B and For Segment A--380 Bi-Pass...

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.

Why should Prosper residents and taxpayers be burdened by McKinney's failure to adequately plan and provide for the eventual expansion of US 380? **I am totally opposed to Segment B being** enacted and if the existing right of way for US 380 cannot be totally utilized by an upper deck (as in Austin) or otherwise, in my opinion, Segment A is the only option that makes sense...

M. Jay Carter

[REDACTED]

|

[REDACTED]

From: Maddalen Downes [REDACTED]
Sent: Saturday, April 2, 2022 7:58 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Maddalen Downes

COMMENT:

Dear Mr. Endres,

I work in Special Education and know unknown sounds/surroundings instill fear in certain individuals with conditions and creates a situation were the person may or may not be non-verbal and can only communicate through noises and being physical prompting an avoidable what we call episode which can cause injury to themselves/worker/animal. I implore you to reconsider this action as it could have detrimental effect to individuals with special needs here. I should also add that the population here seems to be very litigious and do not hesitate to bring legal action if they deem it necessary or when injury happens. I pray there is another option to consider outside of this route. I know the growth is exponential and change is necessary to accommodate it and aide in traffic flow. Thank you for your time.

Sincerely,
Maddalen Downes

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]
--
Sincerely,
Maddalen Downes

From: Maddie Demere [REDACTED]
Sent: Thursday, March 31, 2022 2:01 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Maddie Demere [REDACTED]

Please choose another route that does not interfere with MaeGait! It gives hope to so many!

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

From: Madeline Eloise [REDACTED]
Sent: Thursday, March 31, 2022 11:58 AM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

Madeline Hatch, [REDACTED]
I oppose the proposed HWY 380 Segment B because it will affect my weekly volunteer activities at Mane Gait. Children at Mane Gait need easy accessibility to spaces for therapeutic activities.

--

Thank you so much for your time!!

Madeline Hatch

From: Madhu Nadipelli [REDACTED]
Sent: Wednesday, April 13, 2022 5:15 PM
To: Stephen Endres
Subject: Expansion of 380

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.

Hello Enders,

Hope you are doing well!

I'm the resident of Kensington village and recently moved to this community. Lately, I'm hearing there is an expansion to the 380 and it affects our neighborhood with noise, pollution and traffic.

There was no reporting on the impact to Kensington Village which is directly in front of where the proposed Segment-A would enter 380. The proposed Segment-A interchange would greatly increase noise and pollution in that SRCA neighborhood potentially affecting the enjoyment and value of their homes.

There is an expected 3-4 year construction cycle that will impact many current businesses and homes with noise and traffic disruption if Segment-A is built. Segment-B will have minimal impact on homes and businesses.

So, as a resident and owner of the house in Kensington village, I would request you to consider option B rather A.

This will help us not to move or search other homes and we are suffering with traffic noise all the time today.

[REDACTED]

From: Madison Sears [REDACTED]
Sent: Tuesday, April 5, 2022 5:47 PM
To: Stephen Endres
Subject: Project 380

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.

Mr. Endres,

As a homeowner and citizen of McKinney, Texas, I strongly SUPPORT the project 380 SEGMENT B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes, and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly 99 million when compared to the cost of the segment A alignment.

Madison Sears

From: Mae Magee [REDACTED]
Sent: Tuesday, April 5, 2022 2:16 PM
To: Stephen Endres
Subject: Comments for 380

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.

Good Afternoon,

I'm voicing my opinion for plan B. It makes a lot more sense to build the bypass this way. It doesn't destroy as many small businesses and I believe it should be further down. If we don't quit arguing over this we're gonna need 2 bypasses possible 3 if this doesn't get started asap.

Thank you for your time and please consider the future and our need today asap. Your not going to make everyone happy. The project just needs decided on asap and started on asap.

Best Regards,
Mae Magee
Stonebridge Ranch Community

[REDACTED]

From: Maher S [REDACTED]
Sent: Tuesday, April 5, 2022 5:17 PM
To: Stephen Endres
Subject: I strongly SUPPORT the Project 380 Segment-B

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 Mr. Endres,

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

From: [REDACTED]
Sent: Wednesday, March 30, 2022 4:33 PM
To: Stephen Endres
Cc: [REDACTED]
Subject: TxDOT Project 380 Bypass

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.

Dear Mr. Endres,

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B bypass alignment option**. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It **should not** be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area. **As a resident of Kensington Village, I am extremely concerned about having the large Interchange that will be constructed under Segment-A as that will impact the quality of life in our neighborhood.**
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you so much for taking the time to review my concerns.

Sincerely,
Marjorie Grounds

From: Mandy Hursh [REDACTED]
Sent: Thursday, March 31, 2022 9:07 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

From: Mandy Kutz [REDACTED]
Sent: Tuesday, April 5, 2022 3:24 PM
To: Stephen Endres
Subject: Support for SEGMENT-B

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

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you,
Mandy Kutz

TEXAS



OPPOSE HWY 380 SEGMENT B to SAVE ManeGait!

by: [ManeGait Therapeutic](#)
recipient: TXDOT, Collin County Commissioners, McKinney and Prosper Reside...



We, ManeGait riders, volunteers, donors and advocates, respectfully petition TXDOT to eliminate Segment B from the Highway 380 expansion project. The proposed Segment B will prevent ManeGait from serving two vulnerable and protected populations -- the disabled and children.

ManeGait cannot safely operate between 16 lanes of traffic (4-lane Custer Road and a 12-lane HWY 380) for the following reasons:

1. Many ManeGait riders have sensory issues, and some veteran participants suffer from PTSD. Traffic noises, sirens, and emissions will negatively impact these individuals and disrupt the therapy services they receive at ManeGait.
2. Traffic noises and vibrations can likewise scare horses, which threatens the safety of ManeGait riders, volunteers, staff, and equines.
3. There is a risk of losing accreditation and insurance coverage should safety issues be encountered, which cannot be mitigated.
4. The proposed route also runs directly through adjoining property regularly used for trail rides, fundraising events, and horse

SIGN PETITION

FIRST NAME
LAST NAME
EMAIL

COUNTRY
United States

STREET ADDRESS

WHY IS THIS IMPORTANT TO YOU? (optional)

Share this petition with friends

Sign Now

don't display my name

[Privacy Policy](#)

By signing, you accept Care2's [Terms of Servi](#)

You can unsub at any time [here](#).

Having problems signing this? [Let us know](#)

site feedback

pasture.

Segment B threatens the daily services ManeGait provides to children, the disabled, and veterans. Most of ManeGait's riders cannot speak up for themselves, and they depend on ManeGait and the surrounding community to speak up for them. Will you join us?

ManeGait 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, caring community.

Additional ways to help: Send your feedback directly to TXDOT here

[We need your voice now more than ever to oppose HWY 380](#)

[Segment B!](#)

[f SHARE 826](#) [TWEET](#) [EMAIL](#) [EMBED](#)

3,493 SUPPORTERS

[Local Comments](#) [Local Signatures](#) [All](#)

Robin H.

Texas

14 hours ago

I know the value that ManeGait Therapeutic Riding Center brings to persons and families facing a variety of disabilities. I work there and see how it changes lives for the better. This plan (HWY 380 segment B) will disrupt the lives of individuals, families and communities that depend on ManeGait as a healing space.

Tiffany H.

Texas

15 hours ago

Saving this place of peace and comfort is critical - just the right thing to do.

Paige C.

Texas

a day ago

To preserve a beautiful property, where therapeutic horses help so many youth in and around our community. Also to prevent a major traffic route going through the middle of our town.

Donna N.

Texas

2 days ago

[site feedback](#)

I am against Bypass Option B for many reasons. One specific reason being that it would devastate ManeGait. Bypass Option B would cause chaos to ManeGait, and would destroy the outstanding work they do for disabled children, adults, and for our military veterans. ManeGait is such an incredible gift to the entire local area! It must be treasured, and protected from negative influences such as a bypass. The noises, traffic, vibrations, pollution, and distractions would be harmful to the horses, the riders, and to the overall efforts of ManeGait. Thus, this would negatively impact the lives of so many - and of our most vulnerable! ManeGait is unique! It is in a beautiful setting that cannot simply be replaced. There are other more suitable, and more appropriate options, where a bypass can be built. Bypass Option B is not the answer! Save ManeGait and stand up for is right!

James N.

Texas

2 days ago

I am against Bypass Option B. Preserving ManeGait should be a top priority and their mission should not be disrupted in any way. Bypass Option B would destroy ManeGait. We, as a society, need to make every effort to protect and enhance the lives of those most vulnerable by allowing services like ManeGait to thrive rather than to jeopardize all their wonderful work by a highway project that could be placed in a much more feasible location.

Doug V.

Texas

2 days ago

This would impede on a critical organizations mission of helping the disabled and children

Shirley V.

Texas

2 days ago

It's important to me because it's important to the community particularly the disabled and the children. It's sad that this is even being considered as an option. When society puts commuter traffic above the priorities of those who are vulnerable, that says something about the selfishness and depravity of man.

Julie B.

Texas

2 days ago

MainGait provides amazing services and is a big asset to our community. While growth is inevitable, having 380 negatively impact Texas values and a valued community horse property should not be tolerated. Find another way and direction to route 380 that does not impact ManeGait.

Alexandra R.

Texas

2 days ago

To keep peace to the horses and kids

Aric B.

Texas

2 days ago

The treatment and services offered are life enhancing, life enabling services and activities that don't exist anywhere else.

Barrillon D.

Texas

3 days ago

My grandson's life and those of his family members were drastically improved by his years of participation in the outstanding ManeGait therapy program. The beautiful, quiet setting and open spaces were a big part of his experience on this wonderful property. Nearby major construction and subsequent heavy traffic and noise levels would destroy much of the benefits of the facility.

Cherlyn W.

Texas

3 days ago

Mainegate is profoundly important to so so many and equally important to the community

Lora M.

Texas

3 days ago

My daughter gets therapy from maingait

Meda C.

Texas

3 days ago

I myself am a therapeutic instructor and see everyday how these animals and ranches change peoples lives forever. Wishing y'all the best of luck!!

Christina C.

Texas

4 days ago

Organizations like this are what attracted us to move to Prosper. ManeGait provides services that define the area and make this a positive place to live.

Terri G.

Texas

4 days ago

ManeGate not only is an important place for those of us with special needs children for so very long but 380 will also cause too much chaos to the beautiful countryside some of my friends live in.

Richard N.

Texas

4 days ago

Displacing a beneficial service to the community is not advantageous to all involved.

Aimee W.

Texas

4 days ago

I know that many people with disabilities benefit from this wonderful place.

name not displayed

Texas

4 days ago

Option B is AWFUL, keep 380 on 380!

Karen S.

Texas

4 days ago

Keep Therapy Horses for kids

name not displayed

Texas

4 days ago

An established business, vital in so many lives that thrive on consistency, should not be uprooted or disturbed if it can be avoided.

K M.

Texas

4 days ago

Main Gait is so important to so many families, and the current location is an ideal setting for the services they provide. Also, that bypass would alter the quality of life, safety, and housing values of the area it would be built by. NO BYPASS,

Melissa O.

Texas

4 days ago

This is such a special place support people with serious needs. The highway plan would absolutely ruin the good work this farm has done for so many people.

Bryce M.

Texas

4 days ago

MainGait is a community staple for Prosper and it's impact on our community is immeasurable. However, building a major road near severely adds risk to those in the community who need it for various types of therapy. We need to enable this institution to thrive as it is without any disruption.

Kathleen N.

Texas

4 days ago

Far too many people benefit from the therapy programs offered at ManeGait to allow ANY road, especially a section of 380, to interfere with their work. Destroying this facility because of poor planning by OTHER people is wrong, and morally reprehensible!!

Shannon M.

Texas

4 days ago

We love Maingait and what they do for the community.

Aaron M.

Texas

4 days ago

The Bypass doesn't need to go through this area.

Tera R.

Texas

4 days ago

Maintain integrity of main gait Keep 380 ON 380

Bev F.

Texas

4 days ago

I have volunteered in the past at MainGait. I can't imagine them not being here to serve those that desperately need equine therapy.

name not displayed

Texas

4 days ago

No to Option B!!

Gayle B.

Texas

4 days ago

Save the horse farm! The blessings and benefits they provide should not be harmed! There are other places to route a freeway through. Thank you for making the common sense choice. NO to Option B through Prosper!

Vickie B.

Texas

4 days ago

ManeGait is instrumental in providing therapeutic support to children and adults with disabilities and other challenges. So many individuals rely on their services, thus it's imperative to retain this nonprofit business for our communities.

David D.

Texas

4 days ago

My property literally backs up to 380. I am certainly an affected principal in this matter

name not displayed

Texas

4 days ago

No to Option B and save Main Gait from harmful noise and disruption to the wonderful services they provide to the disabled and children with special needs and sensory issues.

Christy S.

Texas

4 days ago

Maingate caters to multiple good and healing causes, and it would be horrific if it was disturbed by a thoroughfare running through a place that helps so many people! Please! Have a heart and be humane! So many people rely on this place!

Daren &.

Texas

4 days ago

Leave 380 on 380! We don't want it in prosper!! Protect our special needs maingste!!

Georgette G.

[site feedback](#)

Texas

4 days ago

This is the worst solution for the 380 issue. Expand 380 along its current route!

Jeffrey J.

Texas

4 days ago

I have lived in Collin County for 34 years and have seen first hand the incredible work that ManeGait does. This version of 380 would do incredible damage to ManeGait and to Prosper by splitting the city

Janice S.

Texas

4 days ago

My nephews live in that area and it needs to remain safe for travel and not encourage commercial development so close to neighborhoods.

Brian A.

Texas

4 days ago

Protect our city, the neighborhoods, and schools.

Ann H.

Texas

4 days ago

Because what ManeGait does is important for a lot of people!!!

name not displayed

Texas

4 days ago

Too close to my home!

John G.

Texas

4 days ago

As a parent of a special needs child that has been through so many different avenues for therapy, but found absolute relief and resolution with connection to animal therapy. It would be absolutely devastating to lose this type of help for children and adults. Please, save ManeGait and do not move 380!

Brian L.

Texas

4 days ago

[site feedback](#)

I live in the local area and feel the 380 option that impacts is the most intrusive of those presented.

Chenyi L.

Texas

4 days ago

safety for the special need children and adults

Grace Z.

Texas

4 days ago

safety for special need children and adults

Brooke R.

Texas

4 days ago

Mane Gait is a blessing to both the clients they serve and the volunteers who pour tirelessly into serving in a meaningful, proactive way. Providing therapy to the special needs community clearly meets an important need, and in a world that is increasingly divisive, working together for a common goal to support and uplift others is a RARE treasure. This facility can not safely operate within multiple lanes of traffic.

name not displayed

Texas

4 days ago

ManeGait is such an important part of our community and to lose it would be extremely devastating for so many people.

Daniel M.

Texas

4 days ago

My community, my home.

Chris B.

Texas

4 days ago

Although the 380 congestion needs to be addressed for safety reasons the 380 segment B proposal will bring a hardship to the town of Prosper property values as well as not address the issues on the 380 long term.

Elizabeth D.

Texas

4 days ago

I believe ManeGait provides vital services to our community and beyond.

[site feedback](#)



US HWY 380 IMPROVEMENT PROJECT - IMPACT ON A KEY COMMUNITY RESOURCE

ManeGait Therapeutic Horsemanship is a prominent North Texas nonprofit that provides comprehensive equine therapy and brain-building programs for children and adults with disabilities and military veterans. As a beacon of hope and healing for over 14 years, ManeGait serves 150 rider families with 2,000 active volunteers. ManeGait is also a knowledge center for industry professionals and a community center touching the lives of 4,000 volunteers and supporters annually.



Background

In late 2018, the Texas Department of Transportation released route alternatives for the future expansion of HWY 380. One of the options routed the highway at the corner of ManeGait's southeast border.

Thanks to an outpouring of comments from ManeGait supporters, TxDOT's [US 380 Collin County Feasibility Study](#) identified ManeGait as a "key community resource" and removed from consideration any alignment that impacted this facility.

Excerpt: "TxDOT considers the daily operations and special events held at this location to be important services for at least two vulnerable and protected status populations – the disabled and children. TxDOT avoided selecting any alignment impacting ManeGait because of potential impacts to the community facility and the services it provides to vulnerable populations."

Sources cited in TxDOT's conclusion:

- Executive Order 12898 on Environmental Justice for Low Income and Minority Populations (1994)
- The Americans with Disabilities Act (1990) as amended in 2008 (42 USC 126)

New Threat to ManeGait

In a direct contradiction to the research and conclusions above, TxDOT introduced a new alternative as part of the 380 Environmental Impact Study. **This alignment is even closer and more disruptive to ManeGait's operations than the path previously rejected by TxDOT.** The proposed Segment B places a 45-foot tall freeway within 50-100 feet of ManeGait **and** cuts through the adjacent property that is regularly used to support ManeGait's operations.



SEGMENT B & CUSTER ROAD



In the [March 22, 2022, public hearing](#), TxDOT provided an update on the environmental impact statement (EIS) process, which included this assertion related to ManeGait and Segment B:

"We conducted interviews with staff of similar therapeutic horsemanship facilities in Texas. Staff interviewed at these facilities noted nearby infrastructure (such as highways) did not pose an issue to their operations. Ultimately, it was found it is possible for therapeutic horsemanship facilities to function effectively in a variety of physical and environmental settings."

Fallacy of this Claim

There is no evidence of any "similar" facilities in this situation. ManeGait called and collected data from therapeutic horsemanship centers in Texas that are located in proximity to major thoroughfares. In comparing ManeGait's situation with others, **three key questions** must be asked:

1. Does the center offer the same scope and scale of service as ManeGait? Are they truly similar?
2. Is the center as close as ManeGait is to the proposed highway?
3. Did the center operate during highway construction?

Results of this analysis (see chart on next page):

- ✗ ManeGait's services are more comprehensive in size and scope than other centers in this comparison.
- ✗ **No other PATH Premier Accredited center in Texas the size of ManeGait is located within 2500 feet of a major highway – nowhere near the 50-100 ft proposed by TxDOT.**
- ✗ The only center to operate during highway construction was located 1.49 miles away.
- ✗ One center was forced to move to a new location due to the noise of an adjacent highway.
- ✗ The one center located next to an airport is less than half the size, operates only in the AM, and hosts 150 guests to their center each year versus 4,000 at ManeGait.

Conclusion

The proposed Segment B will interrupt ManeGait's ability to serve two vulnerable and protected status populations: the disabled and children.

- ✗ It is unreasonable and unsafe for 150 disabled children and adults, 27 therapy horses, 10 certified instructors, and 285 volunteers to work 60 hours a week with the sounds, emissions, and vibrations of construction for 3-4 years as estimated by TxDOT.
- ✗ In the future, it is unreasonable and unsafe for these riders to receive therapy with a roadway and traffic equivalent to US HWY 75 towering over them and their therapy horse.
- ✗ The project will also result in right-of-way acquisition from adjacent property that is regularly used to support ManeGait's operations.

Moreover, ManeGait has plans for a major site renovation, which will double capacity and serve the waitlist of 400 families. Yet the threat of highway construction is leaving them unable to move forward, unable to grow, and unable to serve the unmet needs of these protected groups.

The Segment B alternative must be permanently eliminated because it absolutely threatens the daily services and special events of this key community resource as identified by TxDOT. **These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.**

Comparing Texas Equine Therapy Centers in Proximity to Highways

Center	1. Scope and Scale compared to ManeGait							2. Proximity	3. Construction
	PATH Premier Accredited Center?	60 hours+ per week?	150+ Riders /week?	Waitlist?	27+ Horses?	Additional Therapy Programs?	4000+ guests /year?	Within 100 ft of a major highway?	Operated during highway construction?
ManeGait – McKinney, TX	YES	YES	YES	YES (400)	YES	YES (Brain-Building)	YES	50-100 ft Proposed	
Healing with Horses – Manor, TX	YES	YES	NO	NO	NO	NO	NO	2000 ft with arena on the opposite end of the 40-acre	NO
Inspiration Ranch, Magnolia, TX	YES	NO	NO	YES	NO	NO	YES	2700 ft	NO
Saddle Light, San Antonio, TX	YES	NO	NO	YES	NO	NO	NO	1.49 mi	YES - had access issues
Born2Be – Sanger, TX	YES	NO	NO	NO	NO	NO	NO	3.29 mi	Relocated here due to noise of adjacent hwy.
Refuge Services – Lubbock, TX	NO	NO	YES	NO	NO	NO	NO	.5 mi	NO
Dream Catcher – Spring, TX	NO	NO	NO	NO	NO	NO	NO	No highway, but 1,500 feet from airport	NO

For more information, please contact Patricia Nelson at [REDACTED] or [REDACTED]



(excerpt)

12. How did TxDOT compare the red alignment options in and between Prosper and west McKinney? Why did you recommend the red A alignment?

TxDOT considered many alignments in this area. There is no alignment in this area without impacts. Red alignments A, B and E were ones that had the least amount of impacts.

All three alignments avoid directly impacting the neighborhoods of Tucker Hill, Stonebridge, Heatherwood and Whitley Place; Erwin Park; several cemeteries; and existing and planned schools.

The red A alignment is the only alignment that does not affect ManeGait Therapeutic Horsemanship and its ability to function. ManeGait is a unique facility that helps children and adults with physical, emotional, cognitive, sensory, and behavioral disabilities. ManeGait also provides therapy programs to support wounded military veterans. The facility serves 150 riders per week and has 1,400 active volunteers that complete 4,500 hours of service each year. Public comment has helped in identifying the facility as a key community resource. Over 10% of comments received during the comment period in October 2018 referenced concerns about impacts to this facility. TxDOT received even more comments related to ManeGait at the March 2019 meeting with affected property owners. TxDOT considers the daily operations and special events held at this location to be essential services for at least two vulnerable and protected status populations – the disabled and children. See more about ManeGait in question 13.

The red A alignment affects fewer acres of planned development than the red B alignment. This is an important consideration by TxDOT because often challenges arise after an alignment has been determined and developments continue to be built in areas designated as future right-of-way.

Impacts on a community, including how a transportation improvement physically affects residential neighborhoods, commercial centers, and public facilities is given consideration during the environmental phase of the study.

TxDOT considered that the red A alignment does not run through any existing neighborhoods. It does run alongside the north side of the Stonebridge neighborhood and south side of Tucker Hill where the existing US 380 currently is. It runs along the floodplain on the east side of Tucker Hill and as the new location alignment travels north.

Red B & E alignments would impact a significant community resource in ManeGait. The red B alignment would separate an existing commercial area at Custer Road and US 380 and the red E alignment would impact a portion of the Walnut Grove neighborhood.

13. Why was ManeGait Therapeutic Horsemanship a factor in TxDOT's decision-making?

TxDOT evaluated the current ManeGait facility and did an initial environmental review of impacts to this community facility. TxDOT considers the daily operations and special events held at this location to be important services for at least two vulnerable and protected status populations – the disabled and children. TxDOT avoided selecting any alignment impacting ManeGait because of potential impacts to the community facility and the services it provides to vulnerable populations.

More in-depth analyses and documentation will be completed for the existing and anticipated social and environmental impacts during environmental studies, which also includes opportunities for public input.

TxDOT policy is informed by - and designed to comply with - several Federal statutes, regulations, executive orders, and policies that guide the department's actions as a recipient of federal funds. Those applicable to community impact assessments as listed in the Federal Highway Administration's, "[Community Impact Assessment: A Quick Reference for Transportation](#)" include:

- National Environmental Policy Act of 1969 (NEPA) (42 USC 4321-4335)
- Sections 174 and 176(c) and (d) of the Clean Air Act of 1970, as amended in 1977 and 1990 (42 U.S.C. 7504, 7506(c) and (d) and 40 CFR part 93)
- Uniform Relocation Assistance and Real Property Acquisition Policies Act (1970, referred to as the "Uniform Act,") as amended in 1987
- 23 CFR 771, Environmental Impact and Related Procedures (1987)
- Federal surface transportation authorization laws from the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) onward
- Executive Order 12898 on Environmental Justice for Low Income and Minority Populations (1994); U.S. Department of Transportation Order 5610.2(a), FHWA Order 6640.23A, and FTA Circular 4703.1 on Environmental Justice (updated 2012)
- Farmland Protection Policy Act (1981), as amended in 1994 (7 USC 4201-4209)
- Americans with Disabilities Act (1990) as amended in 2008 (42 USC 126)
- Section 504 of the Rehabilitation Act of 1973
- The Older Americans Act (1965), as amended (2016) (42 U.S.C. 6101)
- Executive Order 13166 on Improving Access to Services for Persons with Limited English Proficiency (2000)

ManeGait Sensory Trail

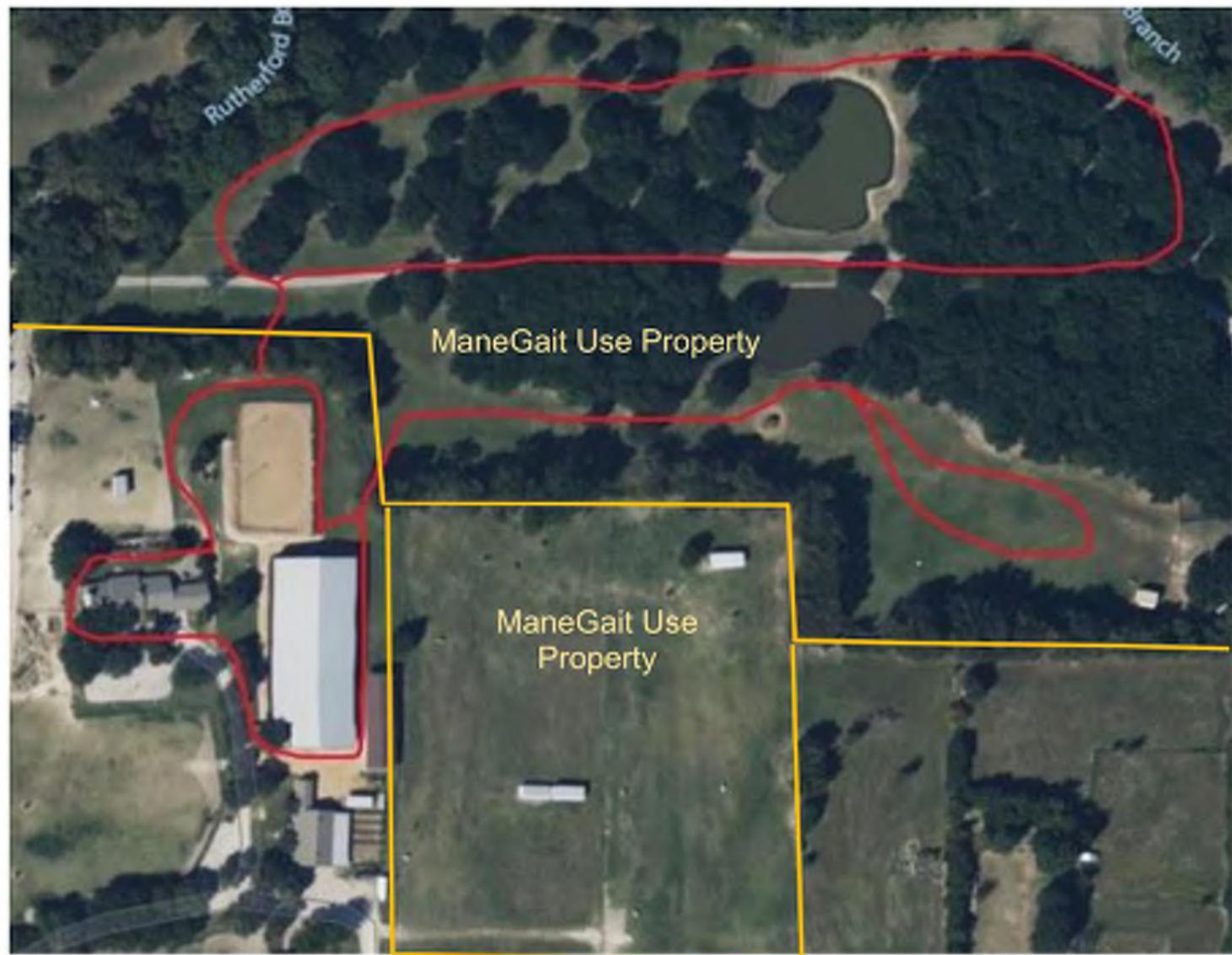


Usage of Adjacent Properties

SEGMENT B & CUSTER ROAD



ManeGait Sensory Trail









ManeGait Fundraising Functions



From: Marcia Carson [REDACTED]
Sent: Tuesday, March 29, 2022 4:10 PM
To: Stephen Endres
Subject: 380 Bypass

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.

Concerning the 380 Bypass Information,

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Sincerely,
Marcia Carson
Homeowner in Stonebridge Ranch

From: marcia simon [REDACTED]
Sent: Wednesday, April 20, 2022 10:25 AM
To: Stephen Endres
Subject: Please support Segment B

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.

Dear Stephen,
Please support Segment B.

I moved to McKinney in 1994. The town has changed a lot since that time. Highway 380 has become a very dangerous road and it has been that way for quite a while. The speed of the traffic coming from Denton to McKinney was the biggest problem long ago. People didn't slow down as they came into town. Now with the businesses, there is even more traffic. Please do not build more roads right in the area with all the businesses and bring in more traffic. We need to take the traffic that does not want to go to the stores away from the area. Another big problem with 380 is that at certain times of the year when going west, you are driving right into a setting sun which is blinding. I believe this has also caused many accidents especially from Hwy 75 to Stonebridge Dr. You can hardly see the traffic lights or tail lights of the cars ahead of you. Please do not put more cars going directly west on that section of road. I think that will create more accidents. Most people I know in McKinney young and old always said to stay away off highway 380 and to not buy a home near 380 because it is so dangerous which is so sad. Please help make this road safer by taking traffic away from the area, lowering the speed of the road further out, and putting in more lights to help people slow down. I do not know why McKinney decided to put so many stores along that road since it was dangerous before the stores, but please help us with a solution to take traffic away from the area.

Please support Segment B.

Marcia Simon
McKinney resident



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

STEPHEN,

THANK YOU FOR THE OPPORTUNITY TO VOICE MY SUPPORT FOR THE CURRENT RECOMMENDATIONS SEGMENT A. IN REVIEW OF BOTH OPTIONS, SEGMENT A DOES NOT ADVERSELY AFFECT MARIGAT, A PERSONS WITH DISABILITY THERAPEUTIC RIDING FACILITY FOR THE AIR QUALITY FOR CHILDREN OR HORSES. I HAVE CONCERNS WITH ANY ROUTE OTHER THAN THE RECOMMENDATIONS SEGMENT A. PROSPER HAS PLANNED FOR THE GROWTH ALONG 380 AND PROVIDES AMPLE SETBACKS TO ACCOMMODATE THE EVENTUAL EXPANSION. A HUGE CONCERN I ALSO HAVE IS THE PROXIMITY TO FORTBESS ACADEMY AND WINDRIP GRADE HIGH SCHOOL WITH MY DRIVERS. OPTION B IS IN DIRECT CROSSING CONTACT WITH THE AIR QUALITY GUIDELINES PER THE NCTCOG. WITH THE CONSIDERATION OF SEGMENT B, SHOULD THIS BE CONSIDERED, THIS ROAD WOULD ROUTE THROUGH LAUREA WHICH IS AN AGE RESTRICTED COMMUNITY CURRENTLY UNDER CONSTRUCTION. ANY OPTION THAT GOES THROUGH PROSPER HAS AN INCREASINGLY NEGATIVE IMPACT ON THE ENVIRONMENT. THANK YOU FOR YOUR CONSIDERATION AND OPPORTUNITY TO SHARE MY CONCERNS. IN REVIEW, TxDOT'S CURRENT RECOMMENDATIONS OPTION A IS THE

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)). *Best option for this road. Thank you!*

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Marcelo E. Ray

Address: [REDACTED]

Apartment, suite, etc.: _____

City/State/Zip: [REDACTED]

From: Marcus Fly [REDACTED]
Sent: Saturday, March 26, 2022 3:32 PM
To: Stephen Endres
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my **opposition** to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Thank you,
Marcus Fly

[REDACTED]
[REDACTED]

From: Margaret Dyer [REDACTED]
Sent: Thursday, March 31, 2022 5:13 PM
To: Stephen Endres
Cc: ManeGait Therapeutic Horsemanship
Subject: Opposition to U.S. 380 Segment B

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.

Margaret Dyer/[REDACTED]:

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Thank you for your attention,
Margaret Dyer

From: Margaret Milliorn [REDACTED]
Sent: Wednesday, April 6, 2022 3:56 PM
To: Stephen Endres
Subject: Project 380 Segment-B Bypass - McKinney

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.

Dear Mr. Endres:

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

The cost of Segment-A is \$99 million more than Segment-B.

It will create an overpass on 380 over Stonebridge Drive and Custer Road.

It will also cause the installation of water pipes (ducts) over 380.

It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 it today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Sincerely,

Margaret Milliorn
[REDACTED]
[REDACTED]

From: Margi Williams [REDACTED]
Sent: Wednesday, March 30, 2022 1:22 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

Mr. Endres - I strongly oppose this initiative and implore TxDot to reconsider a plan which will not affect ManeGait's world-class therapy programs we serve to the disabled and children.

I serve as a volunteer at MainGait and know that the disruptions of construction and final road development will be highly disruptive to the riders who we try to help. Many of the children are non-verbal and easily distracted, so this initiative would hinder their therapy.

Please help protect our children.

Margi Williams
[REDACTED]
[REDACTED]

From: Margo Lerner [REDACTED]
Sent: Tuesday, April 5, 2022 4:40 PM
To: Stephen Endres
Subject: Project 380 Map

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.

Good afternoon Mr. Endres,

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Thank you for your time in hearing my concerns,

Margo Lerner
Stonebridge Ranch - Subdivision Wren Creek

[REDACTED]
[REDACTED]
[REDACTED]

From: Maria Adamczyk [REDACTED]
Sent: Thursday, April 21, 2022 11:55 PM
To: Stephen Endres
Subject: Fwd: TxDOT 380 Bypass Project Information

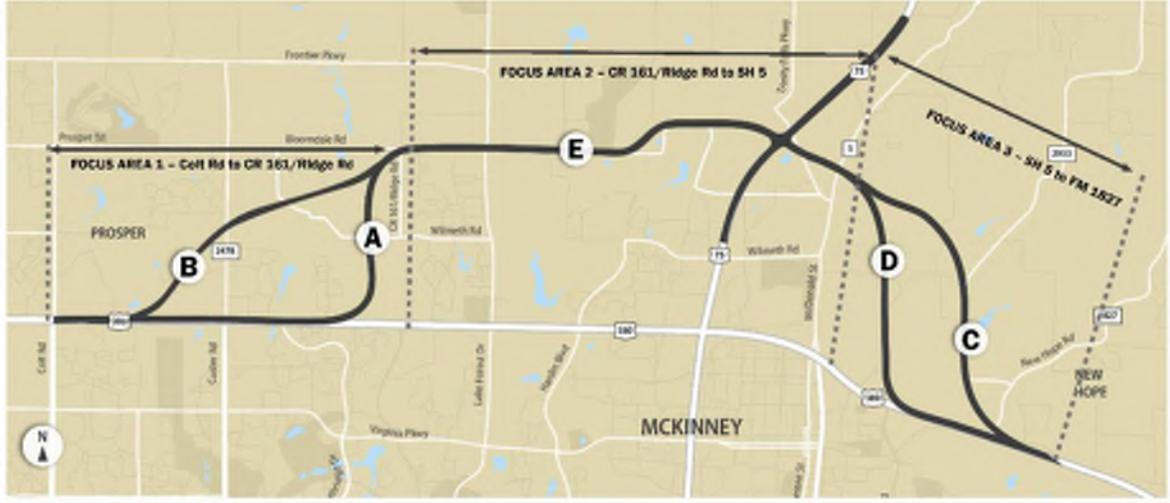
This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please choose option segment B

Tuesday, April 19, 2022

 TEXAS DEPARTMENT OF TRANSPORTATION 

SEGMENT MAP



US380 Bypass Coit Road to FM 1827: Did You Know...

If Segment-A is built --

- It will cost taxpayers 99 million dollars **MORE** than Segment-B.
- At least 17 businesses on 380 will be destroyed.
- 8 lanes of traffic plus four lanes of access roads (two on each side of the freeway) will be constructed near Tucker Hill at Stonebridge Drive.
- 11 sites with hazardous materials and 7 major utility conflicts will need to be addressed.

If Segment-B is built --

- It will cost taxpayers 99 million dollars **LESS** than Segment-A.
- ManeGait property will remain untouched.
- No businesses on 380 will be destroyed.
- Zero sites with hazardous materials and 2 major utility conflicts will need to be addressed.

Protect our Stonebridge Ranch way of life and improve traffic movement and safety by supporting Segment-B today!

April 21 is last day to comment!

Contact the TxDOT project manager Stephen Endres, P.E. to ask questions or comment about the project at Stephen.Endres@txdot.gov or (214) 320-4469.

Detailed updated information about the 380 bypass project can be found at: <http://www.keepitmovingdallas.com/US380EISPublicMeeting>.



TEXAS DEPARTMENT OF TRANSPORTATION

HOW TO PROVIDE INPUT

Comment forms must be submitted by April 21, 2022 to be included in EIS documentation.



Comment Online

Fill out at the Public Meeting or online at keepitmovingdallas.com/US380EISPublicMeeting



Email Us

Stephen.Endres@txdot.gov



Mail Your Comment

TxDOT Dallas District
Attn: Stephen Endres, P.E.
4777 E US Highway 80
Mesquite, TX 75150



Leave a Voicemail

(833) 933-0440

PROJECT CONTACT:

Stephen Endres, P.E.
TxDOT Project Manager

Email: Stephen.Endres@txdot.gov

Phone: (214) 320-4469



Professionally Managed by



Exceptional Lifestyle Management of Onsite Communities

Stonebridge Ranch Community Association, Inc.

Stonebridge Ranch | [REDACTED]

[Unsubscribe](#) [REDACTED]

[Constant Contact Data Notice](#)

Sent by communications@stonebridgeranch.com powered by



Try email marketing for free today!

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 30, 2022 4:59 PM
To: Bego Rodas-Meeker
Subject: RE: Opposition to HWY380 Brown and Brown Segment B Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation

O: 214-320-4469 |

<https://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.txdot.gov%2F&data=04%7C01%7Cchsmith%40burnsmcd.com%7Cb912ed11c9244c7e760608da12987114%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637842743206164206%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&data=f7S8wXXg2TOki62t3V9DejRq%2FgM%2FUro8kn9j8%2BfUbxY%3D&reserved=0>

-----Original Message-----

From: Bego Rodas-Meeker [REDACTED]

Sent: Thursday, March 24, 2022 11:35 PM

To: Stephen Endres <Stephen.Endres@txdot.gov>

Cc: [REDACTED]

Subject: Opposition to HWY380 Brown and Brown Segment B Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT'S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN'S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Maria B Rodas-Meeker

[REDACTED]
|
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group

[A Texas Department of Transportation (TxDOT)

message]<[https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-](https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7Cb912ed11c9244c7e760608da12987114%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637842743206164206%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&reserved=0)

[center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7Cb912ed11c9244c7e760608da12987114%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637842743206164206%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&reserved=0](https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7Cb912ed11c9244c7e760608da12987114%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637842743206164206%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&reserved=0)>

From: Maria Bernadette George [REDACTED]
Sent: Monday, March 28, 2022 3:57 PM
To: Stephen Endres
Subject: US 380 expansion - Segment C & D

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.

Good evening,

I am writing to strongly oppose the building of Segment C & D expansion of the 380. I am a first-time homeowner who just months ago bought a House in the Willow Wood community. I am shocked that my reward for my economic input is a loud concrete jungle next to my front door.

I am very worried about the noise. I have a small child, I am very worried about the pollution. Once the 2 segments are built there will be no way to control the noise - i bought this home for the quiet serene suburban surroundings. I am very upset and don't know what to do to be honest. We have invested over 600K to this city and I would like to know that our needs are being protected.

Is there anything you can do to help?

Thanks,
Maria George
[REDACTED]

From: Pappas Maria [REDACTED]
Sent: Thursday, March 31, 2022 2:21 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Maria Pappas
[REDACTED]
[REDACTED]

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

From: Paz Cepeda [REDACTED]
Sent: Tuesday, April 5, 2022 9:53 AM
To: Stephen Endres
Cc: Gerardo Torres
Subject: 380 Construction routes

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.

Hello Mr. Endres, my name is Maria Paz Cepeda Prosper resident since July 2021. I hope you can help me or point me in the right direction to understand what this project means. Just saw what seem to be possible construction routes, most of which would impact my home value and would make it extremely uncomfortable to live here... I'd like to get involved, understand the options and ways in which I can express my concerns, can you please let me know your thoughts?

Kind regards,
Maria Paz Cepeda
[REDACTED]

From: Marianne Hanley [REDACTED]
Sent: Sunday, April 3, 2022 7:56 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:

Marianne Hanley

[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

I volunteer at this facility and see the amazing work they do everyday for their clients. This highway proposal will disrupt the program. Stop Segment B!

Marianne Hanley

From: Marianne Richardson [REDACTED]
Sent: Wednesday, April 6, 2022 1:18 PM
To: Stephen Endres
Subject: Proposed Improvements to US 380 from Coit to FM1827

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.

Marianne Richardson
[REDACTED]
[REDACTED]

I have no conflict of interest with TxDot

I OPPOSE Option A and SUPPORT Option B

As a McKinney, Tucker Hill resident, I OPPOSE Option A most importantly because of the enormous fiscal cost of the widening the 380 in front of our neighborhood. I have attended the meetings regarding this \$100 million dollar expense that is proposed for Option A versus Option B and the amount of taxpayer money that would be saved by building Option B could be utilized for other projects.

Option A would be built very close to the homes on Tremont Blvd as you enter Tucker Hill as well as Stonebridge on the other side of 380 [REDACTED]. From what has been shared with us, Tucker Hill would lose its access leaving the development in that we would not be able to make a left hand turn out of the neighborhood.

Residents would also have to bypass the neighborhood all the way to Custer and make a U-turn in order to reenter the neighborhood. That is concerning especially in an emergency situation considering that police/fire/ambulance would waste precious time getting into Tucker Hill in a timely manner. Also, consider the younger teenage drivers that will be trying to navigate leaving the neighborhood while trying to reach their schools. (I am so glad I don't have teenagers that are driving age!)

And finally, one last concern is that if Option A is considered, there are the two very sharp curves that are proposed. Drivers would need to navigate those curves at 70 miles per hour. Living near the 380 now has its share of problems with high profile vehicles unable to stop in time and frequent accidents. Drivers coming upon these curves will sure to be problematic. Option B provides a more gradual route without the sharp curves that the above Option A proposes. Again, a MAJOR safety issue.

Thank you for your time and consideration.

From: Marie LaPlante [REDACTED]
Sent: Thursday, March 31, 2022 5:51 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

I am requesting that you drop the the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait. I have volunteered there from their first class and I have witnessed the results personally. It is important for the horses and their human participants to have a quiet place for their development and health.

Thank you.

Marie LaPlante

[REDACTED]
[REDACTED]

From: Marjorie Haley [REDACTED]
Sent: Tuesday, April 5, 2022 12:45 PM
To: Stephen Endres
Subject: 380 expansion- No Option A

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.

We live in [REDACTED] in La Cima, and strongly oppose Option A for the 380 expansion. It will destroy the serenity and beauty of this neighborhood, be more expensive for Txdot, and negatively impact our quality of life. Do NOT do option A.

Marjorie Haley

[REDACTED]

From: Mark Donohoe [REDACTED]
Sent: Tuesday, April 5, 2022 2:59 PM
To: Stephen Endres
Cc: Mark Donohoe
Subject: Hwy 380 bypass

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

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Thank you
Mark and Anne Donohoe

[REDACTED]
[REDACTED]

From: Deb Qx [REDACTED]
Sent: Tuesday, April 5, 2022 5:07 PM
To: Stephen Endres
Subject: 380 Bypass

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.

We strongly oppose Alignment A for the 380 Bypass!!

We have been residents of Tucker Hill for the past 8 years. We love our home and feel the bypass would ruin our neighborhood and devastate our property values.

It is our understanding, this option would cost significantly more than Option B, would displace many new businesses, and cause a lot of traffic, noise, and pollution to both Tucker Hill and StoneBridge Ranch.

In addition the construction would be a nightmare and cause significant access issues for our residents, school buses, and emergency vehicles.

I have seen a list of all the comparisons between Alignment A and Alignment B. It doesn't make any sense at all to go with Alignment A.

We are opposed to Alignment A!!!

Regards,

Mark and Debbie King

Tucker Hill

From: Mark Reeder [REDACTED]
Sent: Wednesday, March 30, 2022 1:32 PM
To: Stephen Endres
Cc: Mark Reeder; [REDACTED]
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Mark B. Reeder, [REDACTED]

McKinney Resident, volunteer, horseman/ horse owner, real estate businessman

COMMENT:

Mr. Endres, although I realize that whatever route Hwy 380 takes it will impact people, property and traffic. However, I strongly oppose the proposed HWY 380 Segment B. The Horse is a special animal that forms a bond with its rider(s). They do not react well to loud noises that will be common place in a construction zone, and the serenity of a child or disabled veteran riding and getting beneficial treatment will be ruined by ongoing traffic noise and vehicle exhaust. I implore you to consider these factors and find another route that will be less impactful to ManeGait and the citizens they serve. We oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Thank you for your consideration.

From: Mark Baker [REDACTED]
Sent: Wednesday, March 30, 2022 2:20 PM
To: Stephen Endres
Subject: 380 Segment B proposal

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.

I am writing to voice my opposition to the recently proposed extension/on 380 that would negatively impact the ManeGait facility-

This place holds a near/dear spot to our family, as our son was one of the first riders at MainGait more than a decade ago. This is a special place, and I would encourage you and those that are making the proposals to so negatively impact this facility spend a couple hours out at the facility to see the incredible work that is being done there.

There are so many firsts that occur there...First words, first steps, first expressions... I have had the privilege of watching my son who was a part of the ManeGait show team go from a young man that had difficulty verbalizing, to a young man who graduated from trade school with honors, and now works as a recruiter in the trade area, talking to candidates all day long... This is largely attributable to the miracles that take place at this amazing facility every single day.

Disney claims to be the happiest place on earth...there are more smiles and accomplishments done at this facility than anywhere else in the state of Texas- Do not be responsible for taking this magical place away from families that are at the end of their rope...and hope...

I would be happy to share our personal story from ManeGait and help you to understand the amazing things this facility accomplishes for individuals with disabilities and our veterans every single day.

Please feel free to call at your convenience.

Mark Baker
CEO

[REDACTED]
[REDACTED]
[REDACTED]

From: Mark Clampitt [REDACTED]
Sent: Friday, March 25, 2022 7:01 PM
To: Stephen Endres
Subject: 380 section b opposition

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.

Stephen,

I STRONGLY OPPOSE Segment B and Support Segment A. I am absolutely disgusted that this is even an issue still. Prosper should not suffer the negative consequences of McKinney's poor planning. As a resident of Whitley Place, Segment B will increase our noise and air pollution, we will lose value for our homes and it will negatively affect the educational facilities nearby, as well as the kids going to the new high school. Segment B will increase traffic, light pollution, and will be hurtful to persons with disabilities who are helped by Main Gait. Please please consider our Town and residents of Prosper, who had the foresight to build far from 380 when planning our neighborhoods and schools, and do NOT approve Segment B.

Mark Clampitt

[REDACTED]

From: Mark [REDACTED]
Sent: Tuesday, April 5, 2022 3:12 PM
To: Stephen Endres
Subject: 380 Bypass Project

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.

Mr. Endres,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you,

Mark DeLano

From: MARK STERNFELS [REDACTED]
Sent: Monday, March 28, 2022 5:34 PM
To: Stephen Endres
Subject: 380 Bypass

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.

Please use B bypass....

[REDACTED]

From: mark tempelmeyer [REDACTED]
Sent: Saturday, April 2, 2022 9:56 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

From: Mark Wakeland [REDACTED]
Sent: Monday, April 4, 2022 1:34 PM
To: Stephen Endres
Subject: Opposition to Hwy 380 proposed Bypass Segment to B and ManeGait Therapudic Facility

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.

Dear Mr. Endres,

My name is Mark Wakeland, and writing you as a very concerned citizen and Board Member of ManeGait in Prosper. In short, I am strongly opposed to the Segment B proposed alignment which effectively places 16 lanes of noisy, intrusive traffic across much of the northern border of ManeGait's property. As you are aware, ManeGait is a world class facility, serving disabled children (many severely disabled), veterans with PTSD, and a host of others. Our therapy has been proved to work as shown in a scientific, multi-year study by TWU University. In addition, we have a waiting list of over 400 families, further proving ManeGait's effectiveness in using the horse, trained personnel, and science to help those families in great need of help.

The therapy is simple: Riding a horse, in a quiet and serene setting on our beautiful acreage, with trained staff and volunteers. Coming to ManeGait is also a break for the parents as they enjoy some quit time and watch their kids get better and heal every time they ride. However, can you imagine a young child with autism on a horse and having to listen to 16 lanes of traffic, 18-wheelers, sirens, horn-honking, smelly and loud exhaust noise, the loud revving engines of racing motorcycles, etc, in the background while trying to focus? It won't work.

There was a recent public statement by TxDot that claimed TxDot staff had interviewed other staff of similar facilities in Texas and noted nearby infrastructure (such as highways) did not pose an issue to their operations. I have questions on if these "similar facilities" were, in fact, similar. ManeGait has over 4,000 visitors a year, the proposed "infrastructure" comes within 50 to 100 feet of a substantial portion of our northern property line, and the "infrastructure" includes over 16 lanes of traffic in what will no doubt be one fo the busiest highways in Texas if not the U.S.. Were the other facilities really similar to ManeGait? Did any of them have to move because of the construction noise and disruptions? Were they within 100 feet of 16 lanes of traffic?

Mr. Endres, TxDot has other options for the Hwy 380 Bypass. TxDot has already shown and proven other alignments will be just as effective.

We are respectfully requesting that TxDot choose wisely and not destroy ManeGait. Please select another alignment option.

Most Kind Regards,
- Mark Wakeland

p.s. Mr Endres, please email me back that your received this email. Thank you. - MW

Texas law requires all license holders to provide the [information about brokerage services](#) to prospective clients.



WARNING! WIRE FRAUD ADVISORY Wire fraud and email hacking/phishing attacks are on the rise! During your representation by Wakeland Real Estate, you will NEVER be asked, via email, to wire or send funds to ANYONE, not even a title company. PLEASE DO NOT COMPLY WITH EMAIL INSTRUCTIONS TO WIRE FUNDS!

From: Whitt [REDACTED]
Sent: Thursday, April 21, 2022 8:39 AM
To: Stephen Endres
Subject: 380 Bypass Comments - Segment B Support

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.

Good Morning Mr. Endres,

While I know this bypass is going to affect land, home, and business owners no matter what pathway is selected as the final option, I wanted to share my support with the Segment B option on the west side of the bypass. Living in the area and traveling that section of 380 often, I believe the transition of Segment B onto the existing 380 road will be more effective at reducing the traffic on 380. I know there are numerous other factors that go into Txdot's decisions on this and I'm sure you are being inundated with emails, but wanted to just share my support for Segment B really quickly.

Thank you,

Mark Whittaker
McKinney Resident - [REDACTED]

From: Wesley Young [REDACTED]
Sent: Thursday, April 21, 2022 11:28 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: COMMENT: I oppose the proposed HWY 380 Segment B because it will prevent ManeGait from serving two vulnerable and protected status populations -- the disabled and children (as identified by TxDOT). Specifically: - ManeGait operations cannot safely operate wedged 50-100 feet between 16 lanes of traffic (4-lane Custer Road and a 12-lane HWY 380). - TxDOT's comparison of ManeGait with other riding facilities is based on centers smaller in size and scope, and NONE operate this close to a major highway. - Many ManeGait riders have sensory issues. Construction noise, traffic, and sirens will negatively impact these individuals and disrupt the therapy services they receive at ManeGait. - Traffic and construction noises and vibrations can scare horses, which poses a direct threat to the safety of ManeGait riders and volunteers. - The proposed route also goes directly through the land that ManeGait uses for trail rides, fundraising events, and horse pasture. - If Segment B is chosen, ManeGait will be forced to relocate or suspend operations. These children and adults with disabilities and military veterans deserve a safe, high-quality, easily accessible location to receive the world-class therapy programs provided at ManeGait.

Respectfully,
Marla Young

From: [REDACTED]
To: [Stephen Endres](#)
Cc: [REDACTED]
Subject: Opposition to U.S. 380 Segment B
Date: Thursday, March 31, 2022 10:19:47 AM

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.

Marlene Karman
Executive Director
Holistic Riding Equestrian Therapy..
[REDACTED]

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT.

These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Parcels that can provide the peaceful and calm environment conducive to equine therapies are few and far between . We must create a compromise to not destroy the safe harbor Main Gait provides for the varied ability community, their horses and wildlife.

Marlene Karman

--

Marlene F. Karman

Holistic Riding Equestrian Therapy (HRET) Executive Director
PATH Certified Therapeutic Riding Instructor
[REDACTED]

From: Marlene Mathewson [REDACTED]
Sent: Wednesday, March 30, 2022 12:53 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

"I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait."

This facility is a wonderful community resource and the highway being so close to the therapy horses and those in need of the therapy is not acceptable. Please reconsider this decision.

Marlene Mathewson
[REDACTED]
[REDACTED]
[REDACTED]

From: Marte Anderson [REDACTED]
Sent: Wednesday, April 20, 2022 12:20 PM
To: Stephen Endres
Subject: US 380 Bypass Coit Road to FM1827

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.

Stephen, I would like to express my opinion on the above project. I strongly feel Segment-B of the proposed project is highly preferential to Segment-A. I believe this for the following reasons:

(1) Segment-A is projected to cost taxpayers like me nearly 100 million dollars more than Segment-B due to higher utility conflicts, hazmat sites to address and costs associated with displaced businesses etc.

(2) When you weigh the significant cost savings and considerably less disruption to commerce and transportation flows in this key corridor from McKinney (highway 75) to I-35 the proposed Segment-B is the only one that makes sense for the greatest number of Texans.

thanks

Marte Anderson [REDACTED]

From: Richard E. Bustamente [REDACTED]
Sent: Wednesday, April 6, 2022 6:37 PM
To: Stephen Endres
Subject: HWY 380

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.

Sir,

I have reviewed the two proposals (options "A" and "B") to provide traffic alternatives for HWY 380,

Option "A" requires significant disruption to the local areas and increased costs over option "B"

Option "B" to me is the easier of the two alternatives, less costs, less requirement to obtain acreage and significantly less disruptive to the community as a whole.

Please consider my recommendation of "Option B" as the best solution to the current traffic alternatives.

Martha Bustamente

From: Martha Cislo [REDACTED]
Sent: Monday, March 28, 2022 7:19 PM
To: Stephen Endres
Subject: Project 380 Support for Segment-B

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.

Dear Mr. Endres,

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you for your time.

Martha Cislo

From: Martha Merner [REDACTED]
Sent: Wednesday, April 20, 2022 8:15 AM
To: Stephen Endres
Subject: Segment B

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.

Makes more sense in every way to me.
I support it.
Martha Merner

[REDACTED]

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 23, 2022 10:11 AM
To: Martin Prado
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
214-320-4469

From: Martin Prado [REDACTED]
Sent: Wednesday, March 23, 2022 8:47 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Martin Prado
[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson

Texas State Senator Springer

Prosper Citizen Group

Prosper ISD Board

Prosper Town Council

A Texas Department of Transportation message



From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Tuesday, March 22, 2022 8:53 AM
To: Marvin Neuschafer [REDACTED]
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
214-320-4469

From: Marvin Neuschafer [REDACTED]
Sent: Tuesday, March 22, 2022 4:55 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY

PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Marvin Neuschafer

████████████████████
████████████████████
████████████████████

A Texas Department of Transportation message



From: [REDACTED]
Sent: Wednesday, April 6, 2022 11:05 AM
To: Stephen Endres
Subject: By-Pass

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.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Signed;
Mary and Jim Monroe

From: PEGGY EPNER [REDACTED]
Sent: Thursday, March 31, 2022 11:23 AM
To: Stephen Endres
Subject: Letter of Opposition to US Hwy 380 By-pass

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.

Mr Endres,

Thank you for the opportunity for residents to express their opposition to proposed alignments to the improvement of Hwy 380.

As a resident of Whitley Place neighborhood in Prosper, I am STRONGLY OPPOSED TO OPTION B.

As I understand it, the idea of cutting through Prosper was never a consideration by TxDOT before Tucker Hill resident and former Judge Keith Self unethically used his political sway to attempt to steer TxDOT away from Option A by suggesting a pathway through Prosper. His opposition to a route near Tucker Hill should have no more sway than any other citizen.

Consideration to existing homes

I completely understand why the residents of Tucker Hill and the northern section of Stonebridge Ranch would oppose the bypass Option A. However, these areas are ALREADY on a major highway. If a person does not wish to live adjacent to a highway, I'm not sure why they would already be living adjacent to 380.

Residents of Whitley Place have chosen their location several miles from any major artery, never dreaming that such would ever be considered.

Much of Option A (Tucker Hill affected) shows the main lanes of the highway as **30' below grade**, which will do much to help with noise control and visual considerations from homes there. Option B presents no such benefit and would result in Whitley Place residents being subject to unabated highway noise and views of **elevated** highway.

This City of McKinney has failed to plan appropriately for growth along 380. The Town of Prosper has shown more care and should not be made to pay for McKinney's lack of foresight.

Effects upon Mane Gait Therapeutic Equestrian Center

I've read that TxDOT has researched and found that such facilities can operate in a range of environments. I would ask that TxDOT please consider the sensitive nature of the clients of this facility. Currently Mane Gait offers a rural, pastoral setting for healing and development for adults and children challenged with a range of disabilities, including PTSD, autism, and sensory integration issues. If Mane Gate finds itself now in the shadow of a major elevated highway, the additional sights, sounds, and particularly NOISE (which can be both constant or sudden and jarring) will be immeasurably detrimental to the population that Mane Gate serves. And this is to say nothing of the disruption that the construction phase would cause. I imagine that horses, which need to remain calm and confident in such a therapeutic setting, may also be affected by these detrimental stimuli. I pray that this would not create an unsafe situation for horse, rider, and staff.

Founders Academy

In your Development Data (dated 1/31/22) in the presentation available to citizens, Founders Academy appears to be under construction. However, as I'm sure you know, the school building is already constructed and is currently in use. Like Main Gate, Founders Academy would also find itself in the shadow of a major elevated highway. The additional pollution and noise generated will be detrimental to the health of students and staff.

Continued development

Per TxDot's Development Data (dated 1/31/22), the north-south section of Option A shows development plans only in the very early stages of approval.

Option B, would entirely obliterate Ladera Prosper 55+ community, which is schedule for immediate construction, if it has not already begun. To stop this development at this stage, or even to cause homes to be demolished in a few years, would displace more homeowners and deprive Prosper of the taxes generated on these homes.

In addition to the aforementioned Latera, Whitley Place, Founders Academy, and Main Gate, the following areas would be "indirectly impacted" negatively:

Walnut Grove High School, currently being constructed on the south side of E. First St.

Malabar Hill Subdivision currently under construction on the south side of E. First St.

A small cemetery and planned expansion, west side of Custer.

In summation

Along with the Town of Prosper, I urge TxDot to improve and expand 380 along its current path. As it seems that TxDot is no longer considering that option, then I must urge TxDot to use Option A.

McKinney Mayor Fuller and former Judge Self should not be pressuring TxDot to foist off the results of McKinney's lack of planning onto the residents and the Town of Prosper. Prosper is doing what it can to handle growth responsibly. That McKinney has not done so is not Prosper's problem to deal with.

You will be getting many letters from residents of Prosper and McKinney. While the population of McKinney is much larger than the population of Prosper, the number of homes directly affected by the two options is comparable. And the net effect on residents near Option B is much worse than the net effect upon residents near Option A.

Thank you for your time and consideration,

Mary and Michael Epner

████████████████████
████████████████████
████████████████████
████████████████████

From: Mary Ann Moon [REDACTED]
Sent: Monday, March 28, 2022 12:50 PM
To: Ben Pruett [REDACTED]; Stephen Endres P.E. <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: [*EXTERNAL*] - U.S 380 COIT ROAD TO FM 1827, Collin County - Comments Following March 22, 2022 Public Meeting

Excellent. Thanks you, Mr. Pruett. The impact ManeGait has is immeasurable. To, in any way, negatively impact the service and assistance the facility and its operators offer, is **unacceptable**.

From: Ben Pruett [REDACTED]
Sent: Monday, March 28, 2022 12:47 PM
To: Stephen Endres P.E. <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: [*EXTERNAL*] - U.S 380 COIT ROAD TO FM 1827, Collin County - Comments Following March 22, 2022 Public Meeting

***** This is an email from an EXTERNAL source. DO NOT click links or open attachments without positive sender verification of purpose. Never enter USERNAME, PASSWORD or sensitive information on linked pages from this email. *****

From: MaryAnn Weaver [REDACTED]
Sent: Tuesday, April 5, 2022 3:48 PM
To: Stephen Endres
Subject: Project 380

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.

Dear Sir:

As a homeowner and citizen of McKinney, TX. for 19 years, **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Thank you for your consideration.

Sincerely,

Mary Ann Weaver

[REDACTED]

[REDACTED]

From: Mary Beth Turner [REDACTED]
Sent: Wednesday, March 30, 2022 4:04 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Dear Mr. Endres,

My name is Mary Beth Turner. I am a resident at [REDACTED].

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Sincerely,

Mary Beth Turner

From: Mary Catherine Patenaude [REDACTED]
Sent: Thursday, March 31, 2022 9:08 PM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Mary Catherine Patenaude

[REDACTED]
|
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

From: Mary Garcia [REDACTED]
Sent: Wednesday, March 30, 2022 4:03 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Mary Garcia
[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Sincerely
Mary D Garcia
[REDACTED]



Texas Department of Transportation
Attn: Stephen Endres
4777 E US Highway 80
Mesquite, TX 75150-6643

Re: 380 By-Pass and ManeGait Therapeutic Horsemanship

Mr. Endres,

I'm writing to support ManeGait Therapeutic Horsemanship in their efforts to re-locate the proposed path of the 380 by-pass. Born 2 Be Therapeutic Equestrian Center was located right on the frontage road of I-35 and Lone Oak Road. Born 2 Be moved away from I-35 this past March. The noise from the highway was just too much to deal with any longer. Many riders have sensory processing disorders and, as such, they are extremely sensitive to noise. Many are diagnosed with Autism. Scientists found that children with autism had stronger autonomic reactions than typically-developing children when they heard noises. We couldn't even teach in the arena unless we used a microphone. Born 2 Be was ready to leave and once we knew the highway was going to come even closer, it was a decision made for us. Safety was also a huge concern for us. On one occasion, a car left the highway, rolled over and went through the front pasture fence. The two-way frontage road was an issue but that was minor compared to the noise and safety issues presented by being so close to the highway.

ManeGait is extremely concerned about the proposed by-pass. So much more important since they own the property and it's not so easy to just move somewhere else. ManeGait was founded in 2007. Their client base is in McKinney and they are the only therapeutic horsemanship program in that particular area. That by-pass would affect all riders, volunteers, staff and horses. I sincerely hope that there is a way to re-route the by-pass so it doesn't affect ManeGait. I firmly believe it would put them out of business. It would have put Born 2 Be out of business if we had to stay there and finding another location was not an easy task..

Feel free to contact me if you need to discuss further.

Mary Gwinner

Mary Gwinner

Born 2 Be Therapeutic Equestrian Center

Director



From: Mary Hayes [REDACTED]
Sent: Thursday, March 31, 2022 11:27 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Mary Hayes
[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Please build the highway on what is already known as 380. Any business or neighborhoods in the path of the development knew there would be a high possibility that 380 would become a highway, but they built anyway. Keeping 380 on 380 makes the most sense.

Mary Hayes
[REDACTED]

From: Mary Ott [REDACTED]
Sent: Monday, April 4, 2022 1:31 PM
To: Stephen Endres
Subject: Re: 380 Bypass Projecy

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.

Dear Sir,

As homeowners and citizens of McKinney, Texas, **WE strongly SUPPORT the Project 380 Segment -B bypass alignment option.** This option is the least disruptive to businesses (resulting in no displacements) and has minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380 (such as mine in Stonebridge Ranch). It is also the least expensive option when compared to the cost of Segment -A alignment.

I STRONGLY OPPOSE Segment-A. I believe it should NOT be considered for the following reasons.

- * It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- * The cost of Segment- A is \$99 million more than segment-B.
- * It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- * It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise, and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

Segment B is the best option to improve traffic flow in our corridor while also perserving the economic business and residential vibrancy of our community.

Thank You,

Mary J Ott
Barry J Berkowitz

[REDACTED]
[REDACTED]
[REDACTED]

From: Mary Kardell [REDACTED]
Sent: Monday, April 4, 2022 1:59 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Mr. Endres:

I am opposed to the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, including children and the disabled, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at [ManeGait](#). This organization was founded by my college friend Priscilla Darling, along with her family. They are passionate about their mission and have served countless children, families and veterans in the area.

Additionally, I served as Executive Director of MADD North Texas for over 8 years and Mane Gate was very kind to many victims of drunk driving and their families providing key therapeutic services. Mane Gait made life changing differences for many who were severely injured.

I am asking TxDOT to reconsider this action. There is huge opposition to this in Collin County. I'm sure there is an alternative that is respectful of the constituents in this area.

Thank you.

[REDACTED]
Mary Kardell
[REDACTED]
[REDACTED]

From: Patty Laster [REDACTED]
Sent: Tuesday, March 29, 2022 11:11 AM
To: Stephen Endres
Subject: Vote for Option B 380 Expansion

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.

Mr. Endres,

I am in favor of Option B with the 380 Expansion Project and respectfully outline the rationale.

- *Option B displaces no businesses while Option A displaces 17
- *The cost of Option A is extremely greater than that of B, on many levels
- *Option A impacts a significant amount of more Statewide Farmland acreage than B
- *Option A impacts a significant amount of more forests, prairies, wetlands than Option B
- *Option B does not come close to any neighborhoods while Option A impacts not only my neighborhood (La Cima) but several others

Respectfully submitted,
Mary (Patty) Laster

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Mary Lee Fritts [REDACTED]
Sent: Monday, March 28, 2022 6:44 PM
To: Stephen Endres
Subject: US 380 Bypass

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.

Dear Mr. Endres,

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Sincerely,
Mary Lee and Steve Fritts

[REDACTED]
[REDACTED]

--

Mary Lee

“Let the little children come to me. Don’t stop them, because the kingdom of God belongs to those who are like these children”

From: Mary Lou Balcer [REDACTED]
Sent: Monday, April 4, 2022 4:20 PM
To: Stephen Endres
Subject: Subject: 380 By Pass- Support For Segment B!

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.

Subject: 380 By Pass- Support For Segment B!

Dear Mr. Endres;

As a homeowner and citizen of McKinney, TX **I STRONGLY SUPPORT the the Project 380 Segment B** by pass alignment option. This option is the least disruptive to business with no displacement, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment A alignment.

I strongly oppose Segment- A. It should not be considered for the following reasons.

1. It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
2. The cost of Segment-A is \$99 million more than Segment-B. This alone should be enough to choose Segment A.
3. It will create an over pass on 380 over Stonebridge Drive and Custer Road.
4. It will cause the installation of water pipes ducts) over Hwy 380.
5. It will decrease traffic safety and increase traffic on Stonebridge neighborhood street arterial to Hwy. 380 such as Stonebridge Dr. Ridge Road and Lake Forest Dr., increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
6. It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
7. Hwy 380 as it exists will be demolished and moved North to be rebuilt to the South side of the new access road will be in the same location as the existing 380 is today.
8. Segment B is the best option to improve traffic in our corridor while also preserving the economic business and residential vibrancy of our community.
9. TX Dot's own study proved that the noise factor would not affect the therapeutic quality at Main Gate the horse farm as has been argued by others to support Segment A.
10. Selecting Segment A will create lengthy road closures for getting our kids to school at Cockrill Middle School, McKinney North & Boyd High School or teenagers there.
11. Segment A could result in traffic delays from Stonebridge Dr. when in need of ambulance or emergency travel to Baylor ,Scott and White Hospital.
12. Having major detour traffic rerouted through our neighborhoods could affect pick up of our kids from Wilmeth Elementary.

I urge you to Select and Support the Segment B choice!

Concerned Stonebridge Ranch Citizen,

Thank you
Mary Lou Balcer

[REDACTED]
[REDACTED]

From: marysol rojas [REDACTED]
Sent: Thursday, March 31, 2022 3:26 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

"I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait."

Marysol Rojas
[REDACTED]
[REDACTED]
[REDACTED]

From: M Scott [REDACTED]
Sent: Wednesday, April 6, 2022 4:30 PM
To: Stephen Endres
Subject: Project 380 Segment B

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

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Matt A. Scott, DC
Scott Chiropractic & Wellness

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Bush, Matthew [REDACTED]
Sent: Tuesday, April 5, 2022 2:39 PM
To: Stephen Endres
Subject: Support of Segment B Project 380

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

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Sincerely,

Matt Bush

From: Matt Clark [REDACTED]
Sent: Thursday, April 21, 2022 7:14 PM
To: Stephen Endres
Subject: 380 Expansion

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 Stephen,

I'm writing to advocate for option B in the planned 380 expansion. My house is approximately 1/2 mile from the Stonebridge/380 interchange, and I'm worried about the impact that this expansion would have. The Stonebridge Ranch group of neighborhoods is beautiful, and having a major interchange bordering it would detract from the beauty of the area. In addition, I'm concerned that our property values will go down significantly with the addition.

Thanks for listening.

Matt Clark
[REDACTED]
[REDACTED]

From: Matt Mayer [REDACTED]
Sent: Tuesday, April 5, 2022 2:41 PM
To: Stephen Endres
Subject: I Support Project 380 Segment-B

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

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Matt Mayer
[REDACTED]
[REDACTED]

From: Matt McGuire [REDACTED]
Sent: Wednesday, April 6, 2022 7:23 AM
To: Stephen Endres
Subject: Hwy 380 Bypass McKinney

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.

Good morning sir

I am writing as a citizen of McKinney with my desire regarding the Hwy 380 Bypass. We are asking to please utilizing route B for the western most entrance/bypass. This route is the most logical, it actually utilizes the most efficient design to move motorist around McKinney with the least amount of disruption to those who are living and doing business within McKinney.

Thank you for your work

Sincerely

Matt McGuire, Managing Director
Higginbotham

[REDACTED]
[REDACTED]
[REDACTED]

[Website](#) | [Facebook](#) | [Twitter](#) | [LinkedIn](#) | [Blog](#)

[REDACTED]

This communication is for the sole use of the intended recipient(s) and does not constitute legal advice. It may contain confidential and privileged information. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply email and destroy all copies of the original message.

From: Matt James [REDACTED]
Sent: Tuesday, April 5, 2022 10:48 PM
To: Stephen Endres
Subject: Project 380 Bypass Input - McKinney Resident

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.

To Whom it Concerns,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 **Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- The cost of Segment-A is \$99 million more than Segment-B.
- It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

Thanks for your consideration.

Matt R. James
[REDACTED]

TEXAS HOUSE *of* REPRESENTATIVES



Matt Shaheen

District 66 • Collin County

April 12, 2022

Stephen Enders
Transportation Engineer
Texas Department of Transportation
4777 E. US Highway 80
Mesquite, Texas 75150

VIA Email: Stephen.Endres@txdot.gov

Dear Mr. Enders:

Regarding the two segments under consideration for the expansion of US 380 in the western portion of Collin County, this letter is to inform you that I, along with Collin County Commissioner Susan Fletcher, support Segment A, the preferred route originally proposed by TxDOT. Additionally, we oppose Segment B, which would cut through the heart of the Town of Prosper's economic corridor and disrupt a large portion of the town's master plan, which is already under construction.

As the County Commissioner and State Representative who represent the majority of the constituents impacted by both segments, it is clear to us that Segment A should be chosen. The reasons include the fact that landowners impacted by Segment B are unanimously opposed to the proposed segment, and it is our understanding that they are not interested in selling their property for this road alignment under any circumstance. Their strong opposition to Segment B results from the fact that the road alignment would displace an age-restricted community currently under construction, would disrupt other important residential and commercial developments and would also severely impact a very special organization called ManeGait. The ManeGait organization provides a therapeutic facility for children and adults with disabilities by using the proven healing power of horses, and they have recently expanded their therapies to include a Brain Institute with proven therapies for those with traumatic brain injuries (TBI). Their facility is making a significant difference in our community, not only for special needs adults and children, but also for our veterans and individuals with brain injuries.



Other important items that impact our decision to support Segment A and oppose Segment B is the fact that the Town of Prosper covers a small 27 square miles compared to the City of McKinney, which has a much larger footprint. Given this fact, Segment B would do considerable harm to future tax revenues for the Town of Prosper, Prosper ISD, as well as the community itself, given the residential and commercial development planned on Segment B. Additionally, we are uncomfortable with the proximity to existing and future schools with the alignment of Segment B due to safety reasons.

Those who have homes and businesses along the current 380 corridor built and moved there knowing that they were moving onto a US highway. Those that moved off of the current 380 corridor did so for a reason as well. We believe that we owe it to our constituents to keep as much of the new route on the original corridor as possible. It simply does not make sense to unnecessarily cut through an area of the Town of Prosper, when there is a perfectly good alternative to take the highway back down to the original corridor with Segment A which is simply adjacent to a neighborhood.

Thank you for your time giving our concerns consideration as we work to represent our constituents.



Matt Shaheen
State Representative
District 66 - Collin County



Susan Fletcher
County Commissioner
Precinct 1 - Collin County





4777 EAST HIGHWAY 80, MESQUITE, TEXAS 75150-6643 | 214.320.6100 | WWW.TXDOT.GOV

May 10, 2022

The Honorable Matt Shaheen
Texas House of Representatives, District 66
P.O. Box 2910
Austin, Texas 78768-2910

The Honorable Susan Fletcher
Collin County Commissioner, Precinct 1
2300 Bloomdale Road, Suite 4192
McKinney, Texas 75071

Dear Representative Shaheen and Commissioner Fletcher:

Thank you for your letter dated April 12, 2022, regarding the US 380 project between Coit Road and FM 1827. We have added your letter to the other comments we've received and will address all comments once responses have been prepared.

TxDOT is diligently working on evaluating each of the segments presented at the March 2022 public meeting and will take all the comments we've received into consideration as we complete that evaluation. We anticipate presenting the preferred alternative at a public hearing in early 2023.

Please feel free to contact me with any additional questions or concerns.

Sincerely,

Mohamed K. Bur, P.E.
Dallas District Engineer

cc: Marc D. Williams, P.E., Executive Director, TxDOT
William L. Hale, P.E., Chief Engineer, TxDOT
Quincy D. Allen, P.E., Director of District Operations, TxDOT
Jennifer Vorster, P.E., Collin County Area Engineer, TxDOT
Stephen Endres, P.E., Transportation Engineer, TxDOT

OUR VALUES: *People • Accountability • Trust • Honesty*
OUR MISSION: *Connecting You With Texas*

An Equal Opportunity Employer

From: that guy [REDACTED]
Sent: Tuesday, April 5, 2022 10:44 PM
To: Stephen Endres
Subject: 380 Bypass

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.

Hello,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should NOT be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you for your consideration.

Matt Wineroth
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Tuesday, April 5, 2022 5:26 PM
To: Stephen Endres
Subject: SUPPORT Segment B

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.

Dear Stephen,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Matthew J Scow
[REDACTED]

Psalm 24:1: The earth is the Lord's and everything in it, the world, and all who live in it;

Proverbs 21:5: The plans of the diligent lead to profit as surely as haste leads to poverty;

Proverbs 22:7: The rich rule over the poor, and the borrower is slave to the lender;

Matthew 7:24: Every one then who hears these words of mine and does them will be like a wise man who built his house upon the rock;

From: Matthew Storey <[REDACTED]>
Sent: Tuesday, April 5, 2022 6:46 PM
To: Stephen Endres
Subject: 380 Collin county Project

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.

Mr. Endres,

My name is Matthew Storey. I live in Stonebridge Ranch just South of 380 and just east of Custer. My address is [REDACTED].

I want to let you know I strongly support Segment B, bypass route. Segment B is the best option to improve traffic flow while also preserving the economic business and residential vibrancy of our community. I am also very concerned about the negative impact on our environment that the A bypass will cause. The noise pollution, along with the pollutants coming from all the vehicles on the road could have a long term negative impact on everyone along the A route.

It is for these reasons that I am urging you to vote your approval for the Segment B, bypass route.

Thanks for your consideration.

Regards,
Matthew Storey
[REDACTED]

From: Maureen Dudley [REDACTED]
Sent: Tuesday, April 5, 2022 6:29 PM
To: Stephen Endres
Subject: 380 Bypass

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.

Dear Stephen,

I'm a homeowner and citizen of McKinney, TX who lives close to Stonebridge Drive.

I urge you to adopt the Project 380 Segment-B bypass alignment option. This option has minimal impact on existing homes (unlike other options) and will be the least disruptive to existing businesses along 380.

I strongly oppose the Segment-A option. When the Stonebridge Ranch community was created, the master plan was intentionally designed to handle the amount of traffic commensurate with the neighborhoods. Segment-A would unfairly divert traffic into our neighborhoods—decreasing traffic safety and increasing noise, pollution, and congestion.

Additionally, my understanding is that the ***Segment-A option would displace more existing homes and businesses and cost \$99 million more*** than the Segment-B option.

I recognize there is a lot of emotion surrounding this issue. However, I believe the facts speak for themselves. Adopting **Segment B is the clear winner:**

- Less impact on existing homes
- Less impact on existing businesses
- Less cost

Thank you for your time and consideration.

Sincerely,

Maureen Dudley
[REDACTED]

From: Maury Herod <[REDACTED]>
Sent: Tuesday, April 5, 2022 4:54 PM
To: Stephen Endres
Subject: 380 ByPass Comments

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

As a on the North side of Stonebridge Ranch and 20 year citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I cannot see how we would want to needlessly spend \$100 million for option A.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you Maury Herod



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments: *I am opposed to B. Plan A is better but not great. My reasons are as follows:*

- 1. The residents of Prosper should not be penalized by the poor planning of the people living in the Tucker Hill area and the influence of government residents in McKinney (who should have used more wisdom when purchasing their homes)*
- 2. Churches, schools, and charitable organizations will suffer if Plan B is enacted. The presentation says otherwise, but ~~community~~ *community* ~~data~~ *data* ~~shows~~ *shows* they will be affected*
- 3. The safety of the students in the future Prosper High School will be impacted tremendously by plan B*

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

I am employed by TxDOT

I do business with TxDOT

I could benefit monetarily from the project or other item about which I am commenting

and those entities were established before this plan came to be. The Tucker Hill area was established along 380 ^{years} ago. what they were dealing with.

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

Please Print
 Name: Maverick Jantz
 Address: [REDACTED]
 Apartment, suite, etc.: _____
 City/State/Zip: [REDACTED]

From: Maxine Odom [REDACTED]
Sent: Wednesday, March 30, 2022 12:23 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Maxine Odom

[REDACTED]
[REDACTED]
[REDACTED]

From: Mayank Patel [REDACTED]
Sent: Tuesday, April 5, 2022 2:23 PM
To: Stephen Endres
Subject: Project 380 Segment-B bypass alignment option

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

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Thanks
Mayank

From: Mayra Pinos [REDACTED]
Sent: Sunday, April 10, 2022 9:36 AM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30-20DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest regards

Mayra Pinos

[REDACTED]
|
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson
Texas State Senator Springer
Prosper Citizen Group
Prosper ISD Board
Prosper Town Council

From: [REDACTED]
To: [Stephen Endres](#)
Subject: Opposition to HWY 380 Segment B
Date: Thursday, March 31, 2022 9:30:57 AM

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.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

*Thank you,
McKenzie Skidmore*

[REDACTED]
[REDACTED]

RESOLUTION NO. 2022-04-050 (R)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MCKINNEY, TEXAS, PROVIDING SUPPORT AND OPPOSITION OF VARIOUS US HIGHWAY 380 CONTROLLED ACCESS FREEWAY ALIGNMENT ALTERNATIVES BETWEEN COIT ROAD AND FM 1827 RELATED TO THE TEXAS DEPARTMENT OF TRANSPORTATION US 380 COLLIN COUNTY FEASIBILITY STUDY AND ASSOCIATED ENVIRONMENTAL IMPACT STATEMENT

- WHEREAS**, the Texas Department of Transportation completed the US 380 Collin County Feasibility Study in 2020 in order to analyze potential roadway alternatives for US 380 through Collin County, Texas to support projected long term growth and mobility within the county and the region; and
- WHEREAS**, through the efforts of the feasibility study, the Texas Department of Transportation provided a recommended freeway alignment between Coit Road and FM 1827 which identified a "bypass" freeway alignment generally north of existing US 380; and
- WHEREAS**, the City Council of the City of McKinney, Texas approved a resolution in October 2019 (Resolution No. 2019-10-128R) which supported the goals of the US 380 Collin County Feasibility Study while opposing any alternative that converts the existing US 380 into a limited access roadway and providing guiding principles for alternatives which provide "bypass" alignments from existing US 380; and
- WHEREAS**, following the completion of the US 380 Collin County Feasibility Study in March 2020, the Texas Department of Transportation initiated the environmental impact statement (EIS) phase of the project between Coit Road and FM 1827 in order to further evaluate the impacts of various freeway alignment alternatives considered during the feasibility study based on additional environmental factors and more thorough technical design/analysis and field data; and
- WHEREAS**, the environmental impact study (EIS) phase between Coit Road and FM 1827 by the Texas Department of Transportation is anticipated to be completed in Spring 2023 and will provide a preferred alignment alternative at a public hearing expected to occur in early 2023; and
- WHEREAS**, since the initiation of the environmental study (EIS) phase, the Texas Department of Transportation has developed detailed schematic designs for four Build Alternatives including the Purple Build Alternative (Alignment Segments A, E, and D), the Blue Build Alternative (Alignment Segments A, E, and C), the Brown Build Alternative (Alignment Segments B, E, and C), and the Gold Build Alternative (Alignment Segments B, E, and D); and
- WHEREAS**, the City Council of the City of McKinney, Texas approved a resolution in October 2020 (Resolution No. 2020-10-147R) which provided support of a US 380 freeway alignment generally between Future Ridge Road and Community Avenue ("Segment E", shown in all considered Build Alternatives) along with guiding principles; and
- WHEREAS**, the City Council of the City of McKinney, Texas approved a resolution in December 2020 (Resolution No. 2020-12-192R) which provided support of Segment B as providing a higher value over Segment A in managing congestion and improving east-west mobility; and
- WHEREAS**, the Texas Department of Transportation hosted a public meeting for the environmental impact statement (EIS) phase of the project from Coit Road to FM 1827 on March 22, 2022 which included detailed design schematics for the four Build Alternatives and a Segment Analysis Matrix for Alternative Segments A, B, C, D, E, and No-Build Alternative; and

- WHEREAS,** the Segment Analysis Matrix provided by the Texas Department of Transportation on March 22, 2022 includes an evaluation of Purpose and Need, Engineering, Displacements and Right-of-Way Requirements, Land Use and Development Impacts, Environment and Natural Resources, Community Impacts and Cultural Resources, Air Quality and Traffic Noise, Induced Growth Cumulative Effects, Cost, and Stakeholder, Agency, and Public Input; and
- WHEREAS,** based on the Segment Analysis Matrix related to Purpose and Need, the Texas Department of Transportation has determined that all Build Alternatives meet criteria for managing regional congestion and improving safety; and
- WHEREAS,** based on the Segment Analysis Matrix for Engineering, the Texas Department of Transportation has determined that Segment B provides a freeway route approximately 18% shorter than Segment A, requires one less interchange than Segment A, and requires approximately \$36 million less than Segment A for relocation of major water utilities; and
- WHEREAS,** based on the Segment Analysis Matrix for Engineering, the Texas Department of Transportation has determined that Segment C requires approximately half the total bridge length of Segment D and requires approximately \$52 million less than Segment D for relocation of major water and wastewater utilities; and
- WHEREAS,** based on the Segment Analysis Matrix for Displacements and Right-of-Way Requirements, the Texas Department of Transportation has determined that Segment B requires approximately 73% fewer combined business and residential displacements than Segment A and requires approximately \$41 million less than Segment A for estimated right-of-way cost; and
- WHEREAS,** the Texas Department of Transportation has determined that Segment B would avoid direct impacts to ManeGait, and that based on research of similar therapeutic horsemanship facilities could continue to function effectively in a variety of physical and environmental settings; and
- WHEREAS,** based on the Segment Analysis Matrix for Displacements and Right-of-Way Requirements, the Texas Department of Transportation has determined that Segment C requires fewer combined business and residential displacements than Segment D and estimated right-of-way costs for both Segments C and D are comparable; and
- WHEREAS,** based on the Segment Analysis Matrix for Land Use and Development Impacts, the Texas Department of Transportation has determined that both Segments A and B will have comparable future development impacts; and
- WHEREAS,** based on the Segment Analysis Matrix for Environmental and Natural Resources, the Texas Department of Transportation has determined that Segment B impacts approximately 61% fewer jurisdictional wetlands than Segment A, impacts approximately 2,800 linear feet less than Segment A of rivers/streams, impacts less total acres of forest/prairies/grasslands than Segment A, impacts 5 less acres of regulatory floodways than Segment A, and impacts no potentially hazardous materials sites compared to 11 identified sites in Segment A; and
- WHEREAS,** based on the Segment Analysis Matrix for Environmental and Natural Resources, the Texas Department of Transportation has determined that Segment C impacts approximately 50% fewer jurisdictional wetlands than Segment D and impacts 49 less acres of regulatory floodways than Segment D; and
- WHEREAS,** based on the Segment Analysis Matrix for Community Impacts and Cultural Resources, the Texas Department of Transportation has determined that Segments A, B, C, D, and E do not directly impact any community facilities

including parks, places of worship, community centers, or other neighborhood services and facilities; and

WHEREAS, based on the Segment Analysis Matrix for Air Quality and Traffic Noise, the Texas Department of Transportation has determined that regardless of Segment, Mobile Source Air Toxics are expected to decline significantly in the future due to federal regulations on vehicles, fuels, fleet turnover, and the increased use of electric vehicles; and

WHEREAS, based on the Segment Analysis Matrix for Cost, the Texas Department of Transportation has determined that Segment B would cost approximately 14% less than Segment A including right-of-way costs, utility relocations costs, design costs, and construction costs; and

WHEREAS, based on the Segment Analysis Matrix for Cost, the Texas Department of Transportation has determined that Segment C would cost approximately 18% less than Segment D including right-of-way costs, utility relocations costs, design costs, and construction costs; and

WHEREAS, the Texas Department of Transportation has provided an objective environmental impact statement (EIS) segment analysis methodology and level of detail for analyzing alignment alternatives which allows a direct comparison of Segment Alternatives; and

WHEREAS, based on the data provided by the Texas Department of Transportation at the March 22, 2022 public meeting for the US 380 (Coit Road to FM 1827) environmental impact statement (EIS) public meeting, it has been determined that in comparing Segments A and B, Segment B accomplishes the Purpose and Need with less centerline miles of freeway, less overall impacts to existing development, similar overall impacts to planned development, less overall impacts to environmental features, and at a lower overall estimated project cost; and

WHEREAS, based on the data provided by the Texas Department of Transportation at the March 22, 2022 public meeting for the US 380 (Coit Road to FM 1827) environmental impact statement (EIS) public meeting, it has been determined that in comparing Segments C and D, Segment C accomplishes the Purpose and Need with less overall impacts to environmental features and at a lower overall estimated project cost; and

WHEREAS, Segment C provides the most direct interchange and connection to the planned Spur 399 Extension Orange Alternative which has been previously supported as being less disruptive to existing development and best supporting both regional mobility and long-term economic development by the City of McKinney, Texas City Council (Resolution No. 2019-10-128R) and through a letter from the City of McKinney, Texas to the Texas Department of Transportation dated November 3, 2021; and

WHEREAS, the City of McKinney, Texas encourages the Texas Department of Transportation to place a high emphasis during the remainder of the US 380 environmental impact statement (EIS) study phase from Coit Road to FM 1827 on fair and objective evaluations of freeway alignment segment alternatives through neighboring jurisdictions which seek to reduce disruptions on existing development while shortening and improving the overall corridor route serving long-term regional mobility needs.

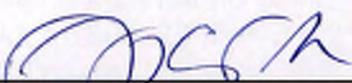
NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MCKINNEY, TEXAS, THAT:

Section 1. The City Council of the City of McKinney, Texas, hereby acknowledges and supports the alignment and footprint for a US 380 limited-access freeway generally between Coit Road and (Future) Ridge Road, depicted as "Segment B" on "Exhibit A-1".

- Section 2. The City Council of the City of McKinney, Texas, hereby acknowledges and opposes the alignment and footprint for a US 380 limited-access freeway generally between Coit Road and (Future) Ridge Road, depicted as "Segment A" on "Exhibit A-1".
- Section 3. The City Council of the City of McKinney, Texas, hereby acknowledges and supports the alignment and footprint for a US 380 limited-access freeway generally between State Highway 5 and FM 1827, depicted as "Segment C" on "Exhibit A-1".
- Section 4. The City Council of the City of McKinney, Texas, hereby acknowledges and opposes the alignment and footprint for a US 380 limited-access freeway generally between State Highway 5 and FM 1827, depicted as "Segment D" on "Exhibit A-1".
- Section 5. The City Council of the City of McKinney, Texas, hereby acknowledges and supports the overall build alternative for a US 380 limited-access freeway between Coit Road and FM 1827 depicted as the "Brown Build Alternative" on "Exhibit A-4".
- Section 6. The City Council of the City of McKinney, Texas, hereby acknowledges and opposes the overall build alternatives for a US 380 limited-access freeway between Coit Road and FM 1827 depicted as the "Purple Build Alternative" on "Exhibit A-2", the "Blue Build Alternative" on "Exhibit A-3", and the "Gold Build Alternative" on "Exhibit A-5".
- Section 7. This Resolution shall take effect immediately from and after the date of passage and is so resolved.

DULY PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF MCKINNEY, TEXAS, ON THE 5TH DAY OF APRIL, 2022.

CITY OF MCKINNEY, TEXAS:



GEORGE C. FULLER
Mayor

ATTEST:



EMPRESS DRANE
City Secretary
JOSHUA STEVENSON
Assitatr City Secretary

APPROVED AS TO FORM:



MARK S. HOUSER
City Attorney

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 30, 2022 11:09 AM
To: Meagan Daniel
Subject: RE: Opposition to Alignment B

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation

O: 214-320-4469 |

<https://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.txdot.gov%2F&data=04%7C01%7Cchsmit%40burnsmcd.com%7C3ad40cee68e94aeb62f08da1267a85a%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637842533657915406%7CUnknown%7CTWFpbGZsb3d8eyJWljoimC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C3000&data=OPnb9X%2F9xuiK%2BRd5%2FibGoprAsmdhgwFKEoy2Yy01edU%3D&reserved=0>

-----Original Message-----

From: Meagan Daniel [REDACTED]
Sent: Wednesday, March 23, 2022 12:59 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Opposition to Alignment B

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.

Please see and consider my opposition to alignment b, which slices through my community and where my children go to school. Creating this highway in my backyard would be detrimental for these reasons:

- Segment B of the proposed Gold/Brown alignment poses a significant, negative impact to both existing and future residential and commercial developments planned within the Town. The alignment would directly impact over 360 future homes and thousands of residents and indirectly impact many more;
- Segment B will increase ground-level ozone impacting at least two environmentally sensitive facilities (ManeGait and Founders Academy) resulting in a conflict with Air Quality guidelines publicized by the North Central Texas Council of Governments (NCTCOG);
- Segment B runs directly through a quickly developing section of the Town of Prosper causing significant environmental impacts on the human and natural environment by adding a new and unplanned interstate through Prosper versus using the existing alignment within Town limits;
- Segment B has a detrimental effect on ManeGait Therapeutic Horsemanship; a unique nonprofit facility providing equine therapy to hundreds of adults and children with disabilities;
- Segment B is in close proximity to existing and future schools including high schools impacting thousands of students.

Sincerely,
Meagan Daniel
Whitley Place, Prosper

[A Texas Department of Transportation (TxDOT)
message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7C3ad40cee68e94aeb62f08da1267a85a%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637842533657915406%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&data=Jc3QrM%2B2%2FOGbXbbzQgy7zF9K3SOUSEiVigmC6OZJHhU%3D&reserved=0>>

From: Meagan Kraatz [REDACTED]
Sent: Wednesday, March 30, 2022 11:40 AM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

Good morning,

My name is Meagan Kraatz and I have been a part of the Collin County community for five years now. During that time, I have attended nursing school and have become a health care professional for the area. These opportunities introduced me to ManeGait, and I have happily been a part of this family for the past couple of years. With that being said, I **oppose** the proposed HWY 380 Segment B because it **threatens** the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Please consider this opposition by myself, the ManeGait community, and the people we serve in and around Collin County. This opportunity is not a widely available resource to our targeted population and would be a devastation to those who benefit from equine therapy.

Thank you,

Meagan Kraatz, BA, MS

[REDACTED]
[REDACTED]
[REDACTED]

From: Megan Bice [REDACTED]
Sent: Wednesday, March 30, 2022 2:40 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Megan Bice
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Thursday, March 24, 2022 8:41 AM
To: Megan Dold
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 | www.txdot.gov

From: Megan Dold [REDACTED]
Sent: Thursday, March 24, 2022 8:01 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Megan Dold

A Texas Department of Transportation message

HELP
#EndTheStreakTX

End the streak of daily deaths
on Texas roadways.

From: Megan Welch [REDACTED]
Sent: Wednesday, March 30, 2022 11:44 AM
To: Stephen Endres
Subject: US 380 Improvements - McKinney, TX

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 Stephen,
I received the below, but we weren't able to attend this meeting.
Do you have any updates you can provide for me? We would love to see plans to see if the project will impact our store.
Thank you so much for your help!!

Megan Welch
Lease Administration Supervisor

O'Reilly Auto Parts
Real Estate Department

[REDACTED]
[REDACTED]
[REDACTED]

From: Texas Department of Transportation [<mailto:Stephen.Endres@txdot.gov>]
Sent: Monday, March 07, 2022 7:59 AM
To: Toni Sharp [REDACTED]
Subject: Notice of Public Meeting: US 380 from Coit Road to FM 1827

[View this email in your browser](#)



The Texas Department of Transportation (TxDOT) is proposing to construct a project to improve US 380 in Collin County from Coit Road west of McKinney in the Prosper/Frisco area to FM 1827 east of McKinney. Alternatives being considered include new location alternatives around the north side of McKinney (approximately 15 miles long). This notice advises the public that TxDOT will be

conducting an in-person meeting and an online virtual public meeting on the proposed project. **The same information will be available at the in-person and virtual meeting.**

In-person Meeting

Tuesday, March 22, 2022, 5:30 p.m. to 7:30 p.m.

Collin College Central Park Campus

Conference Center

2400 Community Avenue

McKinney, TX 75071

Virtual Meeting

Tuesday, March 22, 2022 at 5:30 p.m. through

Wednesday, April 6, 2022 at 11:59 p.m.

www.keepitmovingdallas.com/US380EISPublicMeeting

The in-person meeting will be held from 5:30 p.m. to 7:30 p.m. in an open house format where the public may come and go at their convenience and staff will be available to answer questions. The virtual meeting can be viewed Tuesday, March 22 starting at 5:30 p.m. through the end of the comment deadline on Wednesday, April 6 at 11:59 p.m. Materials will be posted to the project website at www.keepitmovingdallas.com/US380EISPublicMeeting and will include a pre-recorded presentation with audio and video components, along with exhibits and an interactive map. **The virtual public meeting is not a live event.** If you do not have internet access, you may call (214) 320-4469 between the hours of 8 a.m. and 5 p.m. Monday through Friday, to ask questions and access project materials. **Please note the materials will not be available until March 22, 2022 at 5:30 p.m.**

An update will be provided on the environmental impact statement (EIS) process including presentation of available environmental findings and design schematics for the build alternatives under consideration. The proposed project would provide an eight-lane freeway with frontage roads to manage congestion and

east-west mobility, connectivity, traffic operations, and safety. The proposed project would, subject to final design considerations, require additional right-of-way and potentially displace residences and non-residential structures.

Relocation assistance will be available for displaced persons and businesses. Information about the TxDOT Relocation Assistance Program and services and benefits for those displaced and other affected property owners, as well as information about the tentative schedule for right-of-way acquisition and construction, will be available at the in-person public meeting, the project website, or can be obtained from the TxDOT district office by calling (214) 320-4469. All meetings will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to participate in the meetings, please contact the TxDOT Public Information Office at (214) 320-4480 no later than March 15, 2022. Advance notice is required as services and accommodations require time to arrange. Comments from the public regarding the proposed project are requested and can be submitted at the public meeting, online at the project website, by email to Stephen.Endres@txdot.gov, or by mail to Mr. Stephen Endres, P.E., TxDOT Dallas District Office, 4777 East US Highway 80, Mesquite, Texas 75150-6643. Verbal comments may be submitted by leaving a voicemail at (833) 933-0440. **All comments must be received or postmarked before Wednesday, April 6, 2022.** If you have any general questions regarding the proposed project or the public meetings, please contact the TxDOT Project Manager, Mr. Stephen Endres, P.E., at (214) 320-4469 or Stephen.Endres@txdot.gov.

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

TxDOT Dallas District
4777 East US Highway 80
Mesquite, TX 75150

Want to change how you receive these emails?
You can [update your preferences](#) or [unsubscribe from this list](#).

The information transmitted is intended only for the person or entity to which it is addressed and may contain proprietary, business-confidential and/or privileged material. If you are not the intended recipient of this message you are hereby notified that any use, review, retransmission, dissemination, distribution, reproduction or any action taken in reliance upon this message is prohibited. If you received this in error, please contact the sender and delete the material from any computer.

From: Melanie Sweaney [REDACTED]
Sent: Tuesday, April 5, 2022 8:54 PM
To: Stephen Endres
Subject: I SUPPORT SEGMENT B

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.

Please consider the families in McKinney. We moved here to a gorgeous planned community for a reason. Segment A would destroy the integrity of this community and is exactly what we moved here to avoid.

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Melanie Sweaney

[REDACTED]

[REDACTED]

~ Wren Creek ~

From: [REDACTED]
Sent: Thursday, March 31, 2022 9:42 PM
To: Stephen Endres
Subject: Support for Project 380 segment B bypass alignment option

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.

Mr. Endres,

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you for allowing me to voice my opinion,

Melinda Smith

From: Melissa Hay [REDACTED]
Sent: Wednesday, April 20, 2022 6:07 AM
To: Stephen Endres
Subject: Support segment B

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.

Good morning,

I am expressing my support for 380 Segment B. It will cost less money, have less impact on current homes and businesses, and have less of an environmental impact on the area. I strongly oppose Segment A.

Thank you,
Melissa Hay
Stonebridge Ranch Resident

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 30, 2022 11:12 AM
To: Melissa Jones
Subject: RE: Comments regarding improvements to US 380 in Collin County, TX

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 | www.txdot.gov

From: Melissa Jones [REDACTED]
Sent: Wednesday, March 23, 2022 2:05 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: SIKORSKI Ryan [REDACTED]
Subject: Comments regarding improvements to US 380 in Collin County, TX

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.

Hello,

We received the written notification by mail and also attended the meeting on 3/22/22 regarding the plans for road construction very near our home.

Our initial concern was/is the status of our physical home and property being disrupted. Multiple representatives at the meeting assured us that the road and construction would not affect the Willow Wood community, its' hundreds of homes, community pool, basketball courts or trails in any way. While we are so glad and fortunate for that, I will list our other concerns below because I believe it's important that these things are considered:

1) What will be our quality of life impact? When we moved into this house and community, the main reason we did so was to remove ourselves from the metroplex enough to still be close to anything we needed but also have peace, quiet and safety. We both chose to work over an hour from our home to remove ourselves from this hassle. What will be the added air pollution? Will there be health consequences because of all the extra traffic so close to our homes and trails? What will be the added noise pollution? While it is quiet now, how loud will it be with so many extra lanes of traffic? What about our site view? Will this be affected? Instead of trees and nature out our back door, will we see a giant elevated multi-level freeway? Will this also cause added safety concerns with so much more traffic so nearby?

2) We are avid birders and wildlife and plant lovers and protectors. We believe it is important to protect these creatures as they do not have a voice to be heard in this setting. We love watching the deer, birds and other wildlife that visit us in our backyard and on our trails and the forest behind. The hummingbirds and butterflies depend on us and the environmental setting we provide to protect them during their migration and we also get the pleasure of having them live here during the spring and summer months. The joy of our birds all year long and the monarchs and hummers arriving in the spring is always something we cherish and look forward to. With this major roadway and all the construction that will continue on for months/years, will we lose this special part of our community and neighborhood? Will their habitats and food sources be protected? How many trees and green areas will be removed?

I simply hope you will all take the time to consider the quality of life changes that will certainly affect us all as we contemplate why we moved to this area in the first place.

Thank you!

Melissa Jones and Ryan Sikorski

████████████████████
████████████████████
████████████████████

A Texas Department of Transportation message



From: Melodie King [REDACTED]
Sent: Friday, April 1, 2022 12:22 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Hello -

This is a VERY DISTURBING idea being proposed by people who just might not understand the delicately balanced environment needed for our special vulnerable populations And the highly trained - sensitive animals that change their lives forever.

My name is Melodie King [REDACTED] .

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

If you had a loved one that finally smiled and connected with you after receiving loving, highly specialized therapy at ManeGate -you wouldn't be voting for this.

I urge you to STOP AND THINK ...so you can still wake up and look in the mirror every day. And feel no regret . Not be ashamed. It's these decisions along your life's path ... that you will look back on later.

Blessings for your reconsideration .

Melodie King

[REDACTED]

From: Melody Barela (mebarela) [REDACTED]
Sent: Wednesday, March 30, 2022 11:10 AM
To: Stephen Endres
Subject: Oppose HWY 380 Segment A

Importance: High

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.

Voicing our opinion to the Hwy 380 Options A!

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you,
Melody

[REDACTED]
[REDACTED]



Melody Barela
Business Operations Manager

[REDACTED]

[REDACTED]

Cisco Systems, Inc
CX Product Management Ops

From: Mercedes Plemons [REDACTED]
Sent: Wednesday, March 30, 2022 5:11 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

To whom It May Concern,

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

ManeGait gives and gives to the community and it's disgusting that they have to continue to fight for their facility in order to do so.

*Thank you,
Mercedes Plemons*

[REDACTED]
|
[REDACTED]

From: MEREDITH [REDACTED]
Sent: Thursday, April 7, 2022 9:44 PM
To: Stephen Endres
Subject: Project 380 Segment B

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.

Dear Stephen,

I know I am a day late in sending this but hope my voice will still be considered. As a homeowner and citizen of McKinney, TX., I strongly **SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

- *The cost of Segment-A is \$99 million more than Segment-B.

- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.

- *It will also cause the installation of water pipes (ducts) over 380.

- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above

Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Thank you for your time,

Meredith Gonzalez



From: Meredith Schulin [REDACTED]

Sent: Friday, April 1, 2022 10:13 AM

To: Stephen Endres

Cc: [REDACTED]
[REDACTED]
[REDACTED]

Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Meredith Schulin
[REDACTED]
[REDACTED]

[REDACTED]

From: Merrie Hiefner [REDACTED]
Sent: Tuesday, April 5, 2022 1:47 PM
To: Stephen Endres
Subject: 380 Bypass

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

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Merrie & Michael Hiefner

From: Micah Bolton [REDACTED]
Sent: Tuesday, April 5, 2022 7:15 PM
To: Stephen Endres
Subject: Opposition to HWy 380 Segment B

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.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Micah Bolton
[REDACTED]
[REDACTED]
[REDACTED]

From: Micah Baze [REDACTED]
Sent: Thursday, March 31, 2022 4:10 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:
Micah Nedrow
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Please visit this amazing Not-For-Profit Organization before you make a decision. Children who can't walk ride, children who have never spoken have said Mommy for the first time, children have experienced a freedom from their disabilities with the hard work this organization has done. We need to protect these children and young adults that come from all over the Metroplex to experience this amazing therapy.

Thank you,
Micah Nedrow
[REDACTED]

From: [REDACTED]
Sent: Tuesday, April 5, 2022 2:45 PM
To: Stephen Endres
Subject: Hwy 380 Bypass

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.

We strongly support OPTION B for the 380 Bypass.
Michael & Coralinn Maus

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Sunday, April 3, 2022 10:49 AM
To: Stephen Endres
Subject: TXDOT Project CSJs: 0135-02-065; 0135-03-053; 0135-15-002

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.

Mr. Endres,

As a Stonebridge Ranch resident in the La Cima neighborhood adjacent to to Highway 380, **I STRONGLY OPPOSE the Segment "A" proposal outlined in the project proposals referenced above.** This would not only lower property values CONSIDERABLY throughout the area but would also disrupt the flow of traffic and negatively impact local businesses for years to come within the construction zone(s).

Segment "B" (Brown or Gold Alternative) is the ONLY acceptable option we would support in order to reach the intended goal. If adjustments are to be made, they can be made further north where it affects far fewer individuals and businesses rather than running a major highway through several well established residential neighborhoods where tens of thousand of people reside. This also creates the least amount of negative impact to our community, property values and is the most cost effective for those who are paying for it.

Lastly, the comments made at the Public Scope Meeting dated April 26, 2022 stating that "TXDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way" is beyond comical! Typical for a governmental entity with absolutely no regard or exposure to the potential negative impacts the proposal may create for those directly affected by the change.

Regards,
Michael A. Letourneau

From: Michael Aceves [REDACTED]
Sent: Saturday, April 2, 2022 2:57 PM
To: Stephen Endres
Subject: Project 380 Segment B bypass

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.

Stephen,

As a homeowner and citizen of McKinney, Texas., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. The option is less disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I strongly oppose Segment A. It should not be considered for the following reasons:

It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

The cost of Segment A is \$99 million more than Segment B.

It will create an overpass on 380 over Stonebridge drive and Custer road.

Thank you for your consideration.

Michael Aceves
[REDACTED]
[REDACTED]
[REDACTED]

April 19, 2022

TxDOT Dallas District
ATTN: Stephen Endres, P.E.
4777 E US Highway 80
Mesquite, TX 75150

As homeowners and citizens of McKinney, Texas, we **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. In addition, ManeGait property will remain untouched and no businesses on 380 will be destroyed. Also, zero sites with hazardous materials and only 2 (vs. 7) utility conflicts will need to be addressed.

We also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

- It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- The taxpayer cost of Segment-A is \$99 million **more** than Segment-B.
- It will create an overpass on 380 over Stonebridge Drive and Custer Road, near Tucker Hill at Stonebridge Ranch.
- It will also cause the installation of water pipes (ducts) over 380.
- 11 sites with hazardous materials and 7 major utility conflict will need to be addressed.
- It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- 380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Thank you for your time and favorable consideration for Segment B as it is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Sincerely,

Michael and Sandra Mayo



From: Mike Brown [REDACTED]
Sent: Tuesday, April 5, 2022 2:41 PM
To: Stephen Endres
Subject: 380 Bypass

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.

Mr. Enders, I support option B of the proposed 380 bypass in and around McKinney. I have lived in McKinney for 20 years. The bypass is very much needed, and option B will cause the least disruptions and will save nearly \$100 million in construction costs.

Sincerely,

Michael Brown
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Mike Brungardt [REDACTED]
Sent: Thursday, April 7, 2022 10:16 PM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Michael Brungardt

[REDACTED]

[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson

Texas State Senator Springer

Prosper Citizen Group

From: Michael Carus [REDACTED]
Sent: Tuesday, April 5, 2022 9:16 PM
To: Stephen Endres
Subject: Virtual Public Meeting for US 380 Comment

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.

Mr. Endres,

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

From: Mike Richards [REDACTED]
Sent: Monday, April 4, 2022 10:49 AM
To: Stephen Endres
Subject: Highway 380 extention

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.

Dear Mr. Endres,

I am opposed to the routing of Highway 380.
I volunteer at Main Gate as a side walker for the disabled children.
If you choose to move forward with this project, you will destroy the Joy and therapeutic help that these children receive.

Please find an alternative and allow these children to continue to benefit from the good work at Main Gate
Thank you for your consideration

Mike Richards

Michael D. Richards
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Michael Fite [REDACTED]
Sent: Saturday, April 2, 2022 2:24 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:

Michael Fite

[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, March 28, 2022 1:03 PM
To: Michael Hallock [REDACTED]
Subject: RE: opposition to HWY 380 Brown and Gold alternative routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 | www.txdot.gov

From: Michael Hallock [REDACTED]
Sent: Wednesday, March 23, 2022 8:04 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
Subject: opposition to HWY 380 Brown and Gold alternative routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019,

FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

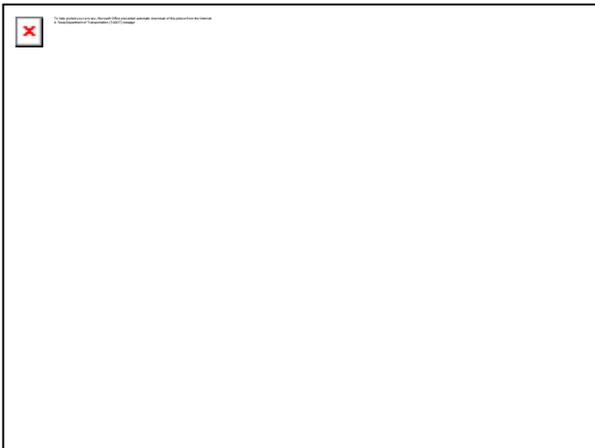
I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Michael Hallock



CC:

Texas House Representatives: Sanford, Holland, and Patterson
Texas State Senator Springer
Prosper Citizen Group
Prosper ISD Board
Prosper Town Council



From: M. McCurdy [REDACTED]
Sent: Thursday, March 31, 2022 2:41 PM
To: Stephen Endres
Subject: We support Segment B traffic flow on state hwy 380 in McKinney

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 Stephen,

My family supports Segment B. We feel this is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community. Plus it saves millions of dollars vs. the other plans!

Thanks,
Michael McCurdy
[REDACTED]

From: Michael Pawlish [REDACTED]
Sent: Wednesday, April 6, 2022 3:55 PM
To: Stephen Endres
Subject: 380 bypass

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

As a homeowner for 15 years in 2 different residences in Stonebridge Ranch and citizen of McKinney, TX. for over 23 years, **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

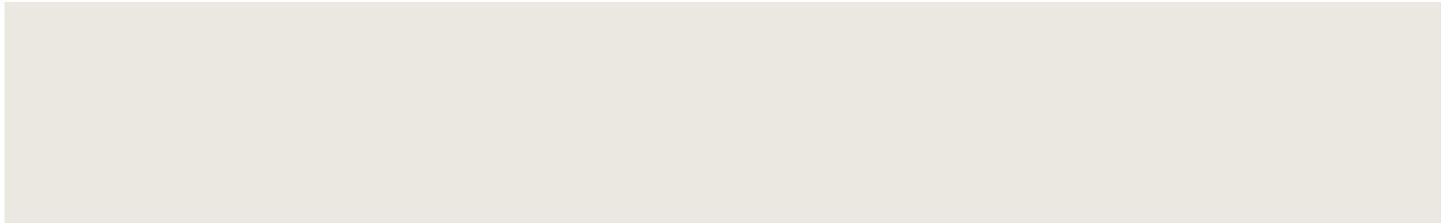
*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

In general, Segment-A will decrease home values in Stonebridge and cost \$99 million more. Segment-B runs through a less populated area.



Thank you,
Michael Pawlish

████████████████████
████████████████████
████████████████

I support segment A and oppose B

My main points:

1. McKinney P&Z missed the boat and these items should not be passed to us in Prosper. Especially after investments have been made by residents of Whitley Place to move here with all indication from TxDOT that the road was to go through Tucker Hill. I would not have moved to Whitley place in 2020 had I known the bypass location option was suddenly going to move.
2. My daughter will attend this new high school off of First Street and near Custer and have to deal with pollution, noise, traffic, additional driver concerns and more. I should not have to transfer her when again we planned for this school and how it would minimize her items to deal with. She is 8 currently and she doesn't have a voice in this to say she doesn't want it.
3. Between the persons with disabilities (on McKinney side), over age 55 housing and large areas of homes being removed from business profits and the tax base being removed from Prosper. How will the city recoup property tax losses (by raising my taxes more for McKinney's mistake?), how will these home builders not have financial dilemmas from the Bypass being added and the fact this surprise Segment B option bisects the city of Prosper suddenly.
4. I feel for the residents of Tucker Hill having this come through the neighborhood area but had those that now opposed Segment A going through McKinney done their homework and elected better officials to guide their future they would have seen this was the main plan for at least the last several years if not more and chosen a different place to live. I found several articles on the planned location and an NBC5 exclusive from 2019 showing it going through Tucker Hill. It should not be a surprise to the residents of McKinney that this was the plan. Unfortunately, too many people don't take the time to see the forest for the trees until the forest is being cut down.
5. My home value (well over \$1M) will likely take a hit from this happening near my home. The tranquility of my back yard area will not only now receive a larger Custer Rd Noise (that I had planned for and noted) but additionally become more than double the loudness that no number of barriers can prevent it from ruining. How am I to be compensated for the unknown future real estate loss due to the misleading proposals of the past not showing for the last several years Segment B to a truly viable option along with media reports showing it going through McKinney as well.

In conclusion, McKinney did not plan accordingly and those of us that do our research and planning should not suffer last ditch efforts to have a road moved to another city (our city of Prosper) because past leaders of McKinney did not realize how to plan this out. I have lived my entire life in the North Texas area and have found for the last 20 years as a real estate investor that the 380 segment from Hwy 75 and West to Custer to be less than adequate. If this planning had occurred as others cities perform often 15 to 20 years in the future this bypass dilemma could have been entirely avoided and planned before communities, businesses and education facilities were built out to the current degree. With Segment B your asking for all those who prepare to suffer and help a city (McKinney) to get out of its predicament it self-created....I understand Segment A residents may not like this outcome however they are part of the city that caused this mess and quite frankly they had the ability/opportunity to see where the plans were pointing if they had just researched like others of us had. McKinney missed it and Segment A is what should be done for the greater progress of the area.

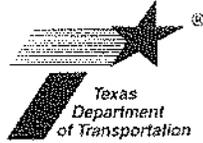
Sincerely,

Michael Payne

[REDACTED]

[REDACTED]

[REDACTED]



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments: The US 380 bypass initiative is a regional mobility issue and should be evaluated as such. A series of hard turns just to keep a road in one jurisdiction and out of another is ridiculous. Alignment B through Prosper represents a better, more logical alignment for the region. This should not be a political issue. Please do what's right and abandon alignment/segment A.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Michael Quist

Address: [REDACTED]

Apartment, suite, etc.: _____

City/State/Zip: [REDACTED]

From: Michael S. Cook [REDACTED]
Sent: Wednesday, April 6, 2022 2:30 PM
To: Stephen Endres
Subject: State Highway 380

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.

Mr. Endres,

As a homeowner, business owner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option.

This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to SH 380.

It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

1. It destroys and removes 17 small businesses west of the SH 380 and Custer intersection on the north side of the roadway.
- 2. Again, the cost of Segment-A is \$99 million more than Segment-B.**
3. It will create an overpass on SH 380 over Stonebridge Drive and Custer Road.
4. It will also cause the installation of water pipes (ducts) over SH 380.
5. It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway SH 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading south from SH 380.
6. It will also cause a large interchange to be constructed at the intersection of Segment-A and SH 380, which is directly above Kensington Village, potentially depressing home values in that area.
7. SH 380 as it exists will be demolished and moved north to be rebuilt so the south side of the new access road will be in the same location as the existing SH 380 is today.

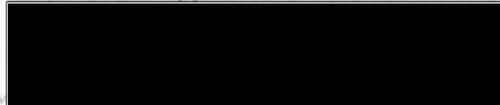
Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Sincerely,

Michael S. Cook, MAI, SRA



Michael S. Cook, MAI, SRA
Real Estate Appraiser, Broker and Consultant



From: Todd Woodruff [REDACTED]
Sent: Thursday, April 21, 2022 8:39 PM
To: Stephen Endres
Subject: OPPOSE Segment A- SUPPORT Segment B Alignment

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.

-If Segment A is built, it will cost Taxpayers \$99 million more than construction on Segment B.

More than 17 businesses on 380 will be destroyed with Segment A and no business will be destroyed with Segment B.

Please do the right thing for the families and taxpayers in the Collin County area and move forward with Section B on 380.

Thank you,

Michael Woodruff
Concerned Homeowner

From: michael [REDACTED]
Sent: Monday, April 4, 2022 7:32 PM
To: Stephen Endres
Subject: 380 From Coit Road to FM 1827

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.

Stephen, I tried four times to get your website to take these comments over two days and each time it indicated that there was an error. So, please then accept them from this email....

Although this wording is provided by others for my consideration to use in this response, I find, after a review of all the issues, that it is worded correctly and expresses my views on the subject. Please accept it as my stand on the subject bypass:

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should NOT be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Michael Yon
[REDACTED]
[REDACTED]

From: Michele Burke [REDACTED]
Sent: Thursday, March 31, 2022 9:16 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.

Comments: Strongly opposed to Segment B!! In favor of Segment A.

Prosper planned for the expansion of 380 on 380 requiring all businesses to have the proper setbacks for expansion. The residents and town of Prosper should not be impacted by essentially bifurcating the entire city because of a lack of planning by neighboring cities.

Secondly you are planning to put a 12 lane freeway right by a high school with new young drivers. It completely unsafe to have that level of traffic by schools!!

Not to mention the long term effects of breaking our City into two completely different sides impacting noise, traffic and property values.

In Favor of Segment A - Vehemently opposed to Segment B!!

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Michelle and Doug Wood

Address: [Redacted]

Apartment, suite, etc.:

City/State/Zip: [Redacted]

Michelle Wood



RECEIVED TXDOT-E

APR 06 2022

DISTRICT MAILROOM

POD

**TxDOT DALLAS DISTRICT OFFICE
ATTN: STEPHEN ENDRES, P.E., CSJ 0135-02-065 ETC., US 380
4777 E U.S. HIGHWAY 80
MESQUITE, TEXAS 75150-6643**

Fold Here

Fold Here

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.

Comments: Strongly opposed to Segment B!! In favor of Segment A.

Prosper planned for the expansion of 380 on 380 requiring all businesses to have the proper setbacks for expansion. The residents and town of Prosper should not be impacted by essentially bifurcating the entire city because of a lack of planning by neighboring cities.

Secondly you are planning to put a 12 lane freeway right by a high school with new young drivers. It completely unsafe to have that level of traffic by schools!!

Not to mention the long term effects of breaking our City into two completely different sides impacting noise, traffic and property values.

In Favor of Segment A - Vehemently opposed to Segment B!!

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

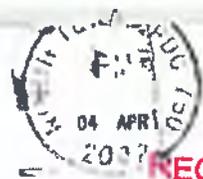
Name: Michelle and Doug Wood

Address: [REDACTED]

Apartment, suite, etc.:

City/State/Zip: [REDACTED]

Michelle Wood



RECEIVED TXDOT-D

APR 06 2022

DISTRICT MAILROOM

PD

**TxDOT DALLAS DISTRICT OFFICE
ATTN: STEPHEN ENDRES, P.E., CSJ 0135-02-065 ETC., US 380
4777 E U.S. HIGHWAY 80
MESQUITE, TEXAS 75150-6643**

Fold Here

Fold Here

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

From: Michelle Michelson [REDACTED]
Sent: Tuesday, April 5, 2022 9:29 PM
To: Stephen Endres
Subject: Highway 380 Bypass

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.

Good Evening,

Thank you for taking the time to read the comments of the residents impacted by the 380 bypass. I believe I spoke to you a few years or more ago, when the sound barriers along 380 went up, as my street didn't get a barrier. The bottom of our cul-de-sac is very close to 380 and when I called to see why we were passed over, I was told that there is a creek there, that would not allow for the construction of a barrier wall. You can imagine what that sounds like at certain times of the day. 380 is easily seen from the top of our street in the winter, when the trees don't have any leaves. And the parents of children on the street have to be careful, as the lure of all that traffic is hard for little boys to resist.

I want to express my support for Segment-B, as it's the least destructive to the families and businesses along our corridor of 380. It would preserve well established neighborhoods and businesses and it is less expensive by almost \$100 million than the Segment-A option. We have all worked hard to build our neighborhoods, property values and businesses and Segment-A option, specifically, would destroy that for all who live and work along our corridor of 380.

I am strongly opposed to the Segment-A option. This option would have a significant negative impact on the property values of the homes in the neighborhoods along our corridor, as well as destroy 17 businesses in this same area. It would put an interchange directly above the Kensington neighborhood and put a tremendous strain on arterial the roads, Stonebridge, Ridge, and Lake Forest. These streets will become the detour route during the lengthy construction, increasing traffic volume to a level for which they were not designed. This will be less safe, very noisy and congested and negatively impact countless neighborhoods along these roads.

Thank you for taking the time to read and consider my comments. I appreciate the opportunity to share my thoughts with you about this matter.

Best Regards,

Michelle Michelson
[REDACTED]
[REDACTED]

From: Michelle Norfleet-Houseman [REDACTED]
Sent: Wednesday, March 30, 2022 10:45 AM
To: Stephen Endres
Subject: Good Morning

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.

Good Morning Mr. Endres,

I hope this email finds you well and you take a moment to consider my opinion. I live very close to the proposed site of the Segment-A alignment. My husband and I put all of our money into buying our house in a great neighborhood with great schools for our young children. Our intention is to stay here for many, many years to come as this is our home. With the proposed Segment-A, it would drastically change our neighborhood. This is not what I envisioned when I bought our house. We would not be able to sell as house prices have skyrocketed and we wouldn't be able to purchase anything else. As a homeowner and a mother in McKinney, TX., I'd rather not see any more growth and development in this city. It's already changed so drastically. But I'm old fashioned and tend to think bigger isn't always better. Since growth and development will inevitably take place, I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I know big projects like these are just thought of in dollars and cents. But this affects more than bank accounts. This disrupts our life.

Sincerely,
Michelle Norfleet

[REDACTED]

From: Michelle Wood [REDACTED]
Sent: Tuesday, April 5, 2022 5:19 PM
To: Stephen Endres
Subject: Support Segment A - US 380 expansion

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.

Support Segment A – Oppose Segment B

Utilizing Segment A allows for the continuation of Prosper’s city planning, organized growth, and viability of its tax base without disruption. The City of Prosper and residents of Prosper, should not be penalized for a lack of planning for US 380 expansion on the current 380 route because of other neighboring cities lack of foresight. Segment B undeniably isolates an entire section of the community, upsets decades worth of planning, and negatively affects Prosper’s tax base. In addition to these reasons, the proposed Segment B would be placed directly next to the new high school. It’s completely unsafe to expect new novice drivers to deal with entering and exiting on an expanded 380. Allowing Segment B would diminish the viability of planned residential communities, and negatively impact schools and humanitarian activities for the City of Prosper. We ask that you please consider all of the long-term ramifications and move forward with Segment A.

Kindest Regards,

Michelle Wood
[REDACTED]
[REDACTED]
[REDACTED]

From: Miguel Chaidez [REDACTED]
Sent: Wednesday, April 6, 2022 8:19 AM
To: Stephen Endres
Subject: 380 Bypass

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Regards,
Miguel A. Chaidez

From: Mikayla Nairn [REDACTED]
Sent: Wednesday, March 30, 2022 11:05 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Mikayla Nairn - [REDACTED]

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

From: Lobelia Miller [REDACTED]
Sent: Tuesday, April 5, 2022 3:42 PM
To: Stephen Endres
Subject: 380 Bypass Feedback

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.

Dear Mr. Endres,

We recently reviewed the 380 bypass plans. While we understand the dire need to divert through traffic off 380, we think it would be better to consider routes further out of the developed area. As you've seen in just the past few years, things are growing considerably. May we humbly suggest you consider the Collin County Outer Loop that is already under construction. We realize that is further out, but for through traffic it seems like a logical, cost effective solution.

We appreciate your time and consideration.

Mike and Lobelia Miller
[REDACTED]

From: Mike Barnett [REDACTED]
Sent: Tuesday, April 5, 2022 2:19 PM
To: Stephen Endres
Subject: Project 380 Segment - B Bypass Route

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

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. Thank you!!

Mike and Nancy Barnett

[REDACTED]
[REDACTED]

From: Jean Niles [REDACTED]
Sent: Tuesday, April 5, 2022 2:11 PM
To: Stephen Endres
Subject: 380 Project.

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

As a resident of McKinney for 10 yrs. I support option B. Thank you
Mike Goldman

[REDACTED]

From: Mike Harding [REDACTED]
Sent: Wednesday, April 6, 2022 12:05 PM
To: Stephen Endres
Subject: TXDOT 380 Project Feedback

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.

Dear Mr. Endres,

After reviewing all the information and video regarding the possible 380 alternatives, I am writing to strongly encourage TXDOT to choose Alternative B vs. Alternative A. Alternative B is projected to cost \$589.7M vs. Alternative A costing \$688.5M which is a savings of \$98.8M. In addition, Alternative B has less business displacements.

Starting the 380 Bypass before Custer Road (Alternative B) and routing the traffic away from 380 going North makes the most sense and is the best spend of the state's dollars.

Sincerely,

Mike Harding
[REDACTED]
[REDACTED]



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

~~IT~~ ^{OPPOSE} ~~Section B~~ Due to the impacts of noise pollution & Life Safety. My wife Ann Grandenilton has Asthma & Allergies which ~~impacts~~ ^{impacts} their way of life. Those living here if the person with Disability would also be impacted with the same issues as my wife & Grandenilton. Noise, Pollution & Safety of Life!

We have a new Academy and a new High school coming on First Street. There will be a lot of young drivers moving to deal with a major highway.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Mike Estee
 Address: [Redacted]
 Apartment, suite, etc: [Redacted]
 City/State/Zip: [Redacted]

From: Mary Mikula [REDACTED]
Sent: Friday, April 8, 2022 4:43 PM
To: Stephen Endres
Subject: 380 Bypass

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements and minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. These neighborhoods and businesses have been in place for over 10 years. Had the traffic on 380 been foreseen at that time, businesses and neighborhoods would have been able to plan accordingly. To disrupt 17 businesses and several established neighborhoods now is not considering citizens of Collin County. In addition, the cost is almost 100 million dollars more. The streets in the neighborhoods affected by Plan A would become more crowded and devalue land and property.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road, and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Please consider the citizens of Texas in spending tax dollars, the citizens directly affected with traffic, home values, safety, the wildlife and natural habitats affected, the 17 businesses affected.

Mike Mikula

McKinney Resident



From: Mike Pricer [REDACTED]
Sent: Monday, March 28, 2022 8:20 PM
To: Stephen Endres
Subject: 380 Bypass Project

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

[REDACTED]

From: Mike Renfro [REDACTED]
Sent: Tuesday, April 5, 2022 2:07 PM
To: Stephen Endres
Subject: I support Segment B

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

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Thanks, Mike

Mike Renfro
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Rullkoetter, Mike [REDACTED]
Sent: Tuesday, April 5, 2022 2:55 PM
To: Stephen Endres
Subject: Project US-380

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.

Good afternoon,

As a homeowner and citizen of McKinney, TX., I strongly support the Project 380 Segment B bypass alignment option. This option is the least disruptive to the local businesses with no displacements, minimal impact on existing homes and families living in those neighborhoods along US-380. Thank you,

Mike Rullkoetter
Claim Service Leader
Centralized Property Team

Allstate Insurance Company

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

CONFIDENTIALITY NOTE: This e-mail and any attachments are confidential and may be protected by legal privilege. If you are not the intended recipient, be aware that any disclosure, copying, distribution or use of this e-mail or any attachment is prohibited. If you have received this e-mail in error, please notify us immediately by returning it to the sender and delete this copy from your system. Thank you for your co-operation.

Public Information

From: Michael Swim [REDACTED]
Sent: Wednesday, March 30, 2022 4:38 PM
To: Stephen Endres
Subject: US 380 Coit Road to FM 1827 Comments

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.

Stephen:

My properties are located at [REDACTED] and all would be directly impacted by segment "C." Therefore, I want to reiterate a strong recommendation for the **"Feasibility Study Recommended Alignment" from 2020. This would be the route segment "D" - "E" - "A."**

Couple of other considerations:

- segment "D" and "C" cannot be considered independently of the spur 399 route options. For that reason, I have included my comments on Spur 399 below.
- If segment "D" is chosen, that would mean Spur 399 West of the airport; if segment "C" is chosen, that would mean Spur 399 East of the airport.
- Taken as a whole this is why ***I recommend D.*** Why?
 - Total combined cost of segment "D" with Spur 399 West would be approx. \$1.4B compared to about the same for segment "C" with Spur 399
 - Morning and evening rush hour times are less for segment "D" than "C"
 - Fewer total grade separated interchanges for segment "D"
 - Fewer residential displacements for segment "D"
 - Fewer "other" displacements for segment "D"
 - Cost of new ROW is lower than segment "C" at \$158.5M
 - Segment "D" has less disruption of future development potential because of floodplains and floodways
 - Segment "D" has half the total acres of forest land and one quarter the number of acres of prairies and grasslands
 - Segment "D" has fewer hazardous material sites
 - Segment "D" does not impact any protected lands or parks (Section 4(f) and 6(f)) or any chapter 26 properties

All these points lead to the conclusion that ***segment "D" is the right choice.*** Thank you for your consideration -

Mike Swim
[REDACTED]

My comments on the Spur 399 extension:

I'll begin by stating my strong recommendation for the **initial Spur 399 alignment or Purple route to the West of the airport.** Why?

- It aligns with the initial May, 2019 recommended alignment
- It is a **shorter route** - 4.8 versus 6.25 miles for Orange

- Requires **fewer grade separated interchanges** - 2 versus 3 for Orange
- Costs **\$105M less** than the orange route - \$601M versus \$706M for Orange
- Significantly **fewer acres of ROW** necessary - 117 versus 233 for Orange
- Requires **ZERO residential displacements** versus **EIGHT** for Orange
- Requires **only one business displacement versus 3** for Orange. Note that the one required here is the Amazon delivery station - a national "behemoth" that has the capital necessary to move anywhere versus the Airport center, boarding kennels or locally owned Doc's plumbing.

I would also submit the following:

- Page 12 of the presentation draws a conclusion that "the orange alternative better serves regional northbound and southbound traffic" Even though "mobility and capacity" are very similar with each route - 133.3k to 137.6k vehicles per day. This conclusion is not logical given the facts and considering the balance of the bypass route has yet to be established.
- Page 14 states that "Purple Alternative is closer to low-income and minority neighborhoods." This should be considered "a positive" as the real estate along the proposed frontage road would become significantly more valuable than it is today.
- Page 14 also states "Purple Alternative could be perceived as a barrier between neighborhoods and parks." This is true for either route and in fact for any major freeway necessitating 350 - 400 feet of right away. These issues are easily solved with walking / biking paths over the new freeway structure.
- Page 16 is also concerning. Despite facts that support a less expensive, less intrusive Purple Alternative, the Cities of McKinney and Fairview support the Orange Alternative. This is clearly due to business interests and the creation of additional commercial tax base, completely disregarding the needs of the impacted local businesses / homeowners AND costing the taxpayers an additional \$105M!
- Page 16 also states that Collin County prefers the Orange Alternative to enable a northern expansion of the McKinney Airport runway. This is illogical as neither route impacts the ability to expand the runway further north.

Finally, I believe it is deceptive to consider the Spur 399 Extension without considering the two bypass alternatives to the north. A decision for the Purple Alternative will result in one northbound route and a decision for the Orange Alternative another. Those impacted by the northern routes need to have a say in this as well.

Again, with most facts in its favor, I strongly **recommend the initial Spur 399 alignment or Purple route to the West of the airport.**

Thank you for your consideration -

--

Michael Swim

██████████
 ██████████



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

The 380 bypass is a regional mobility issue and should be evaluated as such. The alignment should be between Prosper

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Mindy Quint

Address: [REDACTED]

Apartment, suite, etc.: _____

City/State/Zip: [REDACTED]

From: Miriam Mercer [REDACTED]
Sent: Saturday, April 2, 2022 8:51 AM
To: Stephen Endres
Subject: 380

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.

I would rather have B than A but I don't understand why you don't move the whole mess 3-4 miles north where there are fewer homes or businesses. Also are you covering the money homeowners will lose when they sell their home

Miriam Mercer

[REDACTED]

From: Mistie Sutko [REDACTED]
Sent: Wednesday, April 20, 2022 2:24 PM
To: Stephen Endres
Cc: [REDACTED]
Subject: HWY380 development question

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.

Hello Mr. Endres,

My name is Mistie Sutko. My mother is Patsy Cave and she lives at [REDACTED]. She is affected by options C and D.

Two questions:

1. How much time will she have to move once the decision is made?
2. How is sale price determined?

Thanks,
Mistie Sutko

[REDACTED]

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 30, 2022 11:12 AM
To: Mitch Phillips
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation

O: 214-320-4469 |

<https://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.txdot.gov%2F&data=04%7C01%7Cchsmit%40burnsmcd.com%7C565ca901af1f49466c5408da12680409%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637842535212967548%7CUnknown%7CTWFpbGZsb3d8eyJWljoimC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikl1haWwiLCJXVCi6Mn0%3D%7C3000&sdata=OAFU0zWaTUELClzt0PA6qDGsZY%2FD98sL9jJ8pfNHP%3D&reserved=0>

-----Original Message-----

From: Mitch Phillips [REDACTED]
Sent: Wednesday, March 23, 2022 3:40 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Mitch Phillips
[REDACTED]
[REDACTED]

CC:
Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group
Prosper ISD Board Prosper Town Council

Mitch Phillips
[REDACTED]
[REDACTED]

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7C565ca901af1f49466c5408da12680409%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637842535212967548%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&data=TV4TVpsMsaTOIfuieDjNDz9q91uaH6tIfOM9TIV7tp8%3D&reserved=0>>

From: Monique Miller [REDACTED]
Sent: Tuesday, March 29, 2022 9:39 AM
To: Stephen Endres
Cc: Nathan Miller
Subject: 380 Bypass Project

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.

Dear Mr. Endres,

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you,

Monique Miller

From: Montine Johnson [REDACTED]
Sent: Thursday, March 31, 2022 4:21 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Montine Johnson
[REDACTED]
[REDACTED]

COMMENT: I have seen the benefit that ManeGait has provided to a family friend with special needs. This would plan would impact the benefits these people need.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Thank you,

Montine Johnson
[REDACTED]

From: monty betts [REDACTED]
Sent: Tuesday, March 29, 2022 10:54 AM
To: Stephen Endres
Subject: 380 route

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.

I want to express my strong opposition to Option A.

Monty Betts

[REDACTED]

[REDACTED]

|

[REDACTED]

From: Morgan Ackley [REDACTED]
Sent: Wednesday, March 30, 2022 1:42 PM
To: Stephen Endres
Subject: Project 380 Segment B comments

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.

Stephen,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you,
Morgan Ackley

[REDACTED]
|

From: M George [REDACTED]
Sent: Thursday, March 31, 2022 11:35 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:

Morgan George
[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

From: Morisa Myrick [REDACTED]
Sent: Wednesday, March 30, 2022 11:35 AM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

Good morning,

My name is Morisa Myrick and I reside at [REDACTED]. I am writing you to share that I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Thank you for your time.

Morisa Myrick
Employment Consultant
[REDACTED]

From: Mary [REDACTED]
Sent: Tuesday, April 5, 2022 8:37 PM
To: Stephen Endres
Subject: Hwy 380 Comments

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.

We would like to let you and those in positions to make decisions that we strongly oppose Option A for the US380 expansion.

It costs more than twice Option B costs for utilities relocation.

Option A's total cost is approximately \$100m more than Option B.

We can not imagine the increased noise in residential areas with Option A.

It appears there is not one good reason to approve Option A unless it is to appease those that do not care about the incredible increased costs and noise and displacement of established businesses.

Morton and Mary Havey

[REDACTED]
[REDACTED]
|

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 30, 2022 1:06 PM
To: NEB27
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation

O: 214-320-4469 |

<https://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.txdot.gov%2F&data=04%7C01%7Cchs mith%40burnsmcd.com%7C72ca77854fc2469692de08da1278003f%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637842603853602101%7CUnknown%7CTWFpbGZsb3d8eyJWljo iMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6I k1haW wiLCJXVCIGMn0%3D%7C3000& sdata=KLBA dPcnMj fEPi7aQLiSLWykfYEs2%2BcRWj6zf8m3Cu0%3D& reserved=0>

-----Original Message-----

From: NEB27 [REDACTED]
Sent: Thursday, March 24, 2022 2:53 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Nancy Billetz

[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group
Prosper ISD Board Prosper Town Council

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7C72ca77854fc2469692de08da1278003f%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637842603853602101%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&sdata=4vaKuV8SxF%2B4IJXCE%2BXigHvHwA%2BQAM9YVQHnbdLiXA8%3D&reserved=0>>

From: Nancy Brockman [REDACTED]
Sent: Thursday, March 31, 2022 11:34 AM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B proposal

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.

Stephen,

I oppose HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a critical community resource, already identified by TxDOT. The vulnerable and protected populations deserve a safe, high-quality, easily accessible location to receive the world-class therapy programs at ManeGait.

I know people who volunteer at ManeGait who have said it changed their lives. I know families served by ManeGait that have seen such a difference in their family members. ManeGait offers loving and professional services to two marginalized communities in Collin County: the disabled and our children. ManeGait offers a chance for many to be active in a body that won't work for them. The horses are gentle and loving with their riders.

To take land away from their support system is unacceptable. Putting in a loud highway (after several years of construction first) is detrimental to the services ManeGait provides and it is cruel to the riders and their horses. You made the decision two years ago to shield ManeGait. Has something changed since then that has made ManeGait less critical?

I urge you to consider the vulnerable people and families that ManeGait supports and make the kind and compassionate decision to protect them.

Thank you for your time,

Nancy Brockman
[REDACTED]
[REDACTED]

"And let us consider how to provoke one another to love and good deeds" - Hebrews 10:24

Kindness matters

From: Nancy C Evelyn [REDACTED]
Sent: Thursday, April 21, 2022 5:38 PM
To: Stephen Endres
Subject: 380 Bypass Comments

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.

This is being written to express opposition to **All Segment B Considerations** for the 380 Bypass.

The construction and presence of the Segment B option will condemn hundreds of students of the Prosper Independent School District (ISD) and the Founders Academy to hours of exposure to noise and toxic air pollution each day. This exposure would have a further outside affect on those students with learning disabilities and chronic health problems, such as allergies and respiratory afflictions.

Furthermore, the Segment B option will also make it impossible for ManeGait to continue to conduct its charitable and therapeutic activates in support of children and adults with disabilities. In particular, the Segment B option will greatly affect the recovery of our wounded and disabled military veterans suffering from PTSD.

There are many other options, other than Segment B, that will not materially harm so many children and disabled adults. It is suggested that those alternative be actively considered and not Segment B.

From: Nancy Chamberlain-Strupp [REDACTED]
Sent: Sunday, April 10, 2022 1:26 AM
To: Stephen Endres
Subject: Proposed Hwy 380 Bypass

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.

Hello. I am voicing my strong support for Proposal B. I feel that Proposal B is best for the future of the entire North Dallas area. I am quite aware of the heated struggle between the cities of McKinney and Prosper. I am actually baffled why the future of 380 was not better planned for. I fully understand why Proposals A and B have caused such anger and divisiveness between these neighboring cities. Additional proposals should be put forth and on the table to help promote a better harmonious path forward for expanding 380. However, as the proposals currently stand today, I will strongly continue to support Proposal B.

[REDACTED]



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.

Comments: I am writing today to tell you my thoughts about the 380 expansion, plan A + B. #1 380 truly needs fixed. #2 I lived in Prosper for 8 yrs before moving to Junker Hill. I too did stay of Prosper but I didn't know the facts - Fact 1 - plan B would ^{not} be through the \heartsuit of Prosper - It's @ the corner of Custer area and would be built through open field Fact 2 - Prosper ISD states they want to protect the students - Junker Hill IS Prosper ISD! protect all students. Fact 3 - Plan B is 99M less than plan A. Fact 4 - I'm concerned about emergency vehicles + the safety of all people here. Our exit would only allow to turn A - make a U turn @ Custer to get back to our near hospital.

These facts alone point you to the most economical road

- Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
- I am employed by TxDOT
 - I do business with TxDOT
 - I could benefit monetarily from the project or other item about which I am commenting

* 99M less
 * PISD - protect
 * Safety for T. and allowing 17 sm business to stay.

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Thank you for your time ears.

Vote "Plan B" please

Please Print
 Name: NANCY WEDDLE
 Address: [REDACTED]
 Apartment, suite, etc.: NA
 City/State: [REDACTED]

N Weddle



DALLAS TX 750
5 APR 2022 PM 6 L



RECEIVED TXDOT-DAL

APR 07 2022

DISTRICT MAILROOM

PDU

TxDOT DALLAS DISTRICT OFFICE

ATTN: STEPHEN ENDRES, P.E., CSJ 0135-02-065 ETC., US 380

4777 E U.S. HIGHWAY 80

MESQUITE, TEXAS 75150-6643

75150-664399



Fold Here

Fold Here

DALLAS TX P&DC



To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

From: Nancye Myer [REDACTED]
Sent: Saturday, April 2, 2022 11:00 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:
Nancye Myer

[REDACTED]
[REDACTED]

COMMENT: Coming from a family with special needs kids and adults, I have witnessed firsthand, the improvements and quality of life that ManeGait services provide!

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

From: Natalia Abramyan [REDACTED]
Sent: Tuesday, March 29, 2022 9:36 AM
To: Stephen Endres
Subject: Project 380 Segment-B

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option.

This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380.

It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Natalia Abramyan
[REDACTED]
[REDACTED]
[REDACTED]

From: Natalia Keenan [REDACTED]
Sent: Tuesday, April 5, 2022 2:09 PM
To: Stephen Endres
Subject: Support project 380 segment B

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

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Natalia Keenan- Wynn Ridge Estates Resident

From: Natalie Elliott [REDACTED]
Sent: Wednesday, March 30, 2022 4:45 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

From: Natalie McShane [REDACTED]
Sent: Wednesday, March 30, 2022 4:02 PM
To: Stephen Endres
Subject: Strongly OPPOSED to Option A for the 380 Expansion!!

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.

Hello Mr. Endres,

I am strongly opposed to Option A for the US380 expansion project for the following reasons. • Option A displaces a total of 17 businesses, Option B displaces ZERO • Option A cost to relocate utilities is \$61 million, Option B is \$25 million • Option A total cost to acquire ROW (right of way) is \$178M, Option B cost is \$137M • Option A total cost of design/construction is \$450M, Option B is \$428M • Option A total cost is about \$100M higher than Option B • Option A impacts more acres of wetlands, river/streams and forest/prairies than Option B

- Option A impacts 14.9 acres of Statewide Important Farmland, Option B only 2 acres

- Option A's increase in noise would have a severe negative impact on established Stonebridge Ranch neighborhoods. Option B does not come as close to any existing neighborhoods. Also, with Option A there would be considerably increased traffic on Stonebridge Ranch Dr & Ridge Rd which both have elementary schools close to 380: Wilmeth and McClure.

Thank you for listening!

Natalie McShane

From: Natalie Thomas [REDACTED]
Sent: Friday, April 1, 2022 12:31 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Mr. Endres:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT.

These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Natalie Thomas
[REDACTED]
[REDACTED]
[REDACTED]

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Natasha du Plooy

[REDACTED]

|

[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

[REDACTED]

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7C5e746d5f64634e09d8c708da10cf84b8%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637840780716802533%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&sd= GyxdLjqDepPDFBx8RxnW5FYE68CPQ0%2Bmi9cNHEq%2FItE%3D&reserved=0>>

From: Naveen Setty [REDACTED]
Sent: Wednesday, April 6, 2022 1:58 PM
To: Stephen Endres
Subject: 380 Bypass, Support of Option A

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.

Stephen,

I am writing this letter in support of Option A for the planned 380 bypass. I live with my family in Prosper and Option B will have a significant impact on our town. Option B will affect future businesses as well as communities that our town has carefully planned for based on the current location of Highway 380. Our town is a small town compared to McKinney. While option A will negatively impact the town of McKinney as option B will negatively impact Prosper, McKinney will be able to absorb that impact much easier than Prosper. The tax dollar impact by losing businesses in Prosper will affect the quality of education in Prosper ISD as our community continues to grow. Again, McKinney has a much larger business community and tax base to absorb that kind of impact versus our smaller town.

Another significant reason to oppose option B is the negative impact on ManeGait. ManeGait is a unique facility that helps children and adults with physical, emotional, cognitive, sensory, and behavioral disabilities. ManeGait also provides therapy programs to support wounded military veterans. ManeGait is a wonderful organization that provides a unique service that will be negatively impacted by option B.

Thank you for your time in reviewing my email.

Naveen Setty
[REDACTED]
[REDACTED]

From: Neal Hisle [REDACTED]
Sent: Tuesday, April 5, 2022 1:32 PM
To: Stephen Endres
Subject: 380 Expansion

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.

I am strongly opposed to Option A for the US380 expansion project for the following reasons.

Option A displaces a total of 17 businesses, Option B displaces ZERO

Option A cost to relocate utilities is \$61M, Option B is \$25M

Option A total cost to acquire ROW (right of way) is \$178M, Option B cost is \$137M

Option A total cost of design/construction is \$450M, Option B is \$428M

Option A total cost is about \$100M higher than Option B

Option A impacts more acres of wetlands, rivers/streams, and forest/prairies than Option B

Option A impacts 14.9 acres of Statewide Important Farmland, Option B only 2 acres

Option A's increase in noise would have a severe negative impact on the established Stonebridge Ranch neighborhoods. Option B does not come as close to any existing neighborhoods.

Option A would cause increased traffic on Stonebridge Ranch Dr & Ridge Rd which both have elementary schools very close to 380: Wilmeth Elementary and McClure Elementary.

Regards,

Neal Hisle

[REDACTED]

From: Neil Jones [REDACTED]
Sent: Tuesday, March 29, 2022 6:43 AM
To: Stephen Endres
Subject: Hyw 380 Bypass Project

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

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road and this will affect our community and my home value.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area. I live in this village and I don't think that you would like for your home to loose value, would you? I didn't think so.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

From: Neil Parikh [REDACTED]
Sent: Tuesday, April 5, 2022 8:58 PM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Neil Parikh

[REDACTED]

[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson

Texas State Senator Springer

Prosper Citizen Group

Prosper ISD Board

Prosper Town Council

From: Nelson Smith [REDACTED]
Sent: Tuesday, April 5, 2022 5:26 PM
To: Stephen Endres
Subject: 380 bypass Options

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 Mr. Endres,

Please accept my response/opinion to the impending 380 expansion. I am not 100% inline with the SBR HOA association "recommended" response, but wanted to share my thoughts with you.

I have been a homeowner and citizen of McKinney, TX., residing in Stonebridge Ranch, for over 22 years. I strongly support a 380 Segment Bypass project, as I have come to loathe and avoid the road as much as I possibly can due to the traffic, lights and congestion.

In my opinion, the McKinney planning board has failed the area, allowing businesses to expand to a point that it is virtually impossible to expand 380 without displacing businesses and causing grief to someone. There are no winners.

That said, I am torn as to which option is the best. Our HOA thinks option B is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. They also believe it is the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

However, I believe the SBR association's interest is solely for their own and does not take into account the greater community. All of the reasons they are broadcasting its residents to respond to TxDot seem to ignore the impact on the greater community. Below are my comments to their cut and paste answers:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. - **There is no way an expansion will NOT impact businesses, however, I do not think it will "destroy" them, only cause them to move. Option B WILL destroy Maingate, a facility that is very important in rehabilitation to those in need.**

*The cost of Segment-A is \$99 million more than Segment-B. - **In the grand scheme of things, \$99M is minimal, and the final cost will mostly likely exceed estimates anyway.**

*It will create an overpass on 380 over Stonebridge Drive and Custer Road. - **Sounds like a good plan to me.**

*It will also cause the installation of water pipes (ducts) over 380. - **So?**

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380. - **How could this possibly create more traffic than is already caused by the current 380 limitations?**

***It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area. - I don't think home values are an issue right now.**

I know this is a difficult decision to make, but please don't cater to the SBR association. The fact they are spending our HOA dues to propagate their agenda disgusts me.

**BR/
Nelson Smith**

From: Nevin Marr [REDACTED]
Sent: Monday, April 4, 2022 10:00 PM
To: Stephen Endres
Subject: NO TO OPTION A HWY 380 EXPANSION

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.

Dear Mr. Endres,

I'm a life-long Texan growing up in Denison and I have been a Stonebridge Ranch and McKinney resident for 16 years. I have witnessed the rapid growth and expansion of the area and like most of the residents agree that the current structure of Highway 380 is not big enough to support the increasing traffic. I've studied the options, talked to my neighbors, and have done my own research.

My conclusion is that Option A is more disruptive, more expensive, and will have a greater negative impact on our community than the other options. Residents and businesses will be displaced. Local establishments will lose customers potentially causing them to fail just as they recover from the severe damage from COVID 19. The Stonebridge area will be inundated with excessive noise and pollution. There is a severe environmental and ecological negative impact. Consider the nearby lakes and natural habitats to Stonebridge. We have two children who will be at McKinney North High and J.B. Cockrill Middle School. The commute to the schools will be practically impossible during the build and I'm afraid that construction will not be complete before my students as well as many others have graduated. The reroute will increase traffic hazards and accidents. The impact of the Option A commute to and from school not only affects the students of Stonebridge but the parents, bus drivers, and neighboring communities. The Stonebridge homes affected by Option A have existed since 2007-2008. From a longevity and historical perspective it makes no sense to harm these residents in favor of newer developments in Prosper. Option A is more costly. We're all taxpayers and we do not support excessive and inefficient budgeting. Please consider all of the costs associated with Option A in addition to construction budgeting. My rough math calculates Option A as ~\$100M more expensive.

I'm aware of Prosper residents supporting en masse for Option A and I'm sure that you have been presented with a lot of emotional and misleading information. Please take a hard look at the facts and support the best option. Option A is inefficient. It creates more disruption and environmental consequences. Finally it is more expensive. Please review the numbers and take a practical look. Dismiss Option A.

Thanks very much for your time.

Regards,
Nevin Marr

[REDACTED]
[REDACTED]



April 2, 2022

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

Dear Mr. Endres:

The New Hope Town Council discussed TxDOT's project to improve Highway 380 from Coit Road to FM 1827 at their Tuesday March 29 meeting, focusing on design schematics for the build alternatives under consideration. The Town Council is *in favor of segment D* which is part of both the purple and gold alternatives:

1. Segment D runs farther west across undeveloped flood plain and would have less impact on existing residential areas in New Hope.
2. Noise levels for residential areas would increase but not as dramatically on the Town's southwest border as they would if segment C were to be the chosen alternative.
3. Should the Spur 399 Extension Project be constructed, the new roadway would flow directly into the existing Airport Road. This seems like a logical and preferable choice for the Spur 399 Extension Project location.
4. Segment D would move traffic flow away from the FM 1827/Highway 380 intersection leading to increased safety and mobility for our residents as they travel to and from their homes.

The Town Council is *against segment C* which is part of both the blue and brown alternatives:

1. Segment C runs very close to the southwest border of our Town and would be right in the backyard and down the road from residential areas.
2. Noise levels for residential areas impacted by this segment would increase dramatically.
3. Should the Spur 399 Extension Project be constructed, there would be a large intersection of bridges and highways right at the entrance to our Town on FM 1827.
4. As we stated in our letter from November 25, 2020, the FM 1827/Highway 380 intersection is already a hazardous intersection with increasing traffic congestion, compromising both safety and mobility. We are against making this a larger intersection.

Noise from Highway 380 is already a problem for residential areas on the southern edge of New Hope and will only increase with completion of the TxDOT project to improve Highway 380. The New Hope Town Council asks TxDOT to consider noise mitigation measures, such as barrier walls near New Hope residential areas or below grade lanes near our southern border where possible, in any final build decision.

We would also request that TxDOT take into consideration the proposed trails documented in the Collin County Regional Trails Master Plan (May 2012) that cross the proposed Highway 380 corridor. Of particular concern to New Hope are those proposed trails that provide New Hope with trail connectivity to McKinney and surrounding communities.

Thank you and we appreciate your consideration in these matters.

The Town Council of the Town of New Hope

From: Nichole Johnson [REDACTED]
Sent: Wednesday, April 13, 2022 12:32 PM
To: Stephen Endres
Subject: OPPOSITION TO ALL SEGMENT B OPTIONS HWY 380

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.

Mr. Endres:

Thank you again for taking time out of your day to review my concerns regarding the development plans for Highway 380. I have communicated with you before regarding this issue and my passion in this subject matter continues. My husband and I relocated our family from Dallas to Prosper to avoid the issues that will arise should Segment B option be approved. I am writing in opposition to ALL SEGMENT B options. The reasonings behind this opposition are numerous and outlined as follows. The magnitude of this option would equal that of US 75 placed just south of Founders Academy. A new school to the Prosper area that would significantly impact the environmental safety of the children and faculty at this school due to pollution, emissions and poor air quality surrounding such a huge traffic area. It would also have the same negative environmental impacts to ManeGait which is a vital therapy source for adults and children with disabilities in addition to the surrounding neighborhoods such as Whitely Place, Whispering Farms, Brookhollow, Christie Farms, Rhea Mills, Gentle Creek, Amberwood, Ladera, Wandering Creek, Malabar Hills, Rutherford Creek all which have elementary and middle schools affiliated with them that will increase the risk of compromise our children's health and safety with Segment B options. The Segment B options will most certainly decrease home values and overall desire of the area with resulting lost tax revenue to the town of Prosper and Prosper ISD. The construction of this area will also result in massive utility relocations that are critical to the infrastructure of Prosper. Thank you for your time and consideration of just a few of the important reasons listed above to OPPOSE SEGMENT B options of the 380 bypass project.

Kind Regards,

Nichole Johnson, MD, FACP

From: Nick Heilig <[REDACTED]>
Sent: Monday, April 4, 2022 11:00 AM
To: Stephen Endres
Subject: US 380 Bypass Alignment - Supporting Option/Segment B

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.

Hello,

My name is Nicholas Heilig and I am a resident of Stonebridge Ranch in McKinney, TX (specifically the Kensington neighborhood). I am writing to support Option/Segment B for the alignment of the upcoming US 380 bypass.

I know the TxDOT team has a difficult decision to make and that both options will have an impact on existing homes and businesses, but based on what I can tell in the TxDOT-supplied documentation, Option B is far superior in terms of minimizing these impacts. I think my biggest concern of going with Option A is the safety of everyone maneuvering through the construction for the next several years. Specifically, it seems that most travelers will likely utilize roads like Stonebridge Ranch Drive and Virginia Drive to detour the multi-year construction - which brings with it a lot of safety concerns for the residents of Stonebridge Ranch. The core of the construction tying the new bypass to the existing 380 footprint for Option A seems like it will be in a much more populous area than Option B. So, in addition to Option B being a more cost-effective option for the taxpayers, it also seems to be the safer option while in development since most of the area where Option B would tie into is largely undeveloped land at this time.

I sincerely appreciate you taking the time to read my feedback on this project. Please let me know if you have any questions.

Thank you!

Nick Heilig
[REDACTED]
[REDACTED]

From: Nick Schumacher [REDACTED]
Sent: Saturday, April 2, 2022 6:49 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Nick Schumacher/[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Thank you,

Nick Schumacher
Loan Officer

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

(Caprock Home Loans is a Mortgage Team & DBA of RLM Mortgage, LLC - Broker Information & CFPB Customer Information hyperlinks below)

RLM Mortgage, LLC | Mortgage Broker (NMLS#289446) | [REDACTED]
[REDACTED]

CFPB Home Loan Tool Kit: http://files.consumerfinance.gov/f/201503_cfpb_your-home-loan-toolkit-web.pdf

CFPB What you should know about Home Equity Lines of Credit: http://www.fhb.com/en/assets/File/Retail_Credit/EFLPlusDisclosurePacket.pdf

CFPB Consumer Handbook on Adjustable-Rate Mortgages: http://files.consumerfinance.gov/f/201401_cfpb_booklet_charm.pdf

From: Nicole Lemieux [REDACTED]
Sent: Wednesday, April 6, 2022 4:55 PM
To: Stephen Endres
Subject: US 380 Comments

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with **no displacements**, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. **It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.**

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you,

Nicole Lemieux
[REDACTED]

From: Nicole M [REDACTED]
Sent: Friday, April 1, 2022 5:43 AM
To: Stephen Endres
Subject: US380 EISP

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.

Mr. Endres:

I'm writing to **oppose** Option A.

Reasons as follows:

The lives of people in the "established" communities.

The livelihoods of the people who own and work in the 17 businesses this project will impact.

The total cost of option A COSTS are extremely HIGHER.

Seems the local MEDIA is showing how this will affect "future development" in Prosper.

Future development is only land, not "lives" which have established roots here in the neighborhoods and community of Mckinney/Stonebridge. Developers/home builders ALWAYS find land to develop.

Maine Gait is well connected within the Mckinney Community. Many of the people in Mckinney, in the past years WERE who supported them. They will find Land to continue their charity work I believe.

Nicole MacFadden
[REDACTED]
[REDACTED]

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, March 28, 2022 1:02 PM
To: Nicolle Pala
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 | www.txdot.gov

From: Nicolle Pala [REDACTED]
Sent: Wednesday, March 23, 2022 8:17 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30%

DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER;
OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING
AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY
DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT
CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT
ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN
EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any
proposed alignment changes, including the new Gold and Brown alternative
segment B alignments.

Nicolle Pala

[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson
Texas State Senator Springer
Prosper Citizen Group
Prosper ISD Board
Prosper Town Council

[REDACTED]

From: Nicole Pitts [REDACTED]
Sent: Friday, April 1, 2022 7:52 PM
To: Stephen Endres
Subject: Opposition 380 highway and Lakewood at Brookhollow access points

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.

I am writing to oppose opposition B as I live in prosper in Lakewood at Brookhollow and this will have a detriment to our community as this will basically be right next to it and have a lot of other environmental impacts on my home.

Also I want to state that option B and a both are going to eliminate our access on 380 to turn east and west out of our property. This is going to make more traffic through one entrance and it's going to make it harder for me to have direct access to my hospital at Cook children's where I am a physician on on-call and have built my house to have easy access to 380 to get to children on call when they need to be seen immediately and this is going to hamper our access and lengthen the time that I need to get to the hospital to see patients in emergencies.

There needs to be a discussion and how to create an option so we actually have an entrance off of 380 and these segments either one should have a better option to not severely impact our neighborhood and our access points.

Thank you

Nicole Pitts, DO
Pediatric Sports Medicine Physician
Cook Childrens Prosper

[REDACTED]

On Mar 28, 2022, at 11:48 AM, Stephen Endres <Stephen.Endres@txdot.gov> wrote:

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 | www.txdot.gov

From: Nicole Pitts [REDACTED]
Sent: Tuesday, March 22, 2022 3:15 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>

Cc: [REDACTED]
[REDACTED]
[REDACTED]

Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021, CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Nicole Pitts
[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson

Texas State Senator Springer

Prosper Citizen Group

Prosper ISD Board

Prosper Town Council

A Texas Department of Transportation message



From: Nikki Schittone [REDACTED]
Sent: Tuesday, April 5, 2022 8:53 AM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

I, Nikki Schittone residing at [REDACTED], oppose the proposed HWY 380 Segment B because:

- It threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.
- Segment B directly affects and is disruptive to numerous neighborhoods: Whitley Place, Whispering Farms, Brookhollow, Christie Farms, Rhea Mills, Gentle Creek, Amberwood, Ladera, etc.
- Prosper properly planned for expansion (380 can be widened!). If other towns didn't plan this can't be put on Prosper
- Directly impacts multiple schools in Prosper ISD: Cockrell Elementary | Rogers Middle School | Walnut Grove High School and Founders Classical Academy and student drivers
- Materially impacts ManeGait and the wonderful therapy they provide to children, veterans, and our disabled community
- Exorbitant costs of acquiring rights of way, adverse environmental impacts, wetland mitigation
- This design does not make for an acceptable proposal nor effective use of taxpayer money
- School buses having to go on a highway to take kids to school / young drivers for the high school having to deal with highways and high speeds
- Significant environmental impact: pollution, emissions, & poor air quality
- Safety of our citizens and students
- Massive utility relocations that are critical to Prosper's infrastructure

From: Nina Owens [REDACTED]
Sent: Monday, March 28, 2022 3:28 PM
To: Stephen Endres
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Brown and Brown Segment B Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT'S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN'S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest regards,
Nina A Owens

[REDACTED]
|
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group

[REDACTED]

From: Nita Reeves [REDACTED]
Sent: Friday, April 8, 2022 5:06 PM
To: Stephen Endres
Subject: 380 bypass proposals

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

As a resident of Stonebridge Ranch, I strongly support Proposal "B" for the 380 bypass.

Nita Reeves

[REDACTED]

From: Noemi Garcia [REDACTED]
Sent: Sunday, April 3, 2022 1:30 PM
To: Stephen Endres
Subject: Keep It Moving US380 - Support for Option B

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.

April 3, 2022

I would like to express my SUPPORT for the project 380 segment B bypass alignment option.
I strongly OPPOSE option A. Option B is the least disruptive to both homes and business and saves taxpayers almost 100 million dollars. Option B is also safer for drivers during and post construction.

Specifically, my reason for supporting option B:

Option B uses land not developed, providing significantly less construction related driving risk, disruption to businesses (including the emergency room to Baylor Scott & White); seconds matter for several emergency room visits including strokes and heart attacks

The almost 100 million dollars saved by option B can be used for other projects

Option B displaces less than 14 homes, business and other buildings compared to over 30 in option A

Option B requires \$ 40 million lower right of way cost

Option B has 2 major utility conflicts vs 7 conflicts in option A

Option B is safer for drivers, with its gradual route, vs the sharp driving conditions in A

Option B makes teenagers driving to the area schools more dangerous

Option B has zero hazardous material site impacts, option A has 11

Option A is duplicative of the Ridge Road development, wasting even more money

Option A significantly impacts the entrance to existing neighborhoods, adding miles to a commute and to existing businesses, option B allows for neighborhoods and businesses in future developments to plan for the bypass.

Regards,
Noemi Garcia

[REDACTED]
[REDACTED]
[REDACTED]

From: Noll Saunders [REDACTED]

Sent: Friday, April 8, 2022 7:22 PM

To: Stephen Endres

Cc: [REDACTED]
[REDACTED]
[REDACTED]

Subject: Opposition to HWY380 Alternate Routes

Importance: High

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Noll and Mindy Saunders

[REDACTED]

[REDACTED]

Noll Saunders, MBA
Sales Vice President

[REDACTED]

[REDACTED]

[REDACTED] | allianz-trade.us

Please note: Our brand name and email addresses changed to Allianz Trade effective March 28, 2022.

Euler Hermes North America Insurance Company are part of the Allianz group and market their products and services using the 'Allianz Trade' trademark.



Follow us on



We are the world's leading provider of trade related insurance solutions, helping companies of all sizes trade with confidence at home and abroad.

We are a member of Allianz. www.allianz-trade.com

This e-mail may contain confidential and/or privileged information. If you are not the intended recipient or have received this e-mail in error, notify the sender immediately and destroy this e-mail. Any unauthorized use, copying, disclosure or distribution of the contents of this e-mail is strictly forbidden and may be unlawful.

Read our full e-mail disclaimer statement and monitoring policy https://www.allianz-trade.com/en_global/legal.html before taking any action based on the contents of this e-mail.

From: Noreda Alexander [REDACTED]
Sent: Wednesday, March 30, 2022 12:01 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

To Whom It May Concern -

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT.

The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs provided at ManeGait

Regards

Noreda Alexander
[REDACTED]
[REDACTED]

From: Norm Hedrich [REDACTED]
Sent: Tuesday, April 5, 2022 8:46 PM
To: Stephen Endres
Subject: 380 Expansion Plans

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.

I strongly support Plan B for both a cost basis and that it disrupts fewer existing buildings/neighborhoods.

Thanks

[REDACTED]

From: Omar G Vargas-Chavez [REDACTED]
Sent: Tuesday, April 5, 2022 5:14 PM
To: Stephen Endres
Subject: 380 Bypass

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.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Regards,
Omar Vargas-Chavez

████████████████████
████████████████████

From: Chadwick Kaetzer [REDACTED]
Sent: Thursday, March 31, 2022 2:14 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

Good afternoon,

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world class therapy programs at MaceGait.

Thank you,
Oneal Chadwick Kaetzer

[REDACTED]
[REDACTED]
[REDACTED]

From: Ouida Boyd [REDACTED]
Sent: Thursday, April 21, 2022 3:24 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:

COMMENT:

I oppose the proposed HWY 380 Segment B because it will prevent ManeGait from serving two vulnerable and protected status populations -- the disabled and children (as identified by TxDOT). Specifically:

- ManeGait operations cannot safely operate wedged 50-100 feet between 16 lanes of traffic (4-lane Custer Road and a 12-lane HWY 380).
- TxDOT's comparison of ManeGait with other riding facilities is based on centers smaller in size and scope, and NONE operate this close to a major highway.
- Many ManeGait riders have sensory issues. Construction noise, traffic, and sirens will negatively impact these individuals and disrupt the therapy services they receive at ManeGait.
- Traffic and construction noises and vibrations can scare horses, which poses a direct threat to the safety of ManeGait riders and volunteers.
- The proposed route also goes directly through the land that ManeGait uses for trail rides, fundraising events, and horse pasture.
- If Segment B is chosen, ManeGait will be forced to relocate or suspend operations.

These children and adults with disabilities and military veterans deserve a safe, high-quality, easily accessible location to receive the world-class therapy programs provided at ManeGait.

Thanks, Ouida Boyd

From: AT&T Inc. [REDACTED]
Sent: Tuesday, April 5, 2022 7:33 AM
To: Stephen Endres
Subject: Project 380 Bypass

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.

Dear Mr. Endres,

We are homeowners and citizens of McKinney, Texas. We STRONGLY support the Project 380 "Segment- B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to 380. It is also the least expensive option by nearly \$99 million when compared to the cost of Segment-A alignment.

We also STRONGLY oppose Segment-A. It should NOT be considered for the following reasons:

- It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- The cost of Segment-A is \$99 million more than Segment-B.
- It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- It will also cause the installation of water pipes (ducts) over 380.
- It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road, and Lake Forest Drive increasing traffic, noise, and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- It will also cause a large intersection to be constructed at the intersection Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- 380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

SEGMENT-B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you for all the work and time you have spent on this project.

Owen and Melody Smith
[REDACTED]
[REDACTED]
[REDACTED]

From: Emily Rosenvold [REDACTED]
Sent: Friday, April 1, 2022 2:13 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Owen Rosenvold [REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

From: Emily Rosenvold [REDACTED]
Sent: Friday, April 1, 2022 2:13 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Ozzy Rosenvold [REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

From: Paige Grojean [REDACTED]
Sent: Friday, April 1, 2022 7:32 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Paige Grojean
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

From: Paige Langford [REDACTED]
Sent: Monday, April 4, 2022 12:45 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Paige Langford [REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Sincerely,
Paige Langford

From: Paige Scheer [REDACTED]
Sent: Monday, April 4, 2022 1:41 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

"I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait."

Paige Scheer

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Pam Criss [REDACTED]
Sent: Wednesday, April 6, 2022 9:09 PM
To: Stephen Endres
Subject: 380 in McKinney

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.

I strongly **oppose Segment A** and support Segment B.

Thank you!

Blessings,

Pam Criss

From: [REDACTED]
Sent: Friday, April 1, 2022 6:11 AM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY 380 Segment B

Importance: High

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.

Hello Mr. Endres,

My name is Pam Hatch and I currently live in Frisco, TX at [REDACTED]
[REDACTED] (I was a McKinney resident 2005-2015)

I again (see July 2021 email below) express my opposition to the proposed HWY 380 Segment B solution. This solution jeopardizes the daily operations, services and events at ManeGait.

It had been my understanding that the Segment B option had been taken off the table – but recently I became aware it is again/still being considered – thus this email.

Should TXDOT go forward with this solution it is my understanding that ManeGait, located at it's current site, will not be able to exist with this solution – the program will need to be moved to a new location where such noise and pollution will not be in their back yard. This likely means a location that will be less accessible for the community of riders and volunteers.

Such a move would be a very major undertaking and a huge loss to the community at large. ManeGait is a very unique and special program that would no longer be easily accessible to serve the vulnerable and protected populations it now serves.

Thank you for again considering my request.
Pam Hatch

From: [REDACTED]
Sent: Saturday, July 31, 2021 10:34 AM
To: stephen.endres@txdot.gov
Cc: [REDACTED]
Subject: Opposition to HWY 380 Brown and Gold Alternatives (Segment B)

Hello Mr. Endres,

My name is Pam Hatch and I currently live in Frisco, TX a [REDACTED]
[REDACTED] (was a McKinney resident 2005-2015)

It came to my attention recently that the discussion regarding HWY 380 upgrades has been reopened. I found this surprising since there had been long discussions and studies for a solution and I had thought it was a "done deal". I was pleased with the original decision as it preserved the ability for the ManeGait Therapeutic Horsemanship organization to continue it's special and important work and mission in our community. Now this is again at risk.

My understanding is that the proposed Gold and Brown Alternatives (Segment B) now being discussed will greatly impact the daily operations and special events at ManeGait. The essential services ManeGait provides to individuals of all ages would be disrupted and the encroaching noise and pollution would have negative impact on the environment, persons and horses.

ManeGait is a very special place! I became involved with it when it first began in 2007 and served as a volunteer until I retired in December 2019. I spent many hours in that special place filling a variety of roles and in those years saw many miracles of all sizes and types for the riders and their families (and the volunteers!). ManeGait fills a special need for individuals with disabilities and their families who are helping them to continue to grow beyond their boundaries. The location is perfect as it is reasonably close and accessible to many in the immediate community who serve as volunteers and those who take partake of the services offered.

I respectfully request the Segment B be removed from consideration due to the negative impacts it would have on the operations and mission of ManeGait. ManeGait is a special jewel that should be preserved.

Thank you for your consideration of my request.

Pam Hatch

From: Pam Lewis [REDACTED]
Sent: Thursday, March 31, 2022 5:24 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Pam Lewis

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

From: Pam Kelso [REDACTED]
Sent: Monday, April 4, 2022 3:54 PM
To: Stephen Endres
Subject: 380 BYPASS

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

As a citizen of Willow Wood I would want the city to use the GREEN alternative. We do not need a bypass going right by our neighborhood. This area would suffer in home values, etc. with the proposed C & D proposals.

Thanks,
Pam Powell

From: [REDACTED]
Sent: Monday, April 4, 2022 11:58 AM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

Pam Sherry
[REDACTED]
[REDACTED]

Mr. Endres,

As you are aware, TxDOT's 2020 [US 380 Collin County Feasibility Study](#) identified ManeGait as a "key community resource" serving two protected status populations - the disabled and children. Citing the *Americans with Disabilities Act* and *Executive Order 12898 on Environmental Justice*, TxDOT removed from consideration any alignment that impacted ManeGait's daily operations.

In a direct contradiction to the conclusions above, TxDOT introduced a new Segment B alternative. Segment B places the 45-foot tall freeway within 50-100 feet of ManeGait - **even closer and more disruptive to operations than before**. The path also cuts through property that is regularly used to support ManeGait's operations.

At the 3/22/22 public hearing, TxDOT claimed they interviewed similar horsemanship facilities and the proposed highway does not pose an issue to operations. This claim cannot possibly be true, as no other PATH Premier Accredited center in Texas the size of ManeGait is located within 50-100 ft of a highway, and none have operated next to a 3- to 4-year highway construction project.

It appears that TxDOT does not recognize the disabilities outlined in the March 2020 U.S. 380 Feasibility Study, nor does it identify the disabled adults and children with disabilities at ManeGait as a minority group within the greater Collin County community of persons with disabilities. The current proposed Option B is in violation of the ADA.

I STRONGLY oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Also, my recollection is that McKinney Mayor George Fuller, former County Judge Keith Self, and the McKinney community of Tucker Hill's collective push to have a by-pass go through Prosper wasn't even on the table until former County Judge Keith Self (who lives in Tucker Hill) asked TxDOT at a County Commissioners meeting to look at Prosper as an alternative route. He unethically used his position as the county judge to influence TxDOT to move the by-pass proposal away from Tucker Hill and instead build it in Prosper.

The original TxDOT proposal had a by-pass running north-south along the east side of the Tucker Hill community where it would then merge with the existing US Highway 380. As I understand it, that east-side land is in a flood plain where no homes could be built anyway, but an elevated by-pass could be built there without depriving McKinney of potential tax revenue generated by new homes. That's when former County Judge Self introduced a new bypass route going through east Prosper.

In terms of "direct impact" on Prosper, Option B would obliterate the Ladera Prosper 55+ community being planned by the Delin brothers, just west of Custer Road, with the result that Prosper would be deprived of the taxes generated by these new homes. In terms of "indirect impact," Option B would create a negative environmental / ecological impact on:

- The Founders Academy already built and in operation on the southwest corner of E. First Street and Custer Road;
- The existing small cemetery with plans for expansion on the west side of Custer Road;

- The Malabar Hill subdivision currently under construction on the south side of E. First Street;
- The Walnut Grove High School now under construction on the south side of E. First Street.

These are just some of the reasons why Prosper's proper planning for the future should not be disrupted by Option B.

Thank you for taking my comments into consideration.

From: Pamela Pawlick <[REDACTED]>
Sent: Tuesday, April 5, 2022 2:20 PM
To: Stephen Endres
Subject: US 380 Bypass

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.

Afternoon,

I would like to share my preference for Option B of the bypass proposals. The traffic congestion and safety of HWY 380 has consistently worsened over the past 17 years I have been a resident of North Stonebridge. Option B allows for a longer stretch of HWY 380 to experience a reduction in through traffic which positively affects those of us that live, shop and work here. Furthermore, the more traffic you can offload from 380, the safer it is for the transportation of students via bus, parent or student drivers. I raised 3 boys here and having to utilize 380 to get my boys back and forth to McKinney North for a total of 8 years of my life, was stressful. With the population growth projections, this area will always be congested and busy but the more you can bypass of HWY 380, the better.

Thank you,

Pamela J. Pawlick, BA, CMPE

Executive Director

Alpha Orthopedics & Sports Medicine

Main Office: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Proud to work with amazing and talented physicians, PAs and staff.

NOTICE: This electronic mail message and any files transmitted with it are intended exclusively for the individual or entity to which it is addressed. The message, together with any attachment, may contain confidential and/or privileged information. Any unauthorized review, use, printing, saving, copying, disclosure or distribution is strictly prohibited. If you have received this message in error, please immediately advise the sender by reply email and delete all copies.

From: Pamela Niessink [REDACTED]
Sent: Tuesday, April 5, 2022 7:05 PM
To: Stephen Endres
Subject: TX DOT project 380 segment B

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.

Hello,

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Thank you,
Pamela Niessink

[REDACTED]

From: [REDACTED]
Sent: Tuesday, April 5, 2022 2:23 PM
To: Stephen Endres
Subject: Project 380 Segment-B Bypass Alignment

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

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

I realize people making decisions such as these typically are not affected as a result what is imposed, with our tax dollars, on the local residents. However, this is still Texas and I would request option B as to where my money is spent.

Thank you,

Parker Reed

From: Pat Brooks [REDACTED]
Sent: Wednesday, April 6, 2022 7:59 AM
To: Stephen Endres
Subject: Highway 380 bypass

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

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Pat H. Brooks
[REDACTED]
[REDACTED]

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 30, 2022 1:03 PM
To: [REDACTED]
Subject: RE: March 22, 2022 Meeting Comments on US 380 Project Coit Road to FM1827

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 | www.txdot.gov

From: [REDACTED]
Sent: Thursday, March 24, 2022 12:20 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: March 22, 2022 Meeting Comments on US 380 Project Coit Road to FM1827

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.

Mr. Stephen Endres,

I'm a bit upset about how McKinney's officials have treated Prosper regarding this expanding of 380. Anybody who grew up around all this knows well that McKinney allowed commercial businesses right up to their road in recent times in hopes that maybe the 380 widening issues could be left up to the town of Prosper. Put the problem of 380 Highway off on somebody else.

My home in Prosper is right across First Street at the corner of Custer Road. We are neighbors to the Founders Academy. We love the sounds of the children as they play outside during their recesses. This school and the ManeGait Therapeutic Center should not have a new elevated highway running right next to them just to try and resolve the bad decisions of McKinney.

My question is, "Why should these facilities and the town of Prosper be pushed into what McKinney should have done years ago and should do today"?

I support Option A and Oppose Option b.

Sincerely,

A Texas Department of Transportation message



From: Pat Norton [REDACTED]
Sent: Friday, April 8, 2022 3:34 PM
To: Stephen Endres
Subject: 380 Bypass

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.

Dear Mr. Enders,

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements and minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road, and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

**Thank you for considering my input,
Pat Norton**

[REDACTED]

From: Pat Storey [REDACTED]
Sent: Wednesday, March 30, 2022 3:59 PM
To: Stephen Endres
Subject: US 380 bypass options

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.

Mr. Endres,

I am writing to express my opinion about the proposed 380 bypass options. As a homeowner and citizen of McKinney, TX., I STRONGLY SUPPORT the US 380 Project segment-B bypass alignment option. In addition, my home is in the Stonebridge Ranch community, located very near the intersection of 380 and Stonebridge Drive. This option is the least disruptive to the residents of Stonebridge Ranch and all along 380, and to businesses in the area with no displacements. It is also the least expensive option by nearly \$99 million when compared to the cost of the segment-A option.

I also STRONGLY OPPOSE the segment-A option, as it will cost much more, and will destroy and remove many businesses along 380. It will also be very disruptive to the many residents in the area.

Segment-B IS THE BEST OPTION to improve traffic flow in our corridor while also preserving the business and residential vibrancy of our community.

Thank you,
Pat Storey
McKinney, TX.

From: [REDACTED]
Sent: Thursday, March 31, 2022 5:47 PM
To: Stephen Endres

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.

NAME/ADDRESS: Patrice Anselmo [REDACTED]
[REDACTED] COMMENT: I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait. Sincerely Patrice Anselmo



This message was sent to you by a T-Mobile wireless phone.

From: Pat Beckett [REDACTED]
Sent: Tuesday, April 5, 2022 7:44 PM
To: Stephen Endres
Subject: Project 380 Segment-B Bypass Route

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

>
> As a homeowner and citizen of McKinney, TX, I strongly support the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of Segment-A.

>
> Patricia Beckett
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

-----Original Message-----

From: Keep It Moving Dallas Contact Form
Sent: Sunday, April 03, 2022 2:40 PM
To: Tanesia Henderson <Tanesia.Henderson@txdot.gov>
Subject: keepitmovingdallas.com Contact Us submission

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.

Submitted on Sunday, April 3, 2022 - 14:40

Please use the email address in the submission below. If you click "reply" to this email, it will send the email to the administrator of the keepitmovingdallas.com website and not to the user who submitted the contact form.

Submitted values are:

Your Name: Patricia Bunger

Your Email: [REDACTED]

Phone Number: [REDACTED]

Project:

Reason for contacting us: Right-of-way

Message: I am strongly against Plan B through Prosper! The Plan B route would put it 45' from Manegait property, a facility serving the handicapped.

School busses would enter and exit the proposed 8 lane road. Plan B would have a detrimental effect on a senior living facility and several subdivisions with lights, noise and air pollution. The loss to the Prosper tax base would be enormous! Traffic on Custer Rd - heavy now - will be a nightmare. Prosper planned for the expansion of 380, McKinney did not. Now they want to foist their problem off on Prosper. Keep 380 on 380!!!!!!!!!!!!

From: [REDACTED]
Sent: Monday, March 28, 2022 12:23 PM
To: Stephen Endres
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Brown and Brown Segment B Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT'S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN'S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Sincerely,

Patricia C. Sparrow
[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group

[REDACTED]

From: Tricia Dears [REDACTED]
Sent: Tuesday, April 5, 2022 2:34 PM
To: Stephen Endres
Subject: Project 380 Segment-B

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

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Thank you.
Patricia Dears

[REDACTED]
[REDACTED]

From: Patta Dietz [REDACTED]
Sent: Saturday, April 2, 2022 2:35 PM
To: Stephen Endres
Subject: Re: Proposed improvement to US 380

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.

Forgive the misspelling of your name on my note, Mr. Endres.

[REDACTED]

> On Apr 2, 2022, at 2:33 PM, Patta Dietz [REDACTED] wrote:

>

>

>> Dear Mr. Enders,

>>

>> This letter is to ask that highway 380 be kept on 380 and the Segment B option that would cut through Prosper not be implemented.

>>

>> I am writing for selfish reasons. I am a former farm girl that moved with my husband to Texas for his job in Plano. Having both grown up in rural areas, we love the peace and quiet that Prosper offers us while still giving my husband easy access to his job. Having once also lived near a street that became a highway and affected our property value in the negative, we were careful how we chose our neighborhood in Texas. In Prosper we have a quiet haven in our back yard where we are able to host friends and family. While many our age have moved to the area to be near family, especially grandchildren, we hope our children and grandchildren move to us for good jobs and a lovely neighborhood.

>>

>> I also have a less selfish reason for opposing the segment B option. I had the privilege of being a Mane Gait volunteer for a season. I am so impressed with the services it offers its clientele. It would be a great loss to many if the noise and fumes brought on by a huge highway bypass disrupted and possibly led to the closure of Mane Gait. Peace and quiet versus sensory overload contributes to the healing offered at that facility.

>>

>> Please stand against all segment B options and in favor of expanding the existing 380 highway in a similar way to the Central Expressway project near SMU.

>>

>> Thank you for your thoughtful consideration.

>>

>> Sincerely,

>> Patricia Dietz

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: p j [REDACTED]
Sent: Thursday, April 21, 2022 4:52 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Patricia Jackson, [REDACTED]

My horse serves the clientele at Manegait. She and I are both happy to be able to contribute to the equine therapy community in North Texas. This non-profit facility provides opportunities for volunteers, horses, and clients in a location convenient to a large geographic area that is growing as fast as any other in the nation. Please do not deprive this North Texas region, so convenient to metropolitan Dallas and Fort Worth of a fine and worthwhile rural respite from the roar and angst of a high-volume roadway.

I oppose the proposed HWY 380 Segment B because it will prevent ManeGait from serving two vulnerable and protected status populations -- the disabled and children (as identified by TxDOT). Specifically:

- ManeGait operations cannot safely operate wedged 50-100 feet between 16 lanes of traffic (4-lane Custer Road and a 12-lane HWY 380).
- TxDOT's comparison of ManeGait with other riding facilities is based on centers smaller in size and scope, and NONE operate this close to a major highway.
- Many ManeGait riders have sensory issues. Construction noise, traffic, and sirens will negatively impact these individuals and disrupt the therapy services they receive at ManeGait.
- Traffic and construction noises and vibrations can scare horses, which poses a direct threat to the safety of ManeGait riders and volunteers.
- The proposed route also goes directly through the land that ManeGait uses for trail rides, fundraising events, and horse pasture.
- If Segment B is chosen, ManeGait will be forced to relocate or suspend operations.

These children and adults with disabilities and military veterans deserve a safe, high-quality, easily accessible location to receive the world-class therapy programs provided at ManeGait.

Sincerely,
Patricia Jackson
[REDACTED]

From: Patricia Nelson [REDACTED]
Sent: Wednesday, March 30, 2022 11:02 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Patricia Nelson
[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

From: pszlachtowski [REDACTED]
Sent: Wednesday, April 13, 2022 10:28 PM
To: Stephen Endres
Cc: Andrea Szlachtowski
Subject: Project 380 Bypass Route, select Segment B

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.

Mr. Endres,

I am writing you to express what should be completely evident to anyone that reviews the pro and cons between Segments B and A for the Highway 380 bypass.

In April 2009 I purchased my home at [REDACTED] McKinney. I had the chance to purchase a home that backed up to the then four lane highway 380 or another home that was further away from highway 380. I purchased the home that was further away from highway 380 because I like to sleep with my windows open when the weather was nice and did not want to hear the road noise. Then highway 380 was made into six lanes and sound barriers were erected to hinder the road noise travel. I still enjoy sleeping with my windows open

No offense intended but I was here first. If I wanted to live next to a highway I had the chance to, but I chose not to in 2009.

Now you want to build a bypass, Segment A, that will most likely be elevated without barriers to obstruct the vehicle noise, introducing higher volumes of vehicles, displacing 17 businesses, subjecting existing home owners to increased noise pollution, decreased property values, and costing tax payers \$99 million more than Segment B.

Please spend tax payer money as if it was your own money and select the less impactful and \$99 million cheaper Segment B option.

Let people make a decision to build a home next to an eight lane freeway and do not impose an eight lane freeway on those that bought their homes prior to the Segment A being proposed.

Please select Segment B.

Respectfully,
Patrick & Andrea Szlachtowski

[REDACTED]
[REDACTED]

[REDACTED]

From: Patrick Dennis [REDACTED]
Sent: Wednesday, April 6, 2022 9:21 AM
To: Stephen Endres
Subject: Project 380 Map

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.

Dear Project Manager Endres,

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Please support Segment-B for the cost, traffic, and minimal disruption to businesses and homes in the area.

Thank you for your time and attention to this matter—my family and I appreciate your thoughtful consideration!

Best,
Patrick Dennis

From: Patrick Harkins [REDACTED]
Sent: Monday, March 28, 2022 5:44 PM
To: Stephen Endres
Subject: Hwy 380 expansion

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.

Stephen-

In advance of the open comment section regarding 380 expansion please see my opinion and notes below.

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380.

The single most important note to consider is the comparable cost value savings

**** It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. ****

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Patrick Harkins

[REDACTED]
[REDACTED]
[REDACTED]

From: PJ H [REDACTED]
Sent: Thursday, March 31, 2022 3:01 PM
To: Stephen Endres
Subject: TxDOT Project 380 Segment-B Supporter

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.

Dear Mr. Stephen Endres;

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Concerned Homeowner,

Patrick Hill
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Tuesday, April 5, 2022 1:50 PM
To: Stephen Endres
Subject: I vote for the Project 380 Segment-B bypass route.

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

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

[REDACTED]

Confidentiality and Disclaimer: This email contains information intended for the recipient only. Dissemination, publication, or copying of this email is prohibited. The sender does not accept any responsibility for any loss, disruption, or damage to your data or computer system that may occur while using data contained in, or transmitted with this email. If you have received this email in error, please notify us immediately by return email. All email typically receive a return response within 24 hours. However, should you not received a response within this time frame, please call me.

From: Bill Mcmanus [REDACTED]
Sent: Wednesday, April 6, 2022 9:34 AM
To: Stephen Endres
Subject: Project 380 Segment B bypass alignment option

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

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Regards,

Paul and Laura McManus
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Wednesday, April 20, 2022 2:24 PM
To: Stephen Endres
Subject: 380 bypass

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.

Please forgive me. I haven't gotten much sleep because I have been with my husband who is in the hospital.

We just sent you an email and I believe I chose the wrong option. We are strongly against proposition A and support option B!

I believe I reversed these options. Definitely support opposition B.

If I did reverse the opposition on the first email I am sorry for my error

Respectfully,

Paul and Margaret Smith [REDACTED]

From: [REDACTED]
Sent: Wednesday, April 20, 2022 12:56 PM
To: Stephen Endres
Subject: 380 bypass proposed site

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.

Why would we ever be considering proposal B?

1. Why should we be :

Causing business to be removed and causing that much traffic at a site where there is an elementary school close to there on Stonebridge Drive and on Ridge Road. Lots of school buses and parents bringing children to school and more dangerous for children who walk to school.

2 increase in noise and congestion at a large family Oriented development. Remember Mckinney's motto ".McKinney, Green by Nature"..... not cement or asphalt.

3 The traffic flow in McKinney is unbelievable. If the purpose of this project is to divert traffic around jMcKinney, it should be diverted as early as possible, which makes sense to use propositions A.

4 The new developments on the property at 380 and Custer S.E. Corner will be creating a lot more traffic at the intersection at Stonebridge Drive.

We strongly believe that Proposition B is the best plan and will be a better traffic flow for safety and quality of life.

Respectfully,
Paul and Margaret Smith

From: Paul Bland [REDACTED]
Sent: Monday, April 4, 2022 12:33 PM
To: Stephen Endres
Subject: 380 Expansion West Of 75

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.

Dear sir,

As a homeowner and resident of McKinney, TX, I strongly **SUPPORT** the project **380 SEGMENT B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to University Blvd/local 380. It is also by far the least expensive option, \$99M less expensive than option A.

I strongly **OPPOSE** option **A**.

Option A should not be considered and option B should be chosen or better still another option to be determined should be proposed further north.

Here are my reasons why option B is the preferred option for economic, engineering, environmental and safety reasons:

At a time when property taxes are high and the area continues to grow and thrive Option B costs \$99M less, saving valuable taxpayer dollars for other infrastructure needs.

Option B has only 2 utility conflicts (v 7 in option A) which lowers relocation costs.

Option B displaces 12 homes, businesses, barns, sheds and buildings versus 31 in Option A.

Option A requires engineering 2 large aqueducts near residential areas. This is not required with option B.

Option Bs route uses undeveloped land making it more accessible to construction vehicles and far this disruptive to thousands of residents of existing neighborhoods and businesses.

Option B avoids the significant problem whereby option A limits access to the local and fire and police departments trying to reach homes and businesses.

Option B impacts far fewer acres of forest (35 v 67 in option A). Trees takes decades to establish, provide character to the landscape and host precious animal populations.

Option B has no hazardous material site impacts, while option A has 11.

Ridge Road is also under development as a main arterial road that will serve the same purpose as the ramp proposed in option A. Therefore option A creates duplicative waste.

It makes no sense to me to choose an option as disruptive and damaging as option A. Tucker Hill is a charming (and unique for the area) neighborhood. Option A would significantly change the character of our neighborhood, removing our main entrance and require us to travel 10 minutes out of our way via multiple turns further along the option A route to enter or exit our neighborhood.

Faithfully

Paul Bland
[REDACTED]
[REDACTED]
[REDACTED]

From: Paul Elliott [REDACTED]
Sent: Thursday, March 31, 2022 3:05 PM
To: Stephen Endres
Subject: I support segment B

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.

-----Original Message-----

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Tuesday, March 15, 2022 8:12 AM
To: Paul Rattin [REDACTED]
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
214-320-4469

-----Original Message-----

From: Paul Rattin [REDACTED]
Sent: Monday, March 14, 2022 10:24 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE

TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS;
AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment
changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Paul Rattin

██████████
██████████

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper
Citizen Group Prosper ISD Board Prosper Town Council

[A Texas Department of Transportation (TxDOT)

message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7Cb76bbc30b5c649d4268808da068569b0%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637829467310848101%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCI6Mn0%3D%7C3000&sdata=gqeQStC7S%2BGjOJIIQMYka9BI0p1BBkLmKCdxcUPSZ6Y%3D&reserved=0>>

From: Paul Wang [REDACTED]
Sent: Tuesday, April 5, 2022 6:04 PM
To: Stephen Endres
Subject: Project 380 Segment-B bypass route.

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

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Paul Wang
[REDACTED]
[REDACTED]

From: Paula Ford [REDACTED]
Sent: Tuesday, April 5, 2022 11:10 PM
To: Stephen Endres
Subject: NO to US 380 Bypass Segment B!

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.

Hello, Mr. Endres,

I feel like I know you because I have written to you so many times in the last 9 years about how bad the US 380 Bypass Segment B would be for me, my family and my town, Prosper.

But here we are, fighting as strong as ever to keep this monstrous plan from happening.

Sixteen years ago our family of 6 moved to Prosper. We've been Texans for 38 years, but finally we were able to find that perfect acre and a half of land in a nice, quiet, friendly neighborhood, Rhea Mills Estates. We built our dream home with the intent to never move again. We have thoroughly enjoyed raising our children here, away from the chaos of the big cities.

However, now that reality is in danger from a proposal to build a 380 bypass within sight of our house! This outrageous plan must be stopped! Our small town feel would totally disappear with such a monstrosity invading our peaceful community. Also, I am very concerned that our resale value would be negatively impacted.

Fix 380 on current 380 by making it controlled access, as planned in the master thoroughfare plans of McKinney, Prosper and Frisco. Any bypass that encroaches on Prosper should not be allowed any consideration, and should be rejected in the strongest terms! NO BYPASS IN PROSPER!

Negative impacts of US 380 Segment B:

- 12+ lanes dividing Prosper with the magnitude equal to US 75, located just south of Founders Academy.
- Segment B + Collin Outer Loop would sandwich NE and SE Prosper (AND MY HOUSE!) between 2 major highway thoroughfares.
- Directly affects 10+ current and future neighborhoods, along with my neighborhood, Rhea Mills Estates.
- Materially impacts ManeGait and the wonderful therapy they provide to children and adults with disabilities.
- Directly impacts multiple schools in Prosper, especially Founders Academy & 2 future high schools, one of them on First Street adjacent to the proposed bypass.
- Dangerously impacts student drivers .
- Increased traffic and noise.
- Huge increase in pollution, emissions, poor air quality.
- Safety of our citizens & students.
- Massive utility relocations that are critical to Prosper's infrastructure.
- Substantial lost tax revenue to the town and Prosper ISD.
- Loss of Prosper's cherished small-town feel.

Please stop Segment B! Keep 380 on 380!

Respectfully,

Paula Ford

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Paula Murdock [REDACTED]
Sent: Wednesday, April 13, 2022 5:03 PM
To: Stephen Endres

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.

Good Afternoon-

I hope this finds you well. While no decision regarding 380 and the bypass is going to appease everyone, I do understand the difficult situation you all are in trying to decide. I moved out of the Kensington neighborhood because of the unknown with the by pass. We were fearful that our property value would plummet and everything we worked so hard for would be gone with one road. Did we know 380 was there when we bought? Of course! But who on earth thinks or plans that the road is going to expand to such a great extent? We have moved further into Stonebridge but still are in support of not having the 380 bypass put on 380. As a tax payer spending \$99 million more is irresponsible.

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements and minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road, and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you for taking time to read this!

Have a great day!

Wes and Paula Murdock

██████████ residents of Stonebridge McKinney.

From: Paula Reber [REDACTED]
Sent: Friday, April 1, 2022 11:25 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Paula Reber
[REDACTED]
[REDACTED]

Dear Sirs:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Best Regards,

Paula Reber

From: Paula Ward [REDACTED]
Sent: Monday, April 4, 2022 10:29 PM
To: Stephen Endres
Subject: We OPPOSE Option A for the 380 ByPass

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.

Option A makes the least sense - too much money and people being displaced.

Thank you
Paula Ward



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. Comments must be received or postmarked by **Wednesday, April 6, 2022** to be included in the formal meeting documentation.

Comments:

I am a 75 year old widowed lady living alone at the address below. My back yard fronts up to 4.5 380. My home is [redacted] to 980 in Stonebridge Ranch. There are several senior citizens living on my street. We do not want to move at our age or cannot afford to move because of 4.5 380 problem. We cannot live in our home with 8 lanes of traffic in our back yard. There is no "noise barrier" that could possibly reduce the noise of all the traffic so close to our home. I would suggest starting at Segment "B" (Coit Rd) at Prosper (TX) which they have had homes on 380. If Tx-Dot does not approve Segment "B" I hope Tx-Dot will have enough money to buy our home at market value.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Paulette Andrews
 Address: [redacted]
 Apartment, suite, etc.: _____
 City/State/Zip: [redacted]



NORTH TEXAS TX P&DC
DALLAS TX 750
26 MAR 2022 PM 8 L



RECEIVED TXDOT
MAR 28 2022
DISTRICT MAILROOM
PAD

TxDOT DALLAS DISTRICT OFFICE
ATTN: STEPHEN ENDRES, P.E., CSJ 0135-02-065 ETC., US 380
4777 E U.S. HIGHWAY 80
MESQUITE, TEXAS 75150-6643

75150-664399



Fold Here

Fold Here

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

From: Peggy Baechle [REDACTED]
Sent: Wednesday, April 6, 2022 6:52 AM
To: Stephen Endres
Subject: Opposition to Segment B

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.

I am a resident of Prosper, and I oppose segment B of 380. I live in Prosper due to the size and home town feel. Prosper has planned their town with community involvement focusing on well planned communities and businesses. Keep 380 on 380. Keep Prosper as it's originally planned with that quiet, home town feel.

Peggy Baechle
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: PEGGY BROUGHTON [REDACTED]
Sent: Saturday, April 9, 2022 3:34 PM
To: Stephen Endres
Subject: SUPPORT for Project 380 Segment-B

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.

Dear Stephen,

I have lived in [REDACTED] Stonebridge Ranch since December 1988. My son recently built a home in McKinney [REDACTED] adjacent to Baylor Hospital at the NWC of 380 / Lake Forest. The entrance to his neighborhood is directly off of 380.

As a homeowner and citizen of McKinney, Texas, I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements and minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road, and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you.

Peggy Broughton
[REDACTED]

From: Penny Gromatzky [REDACTED]
Sent: Wednesday, March 30, 2022 2:20 PM
To: Stephen Endres; Charles Gromatzky
Subject: : Opposition to HWY 380 Segment B

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.

To Mr Endres,

My husband and I definitely oppose to Hwy 380 Segment *because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait."*

We need more Manegaits in this world to help with Mental illness

Penny and Charles Gromatzky of Argyle Texas

From: Tim Isbell [REDACTED]
Sent: Monday, April 4, 2022 2:35 PM
To: Stephen Endres
Subject: 380 Expansion Comments

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Kind Regards,
Perry Tim Isbell

[REDACTED]
[REDACTED]

From: Pete Aube [REDACTED]
Sent: Thursday, April 14, 2022 7:37 AM
To: Stephen Endres
Subject: Comment on Project 380 Bypass Route

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.

Mr. Endres, I'm writing to express my strong support for the Segment B option of the Project 380 Bypass Route. I've been a resident of McKinney and Stonebridge Ranch since 1994.

Segment A is projected to cost \$99M more than Segment B. In addition, Segment A goes through a currently heavily developed area of McKinney, while Segment B only goes through currently undeveloped land in Prosper. There is an expected 3-4 year construction cycle that will impact many current businesses and homes with noise and traffic disruption if Segment A is built. Segment B will have minimal impact on homes and businesses.

Since Segment B offers the most economical and least disruptive alternative to both businesses and residents, it is clearly the most logical and responsible option. Please consider my input as you make your decision in the coming days. Thanks.

Pete Aube'

[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Stephen Endres](#)
Subject: Opposition to U.S. 380 Segment B
Date: Thursday, March 31, 2022 10:40:25 AM

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.

Peter Guenther
[REDACTED]

COMMENT:

My daughter began her therapy at Manegait at age 8 and is now returned to be a volunteer there at at 21. There is no doubt in my mind that Manegait strongly influenced her development and growth over the years.

We have spent countless hours at that facility and are very familiar with the horses and the methodology of how therapeutic horseback riding works.

Putting a highway near this facility will endanger the children.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

From: Peter L [REDACTED]
Sent: Tuesday, April 5, 2022 2:23 PM
To: Stephen Endres
Subject: Supports Project 380- Segment B

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.

Hello Mr. Endres,

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Thank you for your time.

Peter Lam
Stonebridge Ranch Resident



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

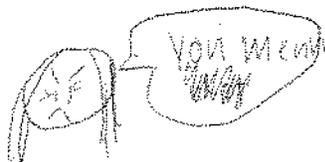
The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments: First of all the environment. It helps us get oxygen, and gas and cars do not sound good. I like the birds chirping in the morning but it will not sound good. And I a kid do not LIKE THIS! Kids might suffer without trees and plants. It will be sad. If you build more people will have to move.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.



Please Print

Name: Petva Smith (Kid) (Second grade)
Address: 
Apartment:
City/State:

From: Philip Main [REDACTED]
Sent: Tuesday, April 5, 2022 2:25 PM
To: Stephen Endres
Subject: 380 Segment B support

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 Stephen,

I live in Stonebridge Ranch and support Segment B.

Best Regards,

Phil Main

[REDACTED]

From: Phila Parr [REDACTED]
Sent: Monday, April 4, 2022 7:49 PM
To: Stephen Endres
Subject: Project 380 Bypass

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

As a homeowner and citizen of McKinney, Texas, I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly OPPOSE Segment-A

It destroys and removes 17 small businesses west of the 380 and Custer intersection on the North side.

The cost of Segment -A is \$99million more than Segment-B.

It will create an overpass on 380 over Stonebridge Drive and Custer Road.

It will also cause the installation of water pipes over 380.

It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise, and pollution in neighborhoods and reducing our property values during construction and those are the only roads leading South from 380.

It will also cause a large interchange to be constructed at the intersection of Segment-A And 380, which is directly above Kensington Village, potentially depressing home values in that area.

380 as it exists will be demolished and moved North to be rebuilt so the south side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community

[REDACTED]

From: Philip Charles [REDACTED]
Sent: Wednesday, April 20, 2022 10:30 AM
To: Stephen Endres
Subject: 380 Bypass project

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.

Dear Mr. Endres:

Please add my name to those opting for PlanB for the proposed 380 Bypass. A review of the cost efficiency and disruptive potential of the two plans recommends PlanB as the viable alternative.

Thank you for the opportunity to register my opinion in this regard and to express my appreciation for your public service.

Sincerely,

Philip A. Charles
[REDACTED]
[REDACTED]

From: Phillip Wildman [REDACTED]
Sent: Wednesday, April 6, 2022 2:17 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Phillip Wildman
[REDACTED]
[REDACTED]

I am in opposition to the 380 bypass segment B for several reasons. I think Maingait is a wonderful rehab facility that works with numerous facets of the North Texas community. Helping young disabled and Veterans of our armed forces. It is my opinion that the Veterans need and deserve our commitment to helping them get back into the main stream of our community. Loud noises and distraction from traffic so close to the facility would deter a therapudic experience and prolong their time needed in rehab. Also the horses need rest also to maintain safety for all worker volunteers and riders which needs a low decibel environment. Please help our Veterans and stop the 380 bypass B plan.

Thank you
Phillip Wildman

[REDACTED]

From: Phyllis Davis [REDACTED]
Sent: Thursday, April 14, 2022 12:55 PM
To: Stephen Endres
Subject: Please choose Segment B!!!

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.

Segment B in the plans for 380 just MAKES SENSE--GOOD SENSE, that is!!! Just cannot imagine why Segment A would even be considered with the cost difference and destruction of businesses in Segment A.

As residents, I sincerely hope that we can count on our TDOT to use good sense and choose Segment B in the plans for Hwy 380!!

Thank you for being a wise leader in favor of Segment B, Mr. Endres.

PHYLLIS
Phyllis Davis, ABR, CRS, e-PRO, RENE
Broker Associate
EBBY HALLIDAY, REALTORS
A Berkshire Hathaway Affiliate
[REDACTED]

From: grace lee [REDACTED]
Sent: Thursday, April 7, 2022 8:31 AM
To: Stephen Endres
Subject: Project 380 Bypass - FOR SEGMENT B

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.

To: Stephen Endres

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. There is a natural floodplain area to follow for Segment B that would not cause nearly the disruption to people and businesses as Segment A, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. Segment B would additionally eliminate two 90° turns which seems to also be safer for drivers. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. One wonders exactly what the reasons would be for not choosing Segment B.

I strongly oppose Segment-A. It should not be considered for the following reasons:

- ❖ It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- ❖ The cost of Segment-A is \$99 million more than Segment-B.
- ❖ It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- ❖ It will also cause the installation of water pipes (ducts) over 380.
- ❖ It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- ❖ It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- ❖ 380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Pi Mei Lee
[REDACTED]
[REDACTED]

From: Pierre Beaudoin [REDACTED]
Sent: Tuesday, April 5, 2022 2:52 PM
To: Stephen Endres
Cc: Laura Beaudoin
Subject: Project 380 Segment-B

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.

Good afternoon,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- The cost of Segment-A is \$99 million more than Segment-B.
- It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- It will also cause the installation of water pipes (ducts) over 380.
- It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- 380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you for your consideration and support of Segment B!

Pierre and Laura Beaudoin
[REDACTED]
[REDACTED]

From: OJ TASTESGOOD [REDACTED]
Sent: Thursday, March 31, 2022 6:13 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:

Piper Fakkel
[REDACTED]

COMMENT: Construction will distract me and my horse from accurately performing my therapy to the best of my ability.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

From: pravir pate[REDACTED]
Sent: Wednesday, April 20, 2022 12:16 AM
To: Stephen Endres
Subject: Fw: US 380 Bypass Coit Road to FM 1827: Did You Know...
Attachments: Segment map(4).jpg

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.

Hello Mr Stephen,

We are residents of Stonebridge Ranch and we are in support of Segment-B of the proposal mentioned in the subject.

thanks for your consideration.

regards
Pravir Patel and Kanan Patel

----- Forwarded Message -----

From: Stonebridge Ranch Community [REDACTED]
To: [REDACTED]
Sent: Tuesday, April 19, 2022, 04:16:03 PM CDT
Subject: US 380 Bypass Coit Road to FM 1827: Did You Know...

US380 Bypass Coit Road to FM 1827: Did you know...

If Segment-A is built --

- It will cost taxpayers 99 million dollars **MORE** than Segment-B.
- At least 17 businesses on 380 will be destroyed.
- 8 lanes of traffic plus four lanes of access roads (two on each side of the freeway) will be constructed near Tucker Hill at Stonebridge Drive.
- 11 sites with hazardous materials and 7 major utility conflicts will need to be addressed.

If **Segment-B** is built --

- It will cost taxpayers 99 million dollars **LESS** than Segment-A.
- ManeGait property will remain untouched.
- No businesses on 380 will be destroyed.
- Zero sites with hazardous materials and 2 major utility conflicts will need to be addressed.

Protect our Stonebridge Ranch way of life **and** improve traffic movement and safety by supporting Segment-B today!

From: Preston Hollek [REDACTED]
Sent: Wednesday, April 6, 2022 3:14 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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 Stephen,

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Thank you for your consideration!

Preston and Kristin Hollek
[REDACTED]
[REDACTED]

From: Pris Darling [REDACTED]
Sent: Tuesday, April 12, 2022 10:59 AM
To: Stephen Endres (stephen.endres@txdot.gov) <stephen.endres@txdot.gov>; Smith, Chelsey <chsmith@burnsmcd.com>
Subject: ManeGait

Hello Stephen and Chelsey,

Bill and I wanted to make you aware that our largest donor at ManeGait, The Rees-Jones Foundation, has unfavorably had to put on hold our largest Beacon Project expansion ask of 2 million dollars due to the disruption of Route B by TXDOT. They are very interested in the decision date so they can proceed.

Blessings,
Pris and Bill Darling



Pris Darling
Co-Founder

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

www.manegait.org

From: Pris Darling [REDACTED]
Sent: Thursday, April 21, 2022 3:04 PM
To: Smith, Chelsey <chsmith@burnsmcd.com>
Subject: ManeGait

Hello Chelsey!

Tricia said you have been collecting data, so I thought I would share this with you. I did send to Stephen in a letter today as well.

ManeGait's largest onsite event is this SAT April 23. Around 2,500 folks will attend. It's a family event - ManeGait Live. Featured in the Dallas Morning News thanks to our sponsor New York Life. The community looks forward to it every year. This week in preparation for the event, all ManeGait riders trail ride on the adjoining use property that we own. We would have to cancel classes if we did not have this property adjoining ManeGait. I have a cute video of another class too, but the file is too large to send.

Blessings, Pris Darling







Pris Darling
Co-Founder

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

www.manegait.org

From: Pris Darling [REDACTED]
Sent: Tuesday, April 12, 2022 4:01 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:

Priscilla Darling, ManeGait Co-Founder
[REDACTED]
[REDACTED]

COMMENT:

Hello Stephen,

Thank you again for the time you all spent with us recently. It is very appreciated by all.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

While there are no specific PATH accreditation standards with regards to proximity of highways - there are very specific safety requirements and if the center is unable to maintain those safety standards because of traffic or construction noise then the center will lose their PATH accreditation.

Of the 8 centers on the TXDOT list:

- 4 were not accredited centers (Pinnacle, Stable Strides, Dream Catcher Stables, Texas Therapeutic Riding Center) - they are merely PATH center members (does not require any site visits by PATH and no proof of safety standards are required). This includes the center located near the airport.
- 1 of the centers on the list has since gone out of business. (Pinnacle)
- 1 of the centers has since moved from that location because of the noise and traffic (Born2Be)
- 3 are not in close proximity to large highways (Equest, SIRE and Saddle Light)
- Equest is the only center on the list that is close to the size and scope of ManeGait.

On a more personal note, my life continues to be touched and fulfilled watching the ManeGait riders trail riding on our adjoining property with their devoted volunteers and our world class instructors. With spring and the wonderful weather, it has been a daily occurrence that makes me so thankful that we can give them this kind of freedom and give them a gift of being the children God has called them to be.

Blessings,
Pris Darling



Pris Darling
Co-Founder

[Redacted text block consisting of several lines of blacked-out text]

www.manegait.org

From: Dan Perge <Dan.Perge@txdot.gov>
Date: April 21, 2022 at 10:47:44 PM CDT
To: Pris Darling [REDACTED]
Cc: "Smith, Chelsey" <chsmith@burnsmcd.com>, Dan Perge <Dan.Perge@txdot.gov>
Subject: RE: ManeGait

We enjoyed visiting with you. Thank you for sharing this info with me Pris. I will pass it on to our team. Please say Hi to Cole for me.

Dan

From: Pris Darling [REDACTED]
Sent: Thursday, April 21, 2022 2:56 PM
To: Dan Perge <Dan.Perge@txdot.gov>
Cc: Smith, Chelsey <chsmith@burnsmcd.com>
Subject: ManeGait

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.

Hello Dan!

It was good to meet you a couple of weeks ago. Enjoyed our horsemanship discussion.

While I realize that TXDOT has a thorough environmental study of properties, I thought I would share this with you. In 2015, a representative from Austin, Texas did a survey of our property. A main interest was the creek. Here is some information from the study report:

“Rutherford Branch, a creek that runs year-round, serves as the northern boundary. Rutherford Branch feeds into Wilson Creek, which delineates the eastern

boundary. The property contributes positively to the local watershed as part of the East Fork Trinity sub-basin, which feeds into the Trinity River. It lies on the Trinity Aquifer."

"One of the main hydrological features on the property is a year-round creek, Rutherford Branch, which marks the north extent of the tract. Rutherford Branch feeds into Wilson Creek located along the eastern creek, another hydrological feature on the property. Both creeks are perennial in nature, and provide excellent habitat for aquatic species along with water for wildlife." In addition to our 2 ponds: "water availability for wildlife on the property is excellent." "The tract has excellent water availability and consists of habitats in very good health."

While they speak to Custer being our west boundary, obviously Rutherford Branch runs there too as you observed. I remember the representative being thrilled as an environmentalist that there was no man made pollution in the creek. He stated that it was 100% perfect for wildlife inhabitants and natural growth.

Blessings,
Pris Darling



Pris Darling
Co-Founder

[Redacted contact information]

www.manegait.org

From: Pris Darling [REDACTED]
Sent: Saturday, April 2, 2022 5:13 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:

Priscilla Darling
[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

ManeGait is a calling and answer to a 3 1/2 year prayer for our family. God called us to partner with Him and serve His children in this ministry here on Earth. Recently, NBC aired twice on their own accord my words of exactly what ManeGait is: God's Property. Anyone involved with ManeGait will tell you that His presence is abundant every day.

We look forward to seeing all of you again next week and pray that your eyes and hearts are opened and perspective shifts to what truly makes a community great and what matters in life. That you too choose to stand up for those that quite literally cannot stand for themselves.

Make the right choice again. Keep God's land and community preserved and choose the route you already decided on once before, Route A.

"TxDOT considers the daily operations and special events held at this location to be essential services for at least two vulnerable and protected status populations – the disabled and children ... TxDOT avoided selecting any alignment impacting ManeGait because of potential impacts to the community facility and the services it provides to vulnerable populations."

We have never given up on one rider at ManeGait, and please know we will not now.

In Christ's Hands,
Priscilla Darling
ManeGait Co-Founder



Pris Darling
Co-Founder

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

www.manegait.org

From: Pris Darling [REDACTED]
Sent: Thursday, April 21, 2022 2:04 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:

Priscilla Darling, Co-Founder of ManeGait
[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it will prevent ManeGait from serving two vulnerable and protected status populations -- the disabled and children (as identified by TxDOT). Specifically:

- ManeGait operations cannot safely operate wedged 50-100 feet between 16 lanes of traffic (4-lane Custer Road and a 12-lane HWY 380).
- TxDOT's comparison of ManeGait with other riding facilities is based on centers smaller in size and scope, and NONE operate this close to a major highway.
- Many ManeGait riders have sensory issues. Construction noise, traffic, and sirens will negatively impact these individuals and disrupt the therapy services they receive at ManeGait.
- Traffic and construction noises and vibrations can scare horses, which poses a direct threat to the safety of ManeGait riders and volunteers.
- The proposed route also goes directly through the land that ManeGait uses for trail rides, fundraising events, and horse pasture.
- If Segment B is chosen, ManeGait will be forced to relocate or suspend operations.

These children and adults with disabilities and military veterans deserve a safe, high-quality, easily accessible location to receive the world-class therapy programs provided at ManeGait.

Our largest onsite event is this SAT April 23. Around 2,500 folks will attend. It's a family event - ManeGait Live.

Featured in the Dallas Morning News today thanks to our sponsor New York Life.

The community looks forward to it every year. This week in preparations for the event, all ManeGait riders trail ride on the adjoining use property that we own. We would have to cancel classes if we did not have this property adjoining ManeGait.



Pris Darling
Co-Founder

[Redacted text block]

www.manegait.org



March 22, 2022

Stephen Endres

Texas Department of Transportation

Stephen.Endres@txdot.gov

RE: Proposed 380 Bypass

Mr. Endres:

On behalf of the Prosper Economic Development Corporation staff and Board of Directors, please accept this letter as written opposition to the proposed 380 bypass routed through Prosper. In addition to our formal statement, you will be receiving numerous comments from a multitude of concerned citizens. We fully expect them to be seriously considered and ultimately result in the selection of either the **current 380 alignment** or the alternate corridor **east of Prosper**.

Prosper possesses a 25.45 square mile footprint as opposed to McKinney's land mass of 67.7 square miles. Our population count is 31,416 with an anticipated build-out of 75,000. The 2021 Census reports McKinney's population being 206,654 with anticipated growth reaching nearly 350,000. Combining these basic facts with the exorbitant costs of acquiring rights of way, adverse environmental impacts, wetland mitigation, purchase of existing homes and businesses, engineering, and design, **does not** make for an acceptable proposal nor effective use of taxpayer money. In addition, it is preposterous to state that the eight (8) lane expressway accompanied by frontage roads will lend itself to economic development opportunities. To the contrary, the corridor **will destroy** and **prohibit** economic development and growth in our Town.

It appears that because of our population and land mass the route may be *dictated* to our community. We respectfully beg to differ. Unlike some communities adjacent to Prosper, we have spent an inordinate amount of time investing in the planning and implementation of our transportation corridors, one specific consideration has been setbacks along 380. Our Comprehensive Plan demands that those setbacks be implemented by all developers.

Every means available will be utilized to challenge a force feeding of a project which will devastate Prosper. It is this organization's recommendation, on behalf of our residents and businesses, that TxDOT select another route more suitable and advantageous to the efficient movement of traffic.

Respectfully,

David F. Bristol

President, PEDC Board of Directors

David Blom, Chad Gilliland, Don Perry, Jordan Simms, Mayor Ray Smith, Roger Thedford, Director Mary Ann Moon



A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF PROSPER, TEXAS, SUPPORTING U.S. HIGHWAY 380 AS A CONTROLLED ACCESS HIGHWAY; CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED AND PART OF TXDOT'S U.S. 380 EIS PUBLIC MEETING ON MARCH 22, 2022, VIRTUAL PUBLIC MEETING FROM MARCH 22 THROUGH APRIL 6, 2022, AND THE SCHEMATIC DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN'S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; AND HARMFULLY DISRUPT THE COMMUNITY COHESION OF PROSPER; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

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

WHEREAS, TxDOT's initial public meetings did not include a bypass option for U.S. Highway 380 within the Town's corporate limits while later plans did include a bypass option within the Town's corporate limits; and

WHEREAS, the Town of Prosper has adopted six (6) prior resolutions in support of the current alignment of U.S. Highway 380 expanding to a Limited Access Roadway (LAR) within the corporate limits of the Town; and

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

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

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

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

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

WHEREAS, in Resolution No. 2020-87, approved by the Town Council on or about November 24, 2020, the Town Council specifically and explicitly opposed the Gold and Brown Alternative Segment B alignments because they "negatively impact[ed] existing and planned future developments within the Town"; and

WHEREAS, in Resolution No. 2021-34, approved by the Council on or about July 13, 2021, the Town Council again specifically and explicitly opposed new Gold or Brown alternative Segment B alignments as presented by TxDOT on May 28, 2021, to the Town; and

WHEREAS, TxDOT held an in-person US 380 EIS Public Meeting on March 22, 2022, from 5:30 to 7:30 pm to share the design of and optional alignments in Prosper and seek public comment from the community; and

WHEREAS, the Gold or Brown Alternative Segment B Alignments shown as part of the TxDOT Public Meeting are and remain incongruent with all prior Resolutions adopted by the Town, including the most recent Resolutions No. 2020-87 and No.2021-34, as well as the Town's Thoroughfare Plan approved by Council; and

WHEREAS, the Gold or Brown Alternative Segment B Alignments shown as part of the TxDOT Public Meeting continue to negatively impact both existing and planned future residential and commercial developments within the Town, as more fully described herein and as previously outlined in all prior Resolutions adopted by the Town; and

WHEREAS, the Gold or Brown Alternative Segment B Alignments shown as part of the TxDOT Public Meeting could significantly increase ground-level ozone that would impact at least two (2) environmentally sensitive facilities, as more fully addressed in this Resolution, in conflict with Air Quality guidelines promulgated by the North Central Texas Council of Governments; and

WHEREAS, the Gold or Brown Alternative Segment B Alignments shown as part of the TxDOT Public Meeting fully and wholly, harmfully disrupt the community cohesion of the Town by disjoining a section of the Town's jurisdiction through the proposed rights-of-way take and potential construction of the Segment B alignment; and

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

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

SECTION 1

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

SECTION 2

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

SECTION 3

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

SECTION 4

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

SECTION 5

The proposed Gold or Brown Alternative Segment B Alignments will result in a controlled access highway within very close proximity to ManeGait Therapeutic Horsemanship Rehabilitation Center (ManeGait) and the location on its property where activities are conducted for children and adults with disabilities through the healing power of equine therapy.

SECTION 6

The proposed Gold or Brown Alternative Segment B Alignments will result in a controlled access highway that comes in close proximity to Founders Classical Academy (FCA), a charter school that opened to students in August 2021, the residential communities of Wandering Creek, Malabar Hills, Brookhollow East, Brookhollow Multi-Family, and Prosper ISD High School #3.

SECTION 7

The proposed Gold or Brown Alternative Segment B Alignments will result in a controlled access highway that is within close proximity of a cemetery scheduled to begin construction no later than Summer 2022.

SECTION 8

The proposed Gold or Brown Alternative Segment B Alignments will result in a controlled access highway that will bisect Ladera, an age-restricted senior community in the Town that is currently under construction and anticipated to have homes by the end of the year.

SECTION 9

The proposed Gold or Brown Alternative Segment B Alignments could significantly increase ground-level ozone that would impact at least two (2) environmentally sensitive facilities, FCA and ManeGait, both of which serve children and/or individuals with disabilities and said Alignments would be in conflict with Air Quality guidelines promulgated by the North Central Texas Council of Governments (NCTCOG). Moreover, the Town Council strongly recommends that a risk assessment related to ground-level ozone should be undertaken to determine compliance with NCTCOG's regional initiative to reduce ozone emissions.

SECTION 10

Moreover, the Town Council hereby expresses its strong opposition to any proposed alignment consideration of the Gold or Brown Alternative Segment B Alignments for U.S. Highway 380 within the corporate limits of the Town of Prosper that are not consistent with the Town's Thoroughfare Plan within the limits of the Town.

SECTION 11

Moreover, the Town Council hereby expresses its strong opposition to any proposed alignment consideration of the Gold or Brown Alternative Segment B Alignments for U.S. Highway 380 within the corporate limits that fully and wholly harmfully disrupts the community cohesion of the Town by disjoining a section of the Town's jurisdiction through the proposed rights-of-way take and potential construction of the Segment B alignment.

SECTION 12

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

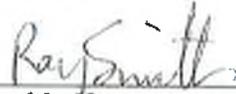
SECTION 13

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

SECTION 14

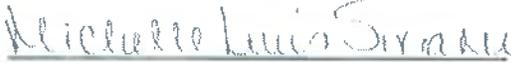
This Resolution shall be effective from and after its passage by the Town Council.

DULY PASSED AND APPROVED BY THE TOWN COUNCIL OF THE TOWN OF PROSPER, TEXAS, ON THIS 29TH DAY OF MARCH 2022.



Ray Smith, Mayor

ATTEST:


Michelle Lewis Sirianni, Town Secretary

APPROVED AS TO FORM AND LEGALITY:



Terrence S. Welch, Town Attorney



SECTION 10

Moreover, the Town Council hereby expresses its strong opposition to any proposed alignment consideration of the Gold or Brown Alternative Segment B Alignments for U.S. Highway 380 within the corporate limits of the Town of Prosper that are not consistent with the Town's Thoroughfare Plan within the limits of the Town.

SECTION 11

Moreover, the Town Council hereby expresses its strong opposition to any proposed alignment consideration of the Gold or Brown Alternative Segment B Alignments for U.S. Highway 380 within the corporate limits that fully and wholly harmfully disrupts the community cohesion of the Town by disjoining a section of the Town's jurisdiction through the proposed rights-of-way take and potential construction of the Segment B alignment.

SECTION 12

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

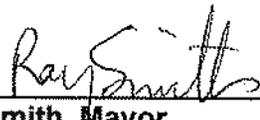
SECTION 13

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

SECTION 14

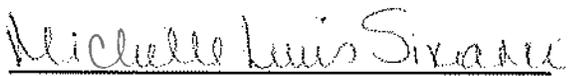
This Resolution shall be effective from and after its passage by the Town Council.

DULY PASSED AND APPROVED BY THE TOWN COUNCIL OF THE TOWN OF PROSPER, TEXAS, ON THIS 29TH DAY OF MARCH 2022.



Ray Smith, Mayor

ATTEST:



Michelle Lewis Sirianni, Town Secretary

APPROVED AS TO FORM AND LEGALITY:

Terrence S. Welch, Town Attorney



From: [REDACTED]
Sent: Wednesday, April 20, 2022 5:49 PM
To: Stephen Endres
Subject: Support segment B for US380 project

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, Mr. Endres

As a McKinney resident, I strongly support Segment B plan for the US 380 project and oppose Segment A.

Segment-A will cost taxpayers 99 million dollars MORE than Segment-B.
At least 17 businesses on 380 will be destroyed.

Plus, in McKinney's Tucker Hill, businesses that front on 380 also will also be impacted.
Segment-A interchange would greatly increase noise and pollution in Kensington Village which is directly in front of where the proposed Segment-A would enter 380

Segment-B has no big turn as Segment-A, which makes the highway much safer.
Segment-B only goes through currently undeveloped land in Prosper while Segment-A goes through a currently heavily developed area in McKinney.
ManeGait property will remain untouched.
No businesses on 380 will be destroyed.

The US380 issue should have been addressed years ago, not until this area has developed.
TXDOT shouldn't resolve an issue and create a much worse problem for people living in this area. We hope you can take people's response into consideration.

Thank you!

Qi Yu

Jawid M



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.

Comments: Please consider Purple or D Route. It has the least disruption and will not disturb natural habitat of various birds like Canadian geese that are present every year to lay eggs and egrets as well. We bought this property a decade ago and have spent countless hours and resources to improve the soil as well as pasture so we can be farmers to grow organic produce and have bee hives. McKinney does not have too much of land left so please consider route D or purple.

Thank you,

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Rachana Patel

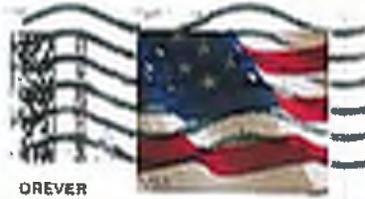
Address: [REDACTED]

Apartment, suite, etc.: [REDACTED]

City/State/Zip: [REDACTED]

Bhargav Patel

NORTH TEXAS TX F&DC
DALLAS TX 750
6 APR 2022 PM 4 L



RECEIVED TXDOT-DAL
APR 08 2022
DISTRICT MAILROOM

TxDOT DALLAS DISTRICT OFFICE
ATTN: STEPHEN ENDRES, P.E., CSJ 0135-02-065 ETC., US 380
4777 E U.S. HIGHWAY 80
MESQUITE, TEXAS 75150-6643

75150-664399



----- Fold Here -----

----- Fold Here -----

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

From: Rachael G [REDACTED]
Sent: Wednesday, March 30, 2022 3:38 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: COMMENT: I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

From: Rachel Martin [REDACTED]
Sent: Wednesday, March 30, 2022 4:57 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Stephen,

You probably already know why I am writing to you and may ignore this email, but I believe I offer some good input. I have been a McKinney resident for the majority of my life and love the community that it is. I recently moved to Stillwater where I had the time to get involved in therapeutic riding. As an equestrian for over 18 years, horses simply can not thrive in a heavily car trafficked and construction environment. This does not even mention the riders that will be affected by this. The proposed HWY 380 Segment B will distract riders and can even be a danger to them. I oppose the proposed HWY 380 Segment B as it threatens the daily services and special events of ManeGait. I would love to talk to you more about this if you would like and offer insight from a long term McKinney resident and a therapeutic riding instructor. I also recommend that you view a riding session at ManeGait if possible, as it will give you a true understanding of the importance of this program.

Thank you,
Rachel Martin

[REDACTED]
[REDACTED]

From: Rachel Royston [REDACTED]
Sent: Wednesday, March 30, 2022 11:31 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Rachel Royston
[REDACTED]
[REDACTED]

As an Executive Director of a therapeutic riding center with 14 years in this industry, and a fellow PATH International Region 8 colleague, I oppose the proposed HWY 380 Segment B.

It threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Not only does it endanger vulnerable and protected populations, but it is highly detrimental to the welfare of ManeGait's equine partners.

Thank you,
Rachel Royston

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 23, 2022 10:09 AM
To: Rachel Smith
Subject: RE: Public Meeting US 380 project Coit Road to FM 1827

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
214-320-4469

From: Rachel Smith [REDACTED]
Sent: Wednesday, March 23, 2022 8:47 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Public Meeting US 380 project Coit Road to FM 1827

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.

Good morning,

I am not employed by TXDOT/I do not do business with TXDOT and I cannot benefit monetarily from the project or other item about which I am commenting.

I am very much opposed to the Blue Route "C" as it will adversely affect homeowners along with small farms/landowners. For my family, It will take approximately half of our front pasture that is utilized for hay and grazing - which we cannot afford to lose. In addition, the increased traffic will negatively affect the valuation of our ranch. I do not find this acceptable.

The property owner on the [REDACTED] across from us does not reside on their land. On that side [REDACTED], there are no occupied homes - just open pasture.

We prefer that TXDOT go with route "D" as it is in a flood plain and cannot be developed and that route would have the least amount negative of negative impact on the existing homeowners and thier farms/land.

We appreciate your consideration in this matter.

Rachel A. Smith, PA-C, MPAS
Neuro-Oncology
[UT Southwestern Simmons Cancer Center](#)

UT Southwestern
Medical Center
The future of medicine, today.



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

As a concerned Prosper resident,
 I strongly oppose Alignment B
 and support Alignment A
 through McKinney.

As a resident of Whittier Place,
 I have written several email letters
 indicating our opposition to B. These
 refer to them. Property values, noise,
 Maingate + Charter school are too close
 for this.

I SUPPORT Alignment A!
 only

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Rachelle Massimer
 Address: [REDACTED]
 Apartment, suite, etc.: [REDACTED]
 City/State/Zip: [REDACTED]

From: Rachelle Mossinger [REDACTED]
Sent: Tuesday, April 5, 2022 9:31 AM
To: Stephen Endres
Subject: NO to bypass option B

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.

Mr. Endres,

I am writing to you to share my STRONG opposition to the bypass and Option B running through Prosper. I am a resident of Whitley Place and have been for the last seven years and disagree with the bypass running through Prosper for the following reasons:

- 12+ lanes going right through Prosper (8 lanes & 4+ access lanes on either side) with the magnitude equal to US 75, located just south of Founders Academy
- US 380 Bypass Segment B options + approved Collin Outer Loop (4-6 lanes) just north would sandwich NE & SE Prosper in between 2 major highway thoroughfares
- Directly affects and disruptive to numerous neighborhoods: Whitley Place, Whispering Farms, Brookhollow, Christie Farms, Rhea Mills, Gentle Creek, Amberwood, Ladera, etc.
- Prosper properly planned for expansion (380 can be widened!). If other towns didn't plan this can't be put on Prosper
- Directly impacts multiple schools in Prosper ISD: Cockrell Elementary | Rogers Middle School | Walnut Grove High School and Founders Classical Academy and student drivers
- Increased Traffic and Noise
- Materially impacts ManeGait and the wonderful therapy they provide to children, veterans, and our disabled community
- Exorbitant costs of acquiring rights of way, adverse environmental impacts, wetland mitigation
- This design does not make for an acceptable proposal nor effective use of taxpayer money
- School buses having to go on a highway to take kids to school / young drivers for the high school having to deal with highways and high speeds
- Significant environmental impact: pollution, emissions, & poor air quality
- Safety of our citizens and students
- Decreased home values and overall desire of area
- Massive utility relocations that are critical to Prosper's infrastructure
- Substantial lost tax revenue to the Town and Prosper ISD

In closing, I highly oppose Option B and want 380 to stay on 380 or Option A to be considered.

Rachelle Mossinger
[REDACTED]
[REDACTED]
|
[REDACTED]

2/11/2020



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas

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

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. Comments must be received or postmarked by **Wednesday, April 6, 2022** to be included in the formal meeting documentation.

Comments: Please consider Purple or D Route. It has the least disruption and will not disturb natural habitat of various birds like Canadian Geese that are present every year to lay eggs and egrets as well. We bought this property a decade ago and have spent countless hours and money to improve the soil as well as pasture so we can be farmers to grow organic produce and have bee hives. McKinney does not have too much of land left so please consider route D or purple.

Thank you.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Rachana Patel

Address: 

Apartment: _____

City/State: _____

Bharnav Patel
[Redacted]

NORTH TEXAS TX F&DC
DALLAS TX 750
6 APR 2022 PM 4 L



RECEIVED TXDOT-DAL
APR 08 2022
DISTRICT MAILROOM

TxDOT DALLAS DISTRICT OFFICE
ATTN: STEPHEN ENDRES, P.E., CSJ 0135-02-065 ETC., US 380
4777 E U.S. HIGHWAY 80
MESQUITE, TEXAS 75150-6643

75150-664399



----- Fold Here -----

----- Fold Here -----

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

From: Rancie Stephens [REDACTED]
Sent: Wednesday, April 6, 2022 8:01 PM
To: Stephen Endres
Subject: Project 380

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you,
Rancie Bernal

From: randall baker [REDACTED]
Sent: Wednesday, April 6, 2022 2:57 PM
To: Stephen Endres
Subject: I also strongly oppose Segment-A

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.

Dear Stephen,

As a homeowner, located on Stonebridge close to 380, and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option.

This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

Please pass option B.

Regards,
Randall Baker

From: RANDALL LEWIS [REDACTED]
Sent: Tuesday, April 5, 2022 9:57 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:Randall Lewis [REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait. Relocation would put all programs on hold denying the consumers healing and would not be feasible.

From: Randy Wood [REDACTED]
Sent: Tuesday, April 5, 2022 12:22 PM
To: Stephen Endres
Subject: 380 Alignment / McKinney, Texas

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.

Stephen,

I am a resident in Mckinney currently living in Tucker Hill. My wife and I have lived here for almost 10 years.

We have experienced tremendous growth and we have enjoyed it very much.

I reaching out to you regarding the 380 Alignment in McKinney. I very much favor Option "B" and for the following reasons:

Safety- If Option "A" is chosen I am very concerned about safety at the construction site but primarily for the neighborhoods impacted by the construction in particular Tucker Hill. The ingress / egress for Fire, Police, etc., will be greatly affected.

Cost- I am a business man and I watch my cost. Option "A" is almost 100 million more in cost than Option "B"!

That is very significant for Tax Payers to have to carry the burden.

I appeal to TX Dot to select Option "B".

Thank you!

Randy

Randy Wood
Executive Vice President | Industrial Leasing
Member Associate, Society of Industrial and Office Realtors

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Glenda Endicott [REDACTED]
Sent: Friday, April 8, 2022 4:05 PM
To: Stephen Endres
Subject: Project 380 Segment-B

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

As homeowners and citizens of McKinney, TX., we **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements and minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

We also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road, and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you,
Ray & Glenda Endicott

[REDACTED]
[REDACTED]

From: Ray Eckenrode, CCIM, SIOR [REDACTED]
Sent: Tuesday, March 29, 2022 7:55 PM
To: Stephen Endres
Subject: Support of McKinney 380 Segment B

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Ray Eckenrode, CCIM, SIOR
Appian Commercial Realty

APPIAN

Happiness is not what makes us grateful.
It is gratefulness that makes us happy.

From: Ray Paul [REDACTED]
Sent: Wednesday, March 30, 2022 12:01 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Ray Paul - [REDACTED]:

My Granddaughter is a participant in the Mane Gait program and the benefit to her has been outstanding. She has benefitted in more ways than I could ever have imagined when she first started the program.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Thank you for caring.

Ray Paul



PO Box 307 • 250 W. First Street • Prosper, Texas 75078 • 972.346.2640 • Fax: 972.346.9335

March 21, 2022

Stephen Endres
Texas Department of Transportation
Stephen.Endres@txdot.gov
RE: Proposed 380 Bypass

Mr. Endres:

On behalf of the Town of Prosper and Economic Development Corporation staff and Board of Directors, please accept this letter as written opposition to the proposed 380 bypass routed through Prosper. In addition to our formal statement, you will be receiving numerous comments from a multitude of concerned citizens. We fully expect them to be seriously considered and ultimately result in the selection of the alternate corridor east of Prosper.

Prosper possesses a 25.45 square mile footprint as opposed to McKinney's land mass of 67.7. Our population count is 31,416 with an anticipated build-out of 75,000. The 2021 Census reports McKinney's population being 206,654 with anticipated growth reaching nearly 350,000. Combining these basic facts with the exorbitant costs of acquiring rights of way, wetland mitigation, destruction of existing homes and businesses, engineering, and design, does not make for an acceptable proposal nor effective use of taxpayer money. In addition, it is preposterous to state that the eight (8) lane expressway accompanied by frontage roads will lend itself to economic development opportunities. The corridor will destroy and prohibit economic development and growth in our Town.

It appears that because of our population and land mass stature, assumptions are being made that this route may be dictated to our community. We respectfully beg to differ. Every means available will be utilized to challenge a force feeding of a project which will devastate Prosper. It is this organization's recommendation, on behalf of our residents and businesses, that TxDOT select another route more suitable and advantageous to the efficient movement of traffic.

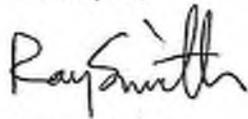
Many of our residents purchased a home after researching the comprehensive plan which includes future right-of-way, parks, school sites and possible zoning changes.

www.prospertx.gov

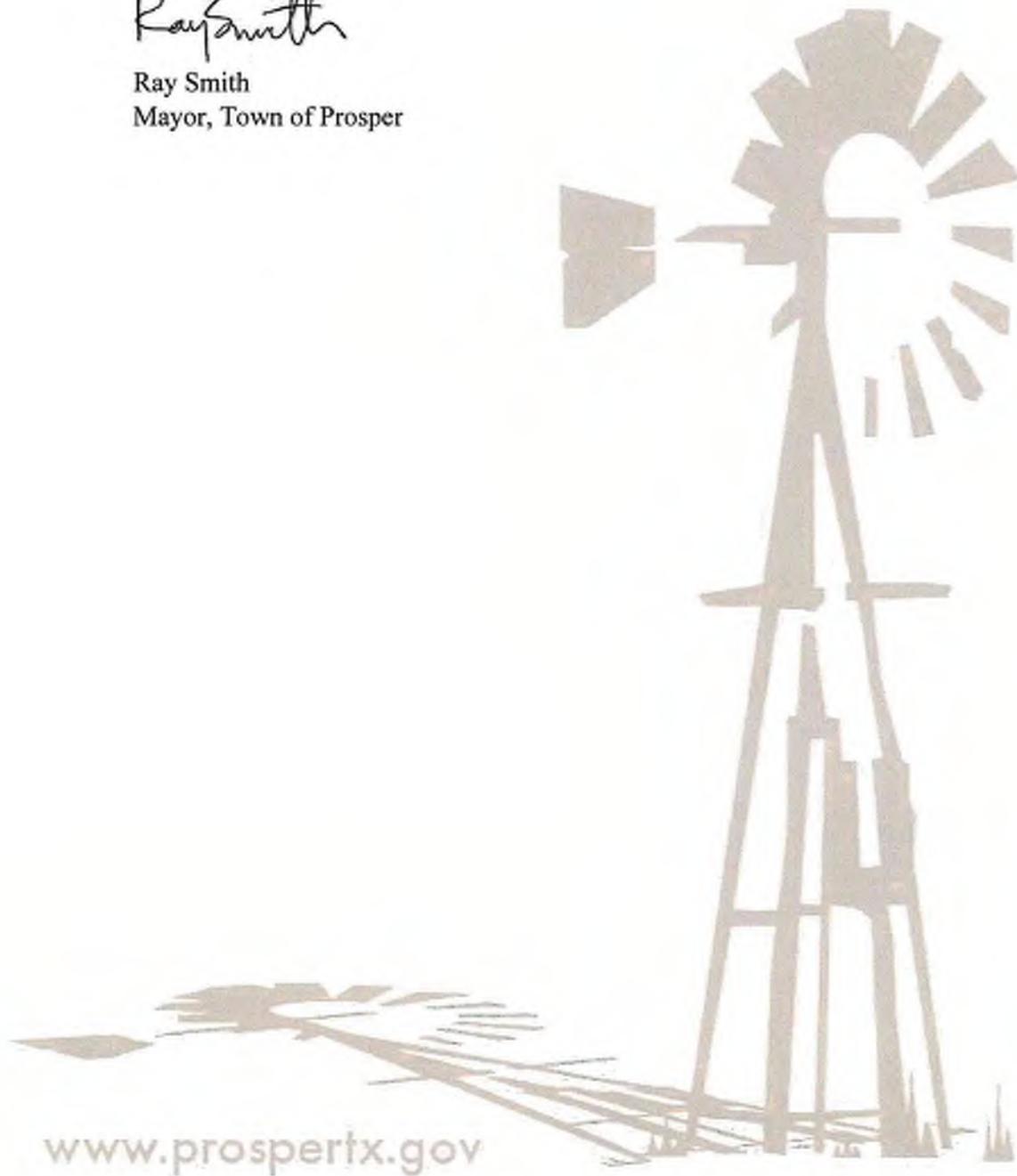
They expect and have a high quality of life and the proposed right-of-way will diminish their expectations if constructed through Prosper.

I urge you to keep the bypass alignment in McKinney!

Thank you,



Ray Smith
Mayor, Town of Prosper



From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, March 28, 2022 11:24 AM
To: Ray Smith [REDACTED]
Subject: RE: Letter of opposition to US 380 bypass route

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 | www.txdot.gov

From: Ray Smith [REDACTED]
Sent: Tuesday, March 22, 2022 10:05 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: Robyn Battle [REDACTED]
Subject: Letter of opposition to US 380 bypass route

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.

Good Morning Stephen Endres,

Please see attached letter regarding my opposition to US 380 bypass route through Prosper, Texas.

Thank you and have a Tremendous Day,

Ray

Ray Smith
Market President

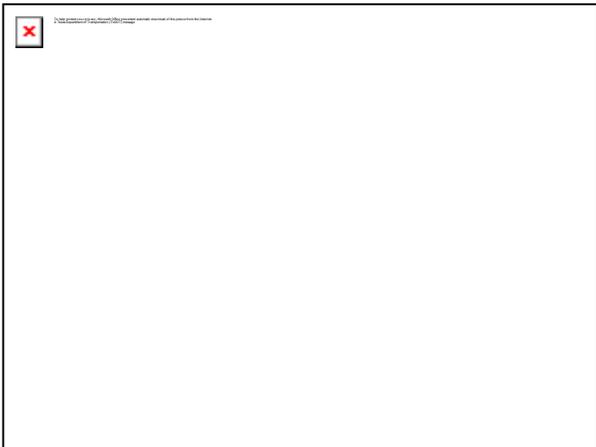
[REDACTED]

[REDACTED]

[REDACTED]



This e-mail, including any attachments, is confidential and may contain legally privileged information intended solely for the use of the addressee. If you are not the intended recipient, you are hereby notified that reading or any other use of this message is unauthorized. Any views or opinions expressed in this message are solely those of the author, and do not necessarily reflect those of Farmers Bank & Trust



From: Rebecca [REDACTED]
Sent: Friday, April 1, 2022 6:26 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Rebecca Brown
[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

From: Rebecca Brubaker [REDACTED]
Sent: Monday, April 11, 2022 9:19 AM
To: Stephen.Endres@txdot.gov
Subject: Support of Option B US 380 project

I am In support for Option B for the 380 project for multiple reasons. Option B costs \$99 Million less than option A (\$589.7M vs. \$688.5M) and saves valuable taxpayer dollars that can be spent on other projects

Option B does not require engineering 2 large aqueducts near residential areas vs. A.

Option B's route uses land not yet developed, making the road more accessible to construction vehicles and less disruptive to existing neighborhoods and businesses

Option B diverts long haul trucker and long distance travel traffic away from local use of University Boulevard/local 380 west of 75, engineering a viable option for both local and long distance traffic and allowing more regional mobility

Option B avoids the significant problem of option A limiting access to the local hospital and fire and police departments trying to reach homes and businesses

Option B does not require displacement of water resources and the local water supply. The 2 aqueducts required for option A would not be necessary with option B

Option B impacts substantially less wetlands, rivers and streams (0.7 acres of wetlands, 1,852 linear feet vs. 4,665 linear feet in option A)

Option B impacts fewer acres of Statewide important farmland (2 vs. 14.9 in option A) Ridge road is also under development as a main arterial road that will serve the same purpose as the ramp proposed in option A. Therefore, option A creates duplicative waste. There would be no easy access to the Tucker Hill neighborhood with option A. Residents would need to travel up to 10 minutes out of their way via multiple turns further along the proposed option A route to enter or exit the neighborhood. Hundreds of families live in this unique and charming local community. Its front porch peace and quiet would be destroyed with option A having a multilane freeway wrapping along the east side of the community and 150 feet from its front doors.

Thank you
Rebecca Brubaker
[REDACTED]
[REDACTED]

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 23, 2022 2:12 PM
To: Rebecca Easterwood [REDACTED]
Subject: RE: Public Meeting US 380 project Coit Road to FM 1827

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
214-320-4469

From: Rebecca Easterwood [REDACTED]
Sent: Wednesday, March 23, 2022 1:55 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Fwd: Public Meeting US 380 project Coit Road to FM 1827

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.

I did not get a notice of your receipt so sending this one more time. Thanks.

----- Forwarded message -----

From: Rebecca Easterwood [REDACTED]
Date: Wed, Mar 23, 2022 at 8:15 AM
Subject: Public Meeting US 380 project Coit Road to FM 1827
To: <Stephen.Endres@txdot.gov>
Cc: Rachel Smith [REDACTED], Rachel Smith [REDACTED]
gary sanders [REDACTED] Easterwood [REDACTED]

I am not employed by TXDOT/I do not do business with TXDOT and I cannot benefit monetarily from the project or other item about which I am commenting.

I am opposed to the Blue Route ``C" as it will affect homeowners and small farms/landowners. Personally, It will take 1/2 or our front pasture that we use for hay and grazing not to mention the traffic and devaluation of our ranch.

The property owner on the west side of FM 2933 across from us is absentee. There are no houses that are occupied on that side of 2933. It is nothing but open pasture.

We prefer that TXDOT go with route "D" as it is in a flood plain and cannot be developed and that route would be the least impacted on existing homeowners and farms.

We appreciate your consideration in this matter.

--

Becky

[REDACTED]
[REDACTED]
[REDACTED]

--

Becky

[REDACTED]
[REDACTED]

A Texas Department of Transportation message



From: Rebecca Fuchs [REDACTED]
Sent: Sunday, April 3, 2022 1:52 PM
To: Stephen Endres

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.

I'm in favor of Option B. Option A will cause significant noise near my house. Rebecca

[REDACTED]

From: Rebecca Longmire [REDACTED]
Sent: Monday, April 4, 2022 10:57 AM
To: Stephen Endres
Subject: 380 bypass

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.

Stephen,

Good morning. I am a resident of McKinney, specifically Wren Creek of Stonebridge located at [REDACTED]. I am writing you in to inform you I STRONGLY SUPPORT the Project 380 Segment-B bypass alignment option. It is:

1. The least disruptive to businesses with no displacements.
2. Has minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. Especially ours at Wren Creek.
3. The least expensive option by nearly \$99 million when compared to the cost of the Segment-A Alignment.

I STRONGLY OPPOSE Segment-A and it should not be considered for the following reasons:

1. It destroys and removes 17 small businesses west of the 380 and Custer intersection on the North Side.
2. The cost of Segment-A is \$99 MILLION more than Segment-B.
3. It will create an overpass on 380 over Stonebridge Drive and Custer Road.
4. It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive - all which have schools located on them directly off 380.
5. It will cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in the area.
6. 380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Sincerely,
Rebecca Longmire

[REDACTED]

From: Rebekah Adams [REDACTED]
Sent: Monday, March 28, 2022 7:38 PM
To: Stephen Endres
Subject: Hwy 380 Bypass project - Collin County

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Rebekah Adams
[REDACTED]

“Faith is the mightiest force that man has at his command. It impels human beings to greatness in thought and word and deed.” – *Dwight D. Eisenhower*

From: Rene Townsend [REDACTED]
Sent: Friday, April 15, 2022 9:36 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:

Rene Townsend
[REDACTED]
[REDACTED]

COMMENT:

Surely, there is another way to provide HWY 380 Segment B than going through ManeGait, a service to people who have specific needs due to the life challenges they face. With all the land available, why would any organization, public or private, do anything to harm vulnerable people further?

Please rethink the proposed plan and creatively develop one that meets the highway needs AND the needs of precious lives and the people dedicated to serving others. Everyone should work to enhance their lives and support organizations dedicated to improving lives.

Thank you for caring and putting people before pavement.

Rene Townsend

p.s. In case you are wondering why I am writing, I have two miniature horses who do therapy for people in special circumstances, so I know first-hand the positive impact of horses have on vulnerable people. Roads do not do that, only people and trained animals can do that. Roads can be anywhere; these programs cannot.

From: [REDACTED]
Sent: Tuesday, April 5, 2022 6:13 PM
To: Stephen Endres
Cc: 'Reno Marsh'; 'Spray, Toni' [REDACTED]
Subject: Plan B
Attachments: [REDACTED]

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.

Stephen,

Can you give a quick call. I am trying to figure out where route B will actually go. I have few lots with mobile homes on Easy Lane. [REDACTED] and I also own Easy Lane. I am wondering how it will affect my property. I cant tell by the exhibits online. Wont let me zoom in and I don't see any details.

Thanks

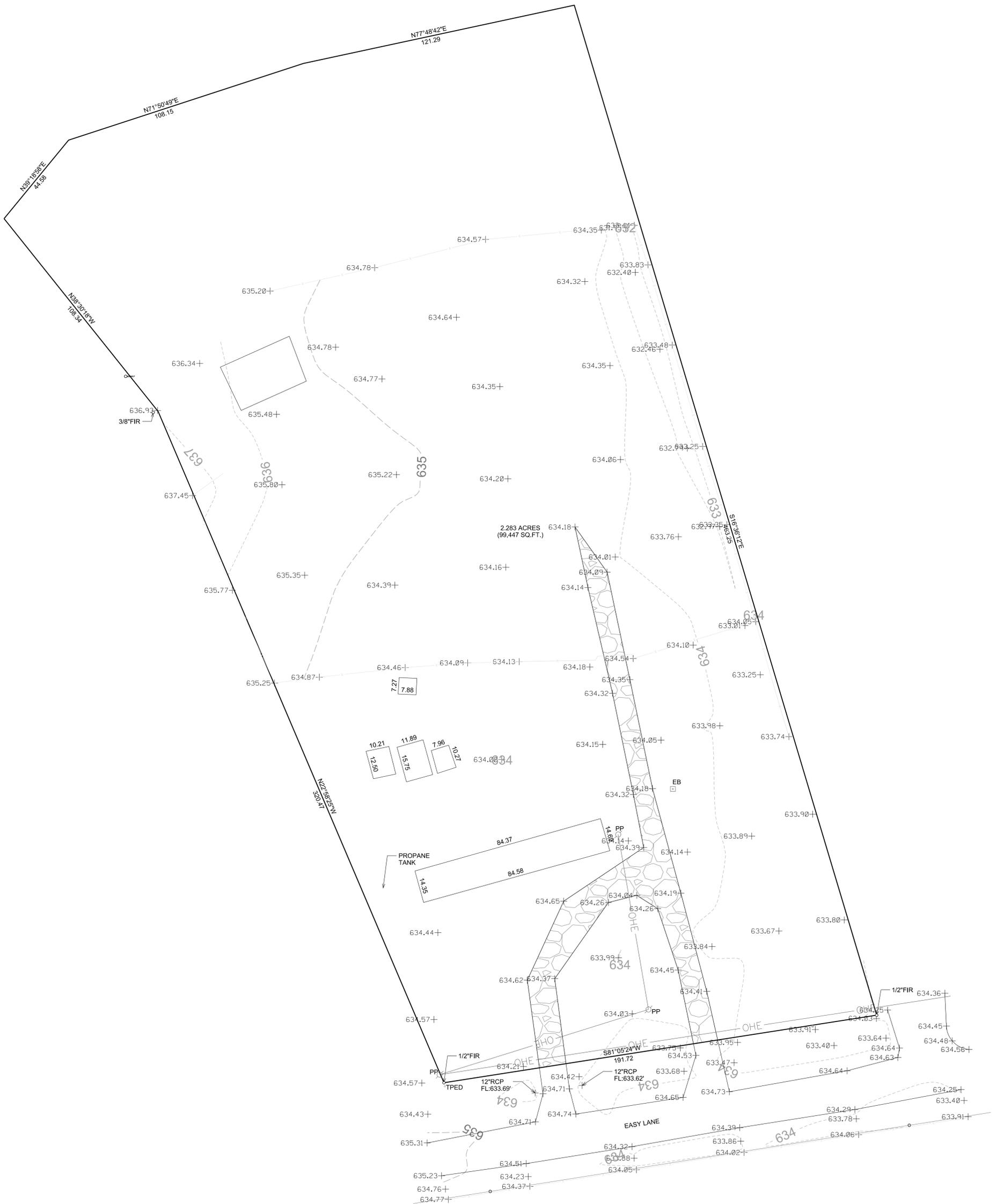
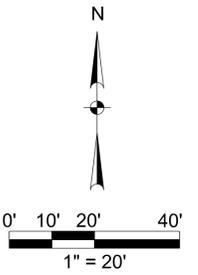
Reno



Reno Marsh
[REDACTED]
[REDACTED]
|
[REDACTED]
|
[REDACTED]



SURVEYOR'S NOTES:
 1. Bearing system for this survey based on the Texas Coordinate System of 1983, North Central Zone (4202).
 2. Elevations shown hereon are based upon the NAVD88 vertical datum as derived by GPS measurements.



PRELIMINARY
 PRELIMINARY
 This document shall not
 be recorded for any
 purpose and shall not be
 used or viewed or relied upon
 as a final survey document.
 Release date: 01/03/2020
 JOEL C. HOWARD
 RPLS No. 6267
 FOR REVIEW & COMMENT

LEGEND
 FIR FOUND IRON ROD
 SQ.FT. SQUARE FEET
 EB ELECTRIC BOX
 PP POWER POLE
 OHE OVERHEAD ELECTRIC

GEONAV
 SURVEYING • MAPPING • SCANNING

SCALE 1"=20'
 PROJECT NUMBER: 1756
 TBPLS FIRM NO. 10194205
 EMAIL: [REDACTED]

DATED: JANUARY 03, 2020 DRAWN BY: LEO

TOPOGRAPHIC SURVEY
2.283 ACRES
8838 EASY LANE

LEGAL DESCRIPTION OF LAND (PER TITLE):

TRACT 1:

SITUATED In Collin County, Texas, in the John Crutchfield Survey, Abstract No. 206, being a resurvey of part of the 45 acres of land described in a deed from O.F. Cooper to J.L. Neal and wife, Iva Neal, dated May 21, 1943, recorded in Volume 339, Page 72 of the Collin County Deed Records, and being more particularly described by metes and bounds as follows:

COMMENCING at a point in the center of a concrete bridge on Farm Road No. 2478 over the center of Wilson Creek, in the West line of said John Crutchfield Survey, at the Northwest corner of said 45 acre tract;

THENCE SOUTH 88 degrees 43 minutes 43 seconds East passing an "X" marked in the top of the east curb of said bridge at 12.00 feet and continuing in all 45.03 feet to a point in the center of Wilson Creek and in the East Right-of-Way line of said Farm Road No. 2478;

THENCE South 01 degrees 05 minutes 10 seconds West, 313.02 feet along said East Right-of-Way Line of Farm Road No. 2478 to an iron rod set for corner at a power pole used for a fence corner the POINT OF BEGINNING;

THENCE North 01 degrees 05 minutes 10 seconds East along the said East Right-of-Way line of Farm Road No. 2478 to an iron pipe found for corner at 43.49 feet said iron pipe also being the Southwest corner of a 1,000 acre tract of land out of the said 45 acre tract as surveyed by G.M. Geer, Registered Professional Engineer No. 6653, on the 21st day of April, 1977;

THENCE North 86 degrees 41 minutes 26 seconds East 167.82 feet along the South line of said 1,000 acres to an iron pipe to and for corner at its Southeast corner;

THENCE South 84 degrees 08 minutes 21 seconds East 112.01 feet to an iron rod set for corner in an existing fence at the North side of a wire gate;

THENCE along the meanderings of said existing fence as follows:

North 21 degrees 27 minutes 23 seconds East, 157.89 feet to an iron rod set for corner;

North 43 degrees 26 minutes 39 seconds East 205.41 feet to an iron rod set for corner;

North 12 degrees 45 minutes 44 seconds East 44.60 feet to an iron rod set for corner;

North 37 degrees 01 minutes 04 seconds West 32.55 feet to an iron rod set on the South bank of Wilson Creek;

THENCE NORTH 37 degrees 01 minutes 04 seconds West, 75.79 feet to a point in the center of Wilson Creek for corner;

THENCE along the center meanderings of Wilson Creek as follows:

- North 40 degrees 48 minutes 12 seconds East, 44.58 feet;
North 73 degrees 20 minutes 03 seconds East, 109.15 feet;
North 79 degrees 17 minutes 56 seconds East, 127.53 feet;
South 84 degrees 37 minutes 36 seconds East, 106.44 feet;
South 57 degrees 44 minutes 20 seconds East, 104.98 feet;
South 69 degrees 09 minutes 37 seconds East, 192.07 feet;
South 61 degrees 41 minutes 27 seconds East, 128.35 feet;
South 85 degrees 46 minutes 57 seconds East, 110.03 feet;
South 85 degrees 03 minutes 43 seconds East, 88.81 feet;
South 61 degrees 23 minutes 42 seconds East, 175.81 feet;
South 54 degrees 31 minutes 53 seconds East, 80.63 feet;
South 45 degrees 34 minutes 30 seconds East, 54.88 feet;
South 27 degrees 31 minutes 40 seconds East, 10.94 feet;

THENCE South 82 degrees 34 minutes 38 seconds West 85.59 feet leaving Wilson Creek to an iron rod set under an existing fence on the East bank and continuing another 529.40 feet to an iron rod set under an existing fence in a field and continuing in all 1336.00 feet to an iron rod set under an existing fence for corner;

THENCE North 88 degrees 47 minutes 20 seconds West 305.68 feet to the POINT OF BEGINNING; and, containing 10,000 acres of land more or less.

SAVE AND EXCEPT that portion of subject property conveyed to the State of Texas recorded in Deed ccf# 20180208000161810, Real Property Records, Collin County, Texas.

SAVE AND EXCEPT that portion of subject property shown as Tract 2 herein.

SAVE AND EXCEPT that portion of subject property conveyed to Joe Thomas Bolin, Jr. and wife, Linda Joyce Bolin recorded in Deed in Volume 1345, Page 459, Real Property Records, Collin County, Texas.

SAVE AND EXCEPT that portion of subject property conveyed to David Lee Hamill and wife, Kathryn Ann Hamill recorded in Deed in Volume 1401, Page 101, Real Property Records, Collin County, Texas.

SAVE AND EXCEPT that portion of subject property conveyed to Gerald W. Hummell recorded in Deed in Volume 1416, Page 677, Real Property Records, Collin County, Texas.

SAVE AND EXCEPT that portion of subject property conveyed to Thomas Dan Goddard and wife, Cathy E. Goddard recorded in Deed in Volume 1405, Page 145, Real Property Records, Collin County, Texas.

SAVE AND EXCEPT that portion of subject property conveyed to John T. Kelly Sr. and wife, Delores S. Kelly recorded in Deed in Volume 1384, Page 794, Real Property Records, Collin County, Texas.

TRACT 2:

BEING a 1.24 acre tract of land situated in the John Crutchfield Survey, Abstract No. 206, Collin County, Texas, same being that tract of land conveyed to Richard L. Mowry, by deed recorded in Volume 3173, Page 738, Deed Records of Collin County, Texas, and being more particularly described by metes and bounds as follows:

COMMENCING at a 1/2 inch iron rod found corner, said corner being on the East line of F.M. Highway No. 2478 (variable width right-of-way) and the Southwest corner of that tract of land conveyed to William Scott Mays as President and Treasurer, under Pet Heaven, LLC, a Texas limited liability company, by deed recorded in Instrument No. 2011123001271410, Official Public Records of Collin County, Texas;

THENCE North 86 degrees 22 minutes 51 seconds East, along the South line of said Pet Heaven, LLC tract, a distance of 167.69 feet to a 1/2-inch iron rod found for corner;

THENCE South 83 degrees 20 minutes 42 seconds East, continuing along the South line of said Pet Heaven, LLC tract, a distance of 112.09 feet to a 1/2 inch iron rod found for corner, said corner being the Southeast corner of said Pet Heaven, LLC tract and the POINT OF BEGINNING of the tract herein described;

THENCE along the Southeast line of said Pet Heaven, LLC tract, the following 3 courses and distances;

North 22 degrees 14 minutes 12 seconds East, a distance of 158.01 feet to a 1/2-inch iron rod found for corner;

North 43 degrees 03 minutes 20 seconds East, a distance of 204.35 feet to a 3/8-inch iron rod found for corner, from which a 1/2-inch iron rod found bears South 28 degrees 26 minutes 06 seconds East, a distance of 0.95 feet for witness;

North 10 degrees 53 minute 28 seconds East, a distance of 44.42 feet to a 1/2 inch iron rod found for corner, said corner being on the West line of that tract of land conveyed to Reno Marsh, by deed recorded in Instrument No. 20070216000219220, Official Public Records of Collin County, Texas;

THENCE South 21 degrees 42 minutes 49 seconds East, along the West line of said Marsh tract, a distance of 320.78 feet to a 1/2-inch iron rod found for corner;

THENCE South 82 degrees 36 minutes 27 seconds West, departing the West line of said Marsh tract, a distance of 324.35 feet to a point for corner;

THENCE North 83 degree 20 minutes 42 seconds West, a distance of 4.76 feet to the POINT OF BEGINNING and containing 53,897 square feet or 1.24 acres of land.

METES AND BOUNDS (AS-SURVEYED)

BEING a 1,349 acre tract of land situated in the John Crutchfield Survey, Abstract Number 206, Collin County, Texas and being all of that Access and Utility Easement, as recorded in Volume 4266, Page 1065 of the Official Public Records of Collin County, Texas, (O.P.R.C.C.T.), and being more particularly described by metes and bounds as follows:

COMMENCING at a 1/2-inch iron rod found for the northwest corner of said Access & Utility Easement on the old east right-of-way line of F.M. Highway 2478 (a variable width public right-of-way);

THENCE North 85 degrees 13 minutes 12 seconds East, along the north line of said easement, a distance of 81.40 feet to a 1/2-inch iron rod with a yellow plastic cap stamped "GEONAV" (hereinafter referred to as "with cap") set for the POINT OF BEGINNING of the herein described tract;

THENCE North 85 degrees 13 minutes 12 seconds East, continuing along said north line, a distance of 86.42 feet to a 1/2-inch iron rod with cap set for corner;

THENCE South 85 degrees 45 minutes 26 seconds East, continuing along said north line, a distance of 116.63 feet to a 1/2-inch iron rod with cap set for corner;

THENCE North 81 degrees 03 minutes 17 seconds East, continuing along said north line, a distance of 907.09 feet to a 1/2-inch iron rod with cap set for the point of beginning of a non-tangent circular curve to the right having a radius of 40.00 feet, whose chord bears North 68 degrees 06 minutes 54 seconds East, a distance of 75.30 feet;

THENCE Northerly, continuing along said north line and along said curve, through a central angle of 140 degrees 31 minutes 34 seconds, an arc distance of 98.11 feet to a 1/2-inch iron rod with cap set for the most easterly northeast corner of said easement;

THENCE South 48 degrees 22 minutes 41 seconds West, along the east line of said easement, a distance of 40.00 feet to a 1/2-inch iron rod with cap set for corner;

THENCE South 08 degrees 59 minutes 27 seconds East, continuing along said east line, a distance of 45.99 feet to a 1/2-inch iron rod with cap set for the southeast corner of said easement;

THENCE South 81 degrees 03 minutes 42 seconds West, along the south line of said easement, a distance of 779.22 feet to a 1/2-inch iron rod with cap stamped "TXDOT" found for the most easterly southeast corner of that tract of land described as "Parcel 26" in deed to TXDOT, as recorded in Instrument Number 20180208000161810, O.P.R.C.C.T.;

THENCE North 17 degrees 25 minutes 29 seconds West, along the east line of said Parcel 26, a distance of 1.26 feet to a 1/2-inch iron rod with cap set for the most easterly northeast corner of said Parcel 26;

THENCE South 81 degrees 49 minutes 53 seconds West, along the north line of said Parcel 26, a distance of 81.39 feet to a 1/2-inch iron rod with cap set for corner;

THENCE South 80 degrees 46 minutes 47 seconds West, continuing along said north line, a distance of 57.65 feet to a 1/2-inch iron rod with cap set for corner;

THENCE South 85 degrees 15 minutes 50 seconds West, continuing along said north line, a distance of 13.69 feet to a 1/2-inch iron rod with cap set for corner;

THENCE South 84 degrees 22 minutes 06 seconds West, continuing along said north line, a distance of 4.84 feet to a 1/2-inch iron rod with cap set for corner;

THENCE South 89 degrees 28 minutes 44 seconds West, continuing along said north line, a distance of 170.68 feet to a 1/2-inch iron rod with cap set for corner;

THENCE North 45 degrees 27 minutes 04 seconds West, continuing along said north line, a distance of 68.62 feet to the POINT OF BEGINNING AND CONTAINING 58,745 square feet or 1,349 acres of land, more or less.

SCHEDULE B NOTES:

The following affects Tract 1.

(10e). Access and Utility easement created in those warranty deeds filed 02/20/1981, recorded in Volume 1345, Page 459; filed 08/17/1981, recorded in Volume 1419, Page 889; filed 06/2/1981, recorded in Volume 1401, Page 101; filed 08/07/1981, recorded in Volume 1416, Page 677; filed 10/25/1983, recorded in Volume 1761, Page 226; filed 04/17/1995, recorded in ccf# 95-0025587; filed 03/23/2007, recorded in ccf# 20070323000391840; filed 07/09/1981, recorded in Volume 1405, Page 145; filed 10/27/1983, recorded in Volume 1762, Page 469; 07/02/1993, recorded in ccf# 93-0052989; filed 05/15/1981, recorded in Volume 1384, Page 794; filed 07/24/1987, recorded in Volume 2676, Page 153; filed 10/05/1998, recorded in Volume 4266, Page 1065 and filed 09/29/2014, recorded in ccf# 201409290001056730 Real Property Records Collin County, Texas. (Does affect, as shown on survey)

(10f). Easement granted by Roy G. Roberts, Jr. and wife, Nancy Roberts to City of McKinney, filed 04/05/2019, recorded in ccf# 20190405000360380, Real Property Records, Collin County, Texas. (Does affect, as shown on survey)

The following affects Tract 2.

(10g). Access and Utility easement created in those warranty deeds filed 07/22/1981, recorded in Volume 1410, Page 108; filed 05/08/1986, recorded in Volume 2363, Page 283; and filed 11/28/1989, recorded in Volume 3173, Page 738 Real Property Records Collin County, Texas. (Does affect, blanket in nature)

(10h). Affidavit to the Public executed by Richard L. Mowry for On-Site Waste Water System, filed 06/09/2010, recorded in ccf# 20100609000585580, Real Property Records, Collin County, Texas. (Does affect, blanket in nature)

The following affects Tract 1 and 2.

(10j). Easement granted by O. F. Cooper and Luella Cooper, his wife to Denton County Electric Cooperative, filed 03/18/1953, recorded in Volume 467, Page 375, Real Property Records, Collin County, Texas. (Does affect, blanket in nature)

(10k). Mineral lease together with all rights, privileges and immunities incident thereto, to H.D. Hynds from J.L. Neal and wife, Iva Neal described in instrument filed 08/04/1951, recorded in Volume 434, Page 407, Real Property Records, Collin County, Texas. Company makes no representation as to the present ownership of any such interests. (Does affect, blanket in nature)

(10l). Mineral lease together with all rights, privileges and immunities incident thereto, to H.D. Hynds from J.L. Neal and wife, Iva Neal described in instrument filed 05/28/1952, recorded in Volume 453, Page 259, Real Property Records, Collin County, Texas. Company makes no representation as to the present ownership of any such interests. Extension filed 09/23/1952, recorded in Volume 459, Page 515, Real Property Records, Collin County, Texas. (Does affect, blanket in nature)

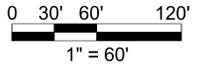
GENERAL NOTES:

1. The Basis of Bearings is the Texas Coordinate System of 1983, South Central Zone (4204).

2. According to Flood Insurance Rate Map (Firm), Map Number 48085C0255J, dated June 02, 2009, prepared by The Federal Emergency Management Agency (FEMA) for Collin County, Texas, and LOMR 16-05-3369P, effective May 08, 2017, the property lies within Zone X (unshaded), designated as those properties outside the 0.2% annual chance floodplain, and in Zone X (shaded), designated as areas within the 0.2% annual chance floodplain.

3. The surveyor has relied upon the First American Title Guaranty Company commitment for Title Insurance, GF No. 1010-298265-RTT, having an effective date of February 26, 2020, and an issued date of March 24, 2020, in the preparation of this survey.

4. No permanent encroachments were observed at the time of the survey.

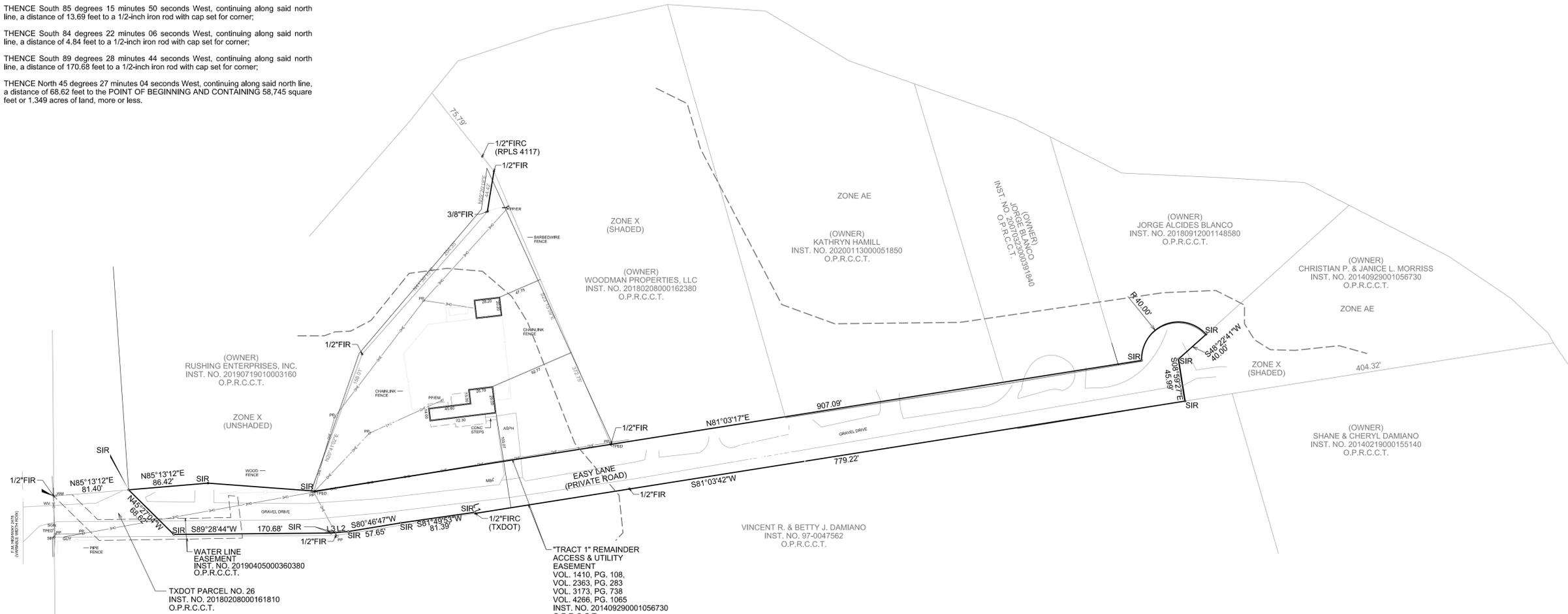


LEGEND

Table with 2 columns: Symbol and Description. Symbols include O.P.R.J.C.T., FIR(C), SIR, PP, GUY, TPED, OHE, ASPH, EM, WV, WM. Descriptions include OFFICIAL PUBLIC RECORDS OF COLLIN COUNTY, TEXAS, FOUND IRON ROD (WITH CAP), SET 1/2-INCH IRON ROD WITH CAP STAMPED "GEONAV", POWER POLE, GUY WIRE, TELEPHONE PEDESTAL, OVERHEAD ELECTRIC, ASPHALT, ELECTRIC METER, WATER VALVE, WATER METER.

Table with 3 columns: LINE, DIRECTION, DISTANCE. Lines 1, 2, 3 with bearings and distances.

Table with 5 columns: CURVE, DELTA, RADIUS, AL, DIRECTION, DISTANCE. Curve C1 with delta 140° 31' 34", radius 40.00 R, AL 98.11', direction N 88° 6' 54" E, distance 75.30'.



GEONAV SURVEYING • MAPPING • SCANNING
LAND TITLE SURVEY
OF
1.349 ACRES (58,756 SQ.FT.)
IN
JOHN CRUTCHFIELD SURVEY
ABSTRACT NUMBER 206
CITY OF MCKINNEY
COLLIN COUNTY, TEXAS
SCALE 1"=60' PROJECT NUMBER: 1880
DATED: APRIL 07, 2020 DRAWN BY: JCH



-----Original Message-----

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Tuesday, March 15, 2022 11:25 AM
To: Rhonda Stonaker [REDACTED]
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
214-320-4469

-----Original Message-----

From: Rhonda Stonaker [REDACTED]
Sent: Tuesday, March 15, 2022 11:16 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE

TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS;
AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Thank you,
Rhonda Stonaker

██████████
██████████

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper
Citizen Group Prosper ISD Board Prosper Town Council

██████████

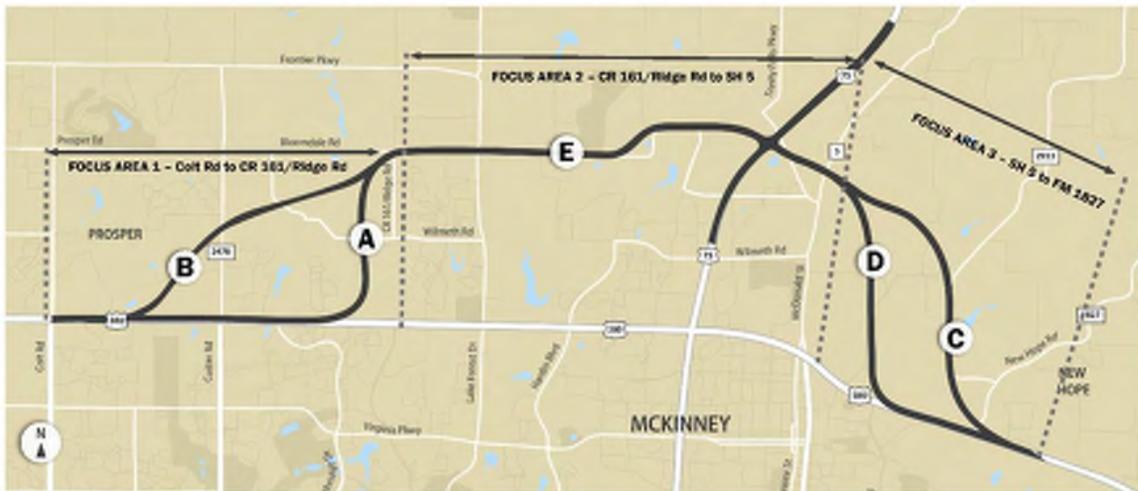
[A Texas Department of Transportation (TxDOT)
message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7C9faa5cffce0e45554d8808da06a04f48%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637829582837824065%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&sdata=WBOmPDni7dDW0PSplI7N09mAwVF7Gc9ap5LGe0zlivQ%3D&reserved=0>>

From: Morgan, Richard [REDACTED]
Sent: Tuesday, March 29, 2022 4:09 PM
To: Stephen Endres
Subject: PROJECT 380 BYPASS ALIGNMENT OPTIONS

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.

Dear Mr. Endres:

SEGMENT MAP



As homeowners and citizens of McKinney, TX., We **strongly SUPPORT** the **Project 380 Segment-B bypass alignment option** and urge TXDOT to adopt this option. It is the least disruptive to businesses since it will not result in any displacements. It will have a minimal impact on existing homes and families living in neighborhoods along and adjacent to U.S. 380. It is also the least expensive option since it will cost \$99 million less than the Segment-A alignment.

We **strongly oppose Segment-A**. It should **not** be adopted for the following reasons:

- *It destroys and removes 17 small businesses located north and west of the U.S. 380 and Custer Road intersection.

- *The cost of Segment-A is \$99 million more than the cost of Segment-B.

- *Construction of Segment A will create an overpass on U.S. 380 over Stonebridge Drive and Custer Road.

- * Construction of Segment A will also cause the installation of water pipes (ducts) over 380.

- * Construction of Segment A will increase traffic on neighborhood streets arterial to U.S. 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive. This, in turn, will result in increased traffic, increased noise, and increased air pollution in these neighborhoods. Construction of Segment A will also reduce property values in these neighborhoods during construction since those roads are the only roads leading south from U.S. 380.

* Construction of Segment A will cause a large interchange to be constructed where Segment-A intersects with U.S. 380. This interchange may depress property values in the nearby Kensington Village area.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you.

Richard & Lucia Morgan

████████████████████
████████████████████

From: Richard Evanchec
Sent: Thursday, April 7, 2022 6:18 AM
To: Stephen Endres
Subject: Opposition to Segment A

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.

Mr. Endres,

Good morning sir.

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you.

Richard Evanchec
[REDACTED]
[REDACTED]

[REDACTED]

From: Richard Hayes [REDACTED]
Sent: Monday, March 28, 2022 6:48 PM
To: Stephen Endres
Subject: 380Bypass

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.

I strongly support the 380 bypass Segment B, and I strongly oppose the Segment A option.

Richard Hayes
[REDACTED]
[REDACTED]

[REDACTED]
|

From: Rick Oldfield [REDACTED]
Sent: Monday, April 4, 2022 10:04 AM
To: Stephen Endres
Cc: [REDACTED]
Subject: 380 By-Pass.

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.

Dear Mr. Endres,

Three years and here we are again trying to put McKinney's bad road planning on Prosper.

I am opposed to the HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON **MAY 6, 2019**, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT'S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN'S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Regards,

Richard Oldfield

[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson

Texas State Senator Springer

From: Rick [REDACTED]
Sent: Tuesday, April 5, 2022 2:12 PM
To: Stephen Endres
Subject: 380

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.

I support segment B
I DO NOT support segment A

Richard R Yuse
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

From: r.l. stetzel [REDACTED]
Sent: Monday, April 4, 2022 8:55 AM
To: Stephen Endres
Cc: r.l. stetzel
Subject: 380 Expansion

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.

Dear Sir:

I am writing to you to voice my opposition to the any widening of US 380 not located along the existing US 380 corridor that would impact the town of Prosper, Texas.

Sincerely,
Richard Stetzel

[REDACTED]
[REDACTED]

From: Richard Wingfield [REDACTED]
Sent: Tuesday, April 5, 2022 4:09 PM
To: Stephen Endres
Subject: Richard Wingfield

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.

Stephen, My wife and myself support decision B so as not to disrupt the beautiful community of Stonebridge Ranch or have a negative impact on our community. Please fight to go with this plan. Thank you

From: Rick Ziino [REDACTED]
Sent: Thursday, April 21, 2022 2:23 PM
To: Stephen Endres
Subject: Fwd: 380 Bypass in Collin County - citizen comments

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.

Comments below.

[REDACTED]

Begin forwarded message:

From: Richard Ziino [REDACTED]
Date: April 21, 2022 at 12:22:48 PM CDT
To: Stephen.Endress@txdot.gov
Subject: 380 Bypass in Collin County - citizen comments

Good afternoon Stephen,

I would like to pass along my thoughts regarding the proposed 380 Bypass in Collin county and saw your name and email address as the person to share and register them with. Thank you for your listening and adding my thoughts to the massive comment file I am sure you have.

After reviewing the Option route maps and reading various pieces of literature, it seems very obvious that the best move for the betterment of the overall present and future 380 corridor is Option B where the Bypass will reenter onto 380 West of the Custer Road intersection. I realize there will not be 100% agreement between the options however, in the long run, the objectives of the Bypass will be greater met with Option B. It makes no sense to have the Bypass reenter 380 at Stonebridge Drive and 380 just east of the already heavily congested Custer and 380 intersection. The main objective here is to eliminate as much pass thru traffic along 380 and creating a major intersection at this location will not achieve this objective. (In fact, the best option would be for this bypass to run west across Preston Road and into the North Tollway but that is for another day but you best start thinking of that very soon.) There is already a major residential/business development project underway along the south side of 380 between Stonebridge Drive and Custer which will only add more traffic to both of those intersections along with current development in progress between Lake Forest Drive and Stonebridge Drive. How will dumping the Bypass traffic onto 380 at Stonebridge Drive ease the traffic madness on this stretch of 380.

From what I have read, Option B will be cheaper, of course that really will depend on who soon action is started - the longer the delays in decision, purchase of land, design work and actual construction, the greater the cost increases will be. It appears there will be less businesses affected, less utility and hazardous material sites to be addressed and the ManeGait facility/property will not be directly impacted by loss of property. The creation of a new intersection where the Option B roadway enters 380 should be less of an impact to the 380 traffic than establishing one at Stonebridge Drive.

It is my understanding that the ManeGait operation will lose no ground with Option B and that much of the land needed for Option B is currently un-developed (although

From: Rick Jenson [REDACTED]
Sent: Tuesday, April 5, 2022 2:33 PM
To: Stephen Endres
Subject: US 380 Bypass - Segment B

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.

Dear Mr. Endres:

I am a permanent resident of Stonebridge Ranch, Village of Ballantrae. Please consider this my formal comment to TxDot regarding the 380 Bypass.

I AM FIRMLY IN SUPPORT OF SEGMENT B AS THE PREFERRED OPTION FOR ROUTING OF THE SUBJECT BYPASS.

Thank you very much.

Rick A. Jenson
[REDACTED]

--
Rick Jenson
4-J Ranch
Caney, Oklahoma
[REDACTED]
[REDACTED]

From: Rick Billetz [REDACTED]
Sent: Thursday, March 24, 2022 2:52 PM
To: Stephen.Endres@txdot.gov
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Rick Billetz
[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson
Texas State Senator Springer
Prosper Citizen Group
Prosper ISD Board
Prosper Town Council

From: Ricky Hill [REDACTED]
Sent: Tuesday, April 5, 2022 8:28 PM
To: Stephen Endres
Subject: Support for Project 380-B

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.

Mr. Endres,

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Sincerely,

Rick Hill

From: Rita Bruton [REDACTED]
Sent: Wednesday, March 30, 2022 11:42 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

JNAME/ADDRESS: Rita Bruton and Brittany Jones
[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

From: R J Poston [REDACTED]
Sent: Wednesday, March 30, 2022 8:07 AM
To: Stephen Endres
Subject: Support for Project 380 Segment-B

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.

Mr. Endres,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I deeply oppose Segment-A. It should not be considered for the following reasons:

- It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. Option B displaces ZERO.
- Option A total cost to acquire right of way is \$178M, Option B cost is \$137M
- The cost of Segment-A is \$99 million more than Segment-B.
- It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- It will also cause the installation of water pipes (ducts) over 380.
- It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- 380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Thank you for your consideration,

[REDACTED]
RJ Poston

From: Rob Holman [REDACTED]
Sent: Tuesday, April 5, 2022 3:01 PM
To: Stephen Endres
Subject: Project 380 Bypass Proposed Segments

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.

Hello Mr. Endres!

I am a long-time homeowner in McKinney (since 2005) and a resident in Stonebridge Ranch neighborhood. I strongly SUPPORT the Project 380 Segment-B bypass alignment option. After listening to our board, this seems to be the least disruptive to businesses and families living in neighborhoods along and adjacent to US 380. It would also spare 17 small businesses and is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

As a member of this community and a customer of the many businesses nearby, I also strongly oppose Segment-A.

I believe it should not be considered for the following reasons:

1. It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
2. The cost of Segment-A is \$99 million more than Segment-B.
3. It will create an overpass on 380 over Stonebridge Drive and Custer Road.
4. It will also cause the installation of water pipes (ducts) over 380.
5. It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
6. It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
7. 380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Respectfully,

Rob Holman
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Stephen Endres](#)
Subject: Opposition to U.S. 380 Segment B
Date: Thursday, March 31, 2022 10:04:56 AM

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.

Hello,

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

I can't even imagine the impact this would have on my special needs granddaughter, who I'm raising. I've seen her really flourish in the ManeGait program. We waited over a year to get into the program. The demand is high for horse therapy and having a major highway expansion disrupting the program and how they can operate is a huge disappointment. I hope you reconsider the impact on the special needs children this will have.

Sincerely,
Rob Sielert

[REDACTED]

From: Rob Stogsdill [REDACTED]
Sent: Saturday, April 2, 2022 3:14 PM
To: Stephen Endres
Subject: HWY 380 - Opposition to Segment B

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.

Mr. Endres,

I am adamant in my opposition of US Highway 380 By-Pass (Segment B), which would cut through Prosper. I have numerous concerns with Segment B. I have included my primary concerns below. First, the March 2020 TXDOT Feasibility Study reported out that the Red A and E Options impacted ManeGait. Segment B's route is even closer to ManeGait than they were. In fact, according to the plans I saw at the March 2022 public meeting, the new route comes within 45 feet of ManeGait's property. It also wipes out property to the north of ManeGait which it utilizes for the therapeutic services they provide. This is unacceptable. The persons with disabilities ManeGait serves will be significantly and negatively impacted by the proximity of the 12 lane highway bordering the premises. The diversity of conditions their clients have is broad. The severity of disabilities which they have is vast. The combined air and noise pollutants will minimize and in many cases prevent effective therapy being provided. My cousin, Elizabeth Litton, received services there. She has Downs Syndrome and is sensitive to loud noises. If the highway was there when she had visited, she would not have been able to partake in needed therapy. While representatives at the public meeting stated that ManeGait would not be "directly" impacted, from personal experience I can attest that its clients would certainly be impacted.

Due to these environmental factors, if Segment B were to be selected, TXDOT would be ignoring the ADA which prohibits discrimination of persons with disabilities. Further, it would also be in violation of Presidential Executive Order 12898. This PEO requires Environmental Justice to minority communities, of which persons with disabilities are.

Beyond the limitations above, **it is simply unethical** to strip such a critical service from ManeGait's clients, which include people of all ages. Disabled veterans are one of the groups receiving services there. **For anyone, especially a state agency, to take away therapeutic services away from those wounded in service to our country is shameful.**

Second, Segment B places the burden of McKinney's lack of planning and preparation for the expansion of 380 squarely on Prosper's shoulders. Prosper has a thorough community infrastructure plan. Over many years, it has provided thoughtful planning for the inevitable need to widen 380 on 380. Just because McKinney's leadership failed to plan, the negative consequences should not be placed upon Prosper who did its due diligence.

If Segment B is selected, because of McKinney's poor judgment, Prosper will be impacted both economically and from a quality of life perspective for those living on the east side.

Economically, Option B removes a large portion of Prosper's limited geographical boundaries in which to develop taxable commercial and personal properties. Segment B would eliminate 55 homes from being developed in just one subdivision, costing the Prosper School District at least \$1.4 million in tax revenue. Other subdivisions and businesses would also be impacted, eliminating millions of dollars in needed tax revenue for the community and school district. In contrast, McKinney has a much larger geographical span and has much more opportunity to draw taxable revenue from. Additionally, Option A runs through acreage which is unusable from a tax generating perspective.

From a quality of life perspective, residents on the east side deliberately chose that location to be away from 380, its pollution, congestion, noise, etc. To place a 12 lane highway in their backyard due to McKinney's lack of planning is egregious.

Third, the planned Segment B route shared at the public meeting places unnecessary safety hazards to newer drivers who will be traveling to the Walnut Grove High School in Prosper and the Classical Academy High School which will nearly be literally in the shadow of the 12 lane highway. For any parents in TXDOT reading this, would you want your new drivers to be navigating across 12 lanes? Would you want them sitting at a backed up off ramp or frontage road during the school "rush hour" in the morning? The probability of younger drivers being in accidents is already high. Segment B is knowingly setting the stage for serious and potentially deadly accidents to occur. Can anyone at TXDOT sincerely support an option which could kill or maim people in the in prime of their lives?

Fourth, the only reasonable conclusion that Segment B is being considered is political. This is beyond objectionable. It is repugnant.

The feasibility study from March 2020 was clear in its assessment that Red Option A was the clear choice. It stated that Red A:

- Was the only option that did not impact ManeGait.
- Affected fewer acres of planned development, which is an important consideration due to expected challenges as developments continue to be built in areas designated as future right of way.
- Does not run through any existing neighborhoods.

Segment A does run next to Tucker Hill, but not through it. It is my belief and the belief of others, that the only reason Segment B was introduced is due to inappropriate influence by former Judge Keith Self, who resides in Tucker Hill. The land where Segment A runs is not buildable for homes, but is for a 12 lane highway. It uses acreage which is unusable for other purposes, unlike Segment B.

What reinforces my belief is when I asked representatives at the public meeting in March why the 2020 feasibility study recommendations we're not being pursued and Segment B was on the table, the consistent and evasive answer I received was "we were tasked to". There was no mention of cost, environmental issues, new developments in McKinney. Nothing. In my life experiences, when an ambiguous answer such as that is provided it means only one thing, something is being hidden for fear of being exposed. In this case it can only be the political influence of one person, or a small group of individuals, who does not have a legitimate rationale for their argument. Thus, Segment B was born.

Lastly, Prosper's Town Council, the Prosper Independent School District and the Prosper Economic Development Council have all publicly made their opposition to Segment B known either through multiple resolutions or public record.

For TXDOT to select an option which: removes critical services from persons with disabilities; consciously punishes a smaller community due to the lack of planning by a larger one; knowingly introduces hazardous driving conditions for young drivers; and is vehemently opposed by a town's residents, their elected representatives, school district and EDC, is not only illogical, it is abhorrent.

For the reasons above, among others, I am reiterating my opposition to Segment B. I implore TXDOT to not succumb to reasons unable to be shared, most likely unethical behind the scenes politics. I plead for reason and logic to prevail with Segment B not being pursued as the preferred option.

Thank you for your time and consideration.

Rob Stogsdill

████████████████████
████████████████████
████████████████████

From: Robb Jackson [REDACTED]
Sent: Tuesday, March 29, 2022 5:46 PM
To: Stephen Endres
Subject: Project 380 Segment - B bypass route

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.

Mr. Endres: As a homeowner and citizen of McKinney Texas, I strongly support the Project 380 Segment – B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment – A alignment. I also strongly oppose Segment – A. It should not be considered for the following reasons: 1. It destroys and removes 17 small businesses west of the 380 and Custer intersection on the north side. 2. The cost of Segment – A is \$99 million more than Segment – B. 3. Segment – A will create an overpass on 380 over Stonebridge Dr. and Custer Rd. as well as additional infrastructure constructed over 380. 4. It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380. 5. 380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today. In closing, Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and the residential vibrancy of our community. Thank you for your consideration in this matter. Regards, Robb Jackson.

Robb Jackson
Enclave Builders

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Burt Lewis [REDACTED]
Sent: Friday, April 8, 2022 3:48 PM
To: Stephen Endres
Subject: Project 380 Proposals

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.

Stephen Endres, P.E.
Stephen.Endres@txdot.gov

Friday, April 08, 2022

As a homeowner and citizen of McKinney, TX., living in the Saddlehorn Ridge Village of Stonebridge Ranch, I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements and minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road, and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you for considering the input,

Robert and Althea Lewis
[REDACTED]
[REDACTED]
[REDACTED]



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

*We oppose Segment B because of the following concerns -
Environmentally negative impact on Mainer Coit, Founders school, Ladera
and Brookhollow east residential neighborhoods. We vote for sector A*

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Robert C. Dellinger

Address: [REDACTED]

Apartment, suite, etc.: _____

City/State/Zip: [REDACTED]

From: Robert Camp [REDACTED]
Sent: Wednesday, March 30, 2022 11:16 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Mr. Endres,

Good morning. I recently learned that TXDOT had changed course on the new U.S. 380 highway to be built in Collin County. The highway was originally approved to go around ManeGait, a local non-profit who works with children and the special needs community. I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Sincerely,

Robert Camp

Robert Camp
Senior Vice President, Market President
Independent Financial

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

 [REDACTED]

Independent Financial is a trademark of Independent Bank, Member FDIC. Independent Financial does not support the transfer of personal non-public information through an unsecured means. Please see Independent Financial's full disclaimer at <https://www.ifinancial.com/home/security-statement.html>. | This email is covered by the Electronic Communications Privacy Act, 18U.S.C., Sections 2510-2521, and is legally privileged. Unauthorized review, use, disclosure or distribution is strictly prohibited. If the reader of this message is not the intended recipient or an employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution, or reproduction of this communication is strictly prohibited. If you have received this communication in error, please notify the sender immediately and discard the original message and any attachment(s). Thank you for your cooperation.

From: Robert Cooper [REDACTED]
Sent: Saturday, April 2, 2022 8:55 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Robert Cooper
[REDACTED]
[REDACTED]
NAME/ADDRESS:

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Robert Cooper

From: Robbie Schilhab [REDACTED]
Sent: Saturday, April 2, 2022 9:04 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Dear Sir:

I wanted to join with the many concerned Texans regarding the eventual route of U. S. 380 and let you know I am opposed to the proposed Segment B. As grandparents of special needs kids it is so important to have safe, unimpeded facilities for them to get their therapy and this route would, in my opinion, critically impact the ManeGait operations.

As the decisions are made please keep these Special kids and their families as a priority in the ultimate decision.

Thanks,
Robert D Schilhab P. E.

[REDACTED]
[REDACTED]

[REDACTED]

From: Bob Geller [REDACTED]
Sent: Wednesday, March 30, 2022 3:03 PM
To: Stephen Endres
Subject: Support for Option B

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.

**I would like to voice my support for Option B.
Option A would negatively impact Stonebridge Ranch.**

I am strongly opposed to Option A for the US380 expansion project for the following reasons:

**Option A displaces a total of 17 businesses, Option B displaces ZERO
Option A cost to relocate utilities is \$61M, Option B is \$25M
Option A total cost to acquire ROW (right of way) is \$178M, Option B cost is \$137M
Option A total cost of design/construction is \$450M, Option B is \$428M
Option A total cost is about \$100M higher than Option B
Option A impacts more acres of wetlands, rivers/streams, and forest/prairies than Option B
Option A impacts 14.9 acres of Statewide Important Farmland, Option B only 2 acres
Option A's increase in noise would have a severe negative impact on the established Stonebridge Ranch neighborhoods. Option B does not come as close to any existing neighborhoods.**

Option A would cause increased traffic on Stonebridge Ranch Dr & Ridge Rd which both have elementary schools very close to 380: Wilmeth Elementary and McClure Elementary.

**Thank you,
Robert E. Geller**

[REDACTED]
[REDACTED]

From: Robert Edgar [REDACTED]
Sent: Tuesday, March 29, 2022 5:13 PM
To: Stephen Endres
Subject: US 380 ByPass McKinney

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Robert Edgar
Stonebridge Ranch
McKinney

From: Kristi Guydosh [REDACTED]
Sent: Friday, March 25, 2022 10:59 AM
To: Stephen Endres
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

REPLACE REPLACE Full Legal Name
Robert Guydosh
Full Residential or Business Address
[REDACTED]
[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson
Texas State Senator Springer
Prosper Citizen Group
Prosper ISD Board
Prosper Town Council

[REDACTED]

From: [REDACTED]
Sent: Monday, April 4, 2022 9:04 AM
To: Stephen Endres
Subject: Opposition to Segment B, on US380

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.

Stephen,

I logged onto the keepmovingdallas.com/US380EISPublicMeeting site. I must have missed the location to click on to leave comments. We live in the Lakewood at Brookhollow neighborhood in Prosper, TX. We oppose the Segment B of the proposed realignment. I know that my wife and I are two voices of many. Thanks for your time.

Robert H. Morgan

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Robert Noel [REDACTED]
Sent: Monday, March 28, 2022 2:06 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Re: US 380 project

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.

Thanks, would prefer route A however.

On Mon, Mar 28, 2022 at 11:48 AM Stephen Endres <Stephen.Endres@txdot.gov> wrote:

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres

Transportation Engineer

Dallas District | Texas Department of Transportation

From: Robert Noel [REDACTED]
Sent: Tuesday, March 22, 2022 5:39 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: US 380 project

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.

I live in Prosper and am willing to accept any route for the 380 bypass you like. It's more important to improve the flow of traffic at this point.

Robert Noel

A Texas Department of Transportation message



A Texas Department of Transportation message



Mr. Stephen Endres
TXDOT Project Manager

April 4, 2022

Re: 380 Bypass project

Dear Mr. Endres:

My name is Robert Onofrey, a 20 yr resident of Stonebridge Ranch in McKinney. I am writing to let you know my strong support for **Segment B** for the bypass route.

Visually Segment B makes common sense as it bypasses most of the traffic on 380. Isn't that the intention of a bypass? The north- south Custer Road corridor from the Sam Rayburn tollway to 380 is seeing more development and traffic every week. It is extremely busy. It is a major thoroughfare on the west side of Stonebridge Ranch. Why would that not be included in the bypass? And I understand that segment A will cost \$99 million more than Segment B. How can segment A even be considered? It will result in a much more costly long -term problem that will have to be dealt with almost immediately. Who knows the ultimate price if Segment A is approved? Segment B is a bypass around a high growth and congested area. Segment A will feed all of the 380 bypass traffic right into the heart of the congested dragon. I respectfully ask you to approve segment B.

Thank you very much.

Robert Onofrey

████████████████████
████████████████
████████████████████

From: Ron Stafford [REDACTED]
Sent: Wednesday, March 30, 2022 2:35 PM
To: Stephen Endres
Cc: [REDACTED] Carolyn; Kevin Stafford; Amy; Ellen Gomez
Subject: Opposition to HWY 380 Segment B

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.

Mr. Endres: My name is Ronald Stafford and my Wife and I live at [REDACTED] I would like to register my opposition of the proposed HWY 380 Segment B because it threatens the daily services and special events of MainGait. The operation at MainGait is and has been a Texas State, Collin County and McKinney Community key resource as identified by TxDOT. I have been in the Quarter Horse business in New Mexico in the past for many years and I have significant difficulty in imagining that anyone in horsemanship facilities business would suggest that this Segment B proposal with a 45-foot tall freeway within 50-100 feet of MainGait would not pose an issue to operations. Please be aware that the MainGait is an operation that serves many individuals, both previously and non-previously military with significant problems such as PTSD as well as children with variable types of medical and mental disorders. These vulnerable and protected populations are extremely sensitive in many ways and deserve a safe, high professional quality and easily accessible location that can receive the world-class therapy programs at MainGait. My family has been fortunate to have use of facilities similar to MainGait in New Mexico for our granddaughter who has disabilities and the services she has received have been extremely important in her physical and mental wellbeing. None of the therapy areas that she has received the services in Equine Therapy are located close to any facilities, roads or highways that could offer a distraction to the patients or animals. Any distraction to the animals (horses) such as the proposed Segment B could pose tremendous safety issues to the individuals being treated at MainGait. This would result in potential liability issues that should be considered. Again, I respectfully submit my opposition to the proposed HWY 380 Segment B. Thank You for your consideration.

Ronald Stafford

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Robert Simon [REDACTED]
Sent: Wednesday, April 6, 2022 11:24 PM
To: Stephen Endres
Subject: My comments, McKinney 380 bypass options

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.

Mr. Endres,

I have lived in McKinney since 1994 and plan to retire here. I am currently having a new home built along [REDACTED] [REDACTED] in an area that could be substantially impacted by the Segment A option. I have read arguments for both the Segment A option and the Segment B option. Although some homes and businesses would be impacted by either option, what I have read would indicate that impact would be more severe on the segment A option. I also understand the the segment A option would cost \$99M more to implement than the Segment B option since it requires converting Hwy. 380 into a double decker highway.

While I have lived in McKinney for years, I commuted to downtown Dallas for work during most of those years and had to deal with big city traffic structures like the high 5, the mixmaster, etc. I moved to McKinney, now building my second house here, because I wanted to live in an area that had outstanding amenities and a great quality of life while maintaining a suburban feel with beautiful homes, parks, and thoroughfares. McKinney's motto is "Unique by Nature." Obviously, an elevated double decked highway running right through the middle of it will destroy that beautiful suburban vib and put the city into the same class as downtown Dallas. Besides the other problems associated with a double decked elevated highway like potential multi-car pile ups due to the frequent ice storms we experience in this area, it will cost almost \$100M more to implement and the result will be a massive eye sore in the middle of and otherwise beautiful suburban city. The only words I can find to describe what I visualize with this option are "Urban Blight!" I truly believe this option will negatively affect the quality of life for my whole family based on the reasons I have listed above. I urge TxDOT to choose the Segment B option to avoid this urban nightmare.

Respectfully,

Robert T. Simon
McKinney Resident

From: Robin Benyak [REDACTED]
Sent: Monday, March 28, 2022 8:34 AM
To: Stephen Endres
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Brown and Brown Segment B Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT'S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN'S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Robin Benyak
[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group

[REDACTED]

Robin Benyak

From: Becky Hendren [REDACTED]
Sent: Wednesday, March 30, 2022 7:41 AM
To: Stephen Endres
Subject: 380 extension

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.

Dear Mr. Endres,

My husband and I very much support option B for the 380 extension.

Option B is much, much less expensive (saving around \$100 million).

Option B protects the environment better with less impact on streams, wetlands, etc. as well as farmland.

We live in Wynn Ridge Estates and do not want additional traffic noise. We also do not welcome additional traffic on [REDACTED].

Please make option B our new plan for 380.

Thanks,
Roger and Becky Hendren

[REDACTED]

From: [REDACTED]
Sent: Monday, March 28, 2022 7:17 PM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY38 Alternate Routes

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.

Dear Mr. Endres,

The purpose of this letter is to voice my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper. I've been a resident of Prosper since 2013 and have watched this city grow during this time. Our town of Prosper does not need a highway running through a large section of it. This will serve only to disrupt homes and small business like my own. [REDACTED] My wife and I did not purchase a home here to be that close to a highway. We wanted to be away from the traffic, noise and pollution of a road like 380. Unfortunately, these proposed alternative routes keep trying to place it right by us and homes. This area does not need any more traffic, noise pollution, air pollution or light pollution at night. Please oppose these alternative routes and keep 380 on 380 where it belongs. Citizens like myself and my wife purchased here for a reason. Please protect our homes and way of life.

I can't state this strongly enough: I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021, "...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT'S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN'S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Sincerely,

Roger and Carla Barfield
[REDACTED]
[REDACTED]

CC:
Texas House Representatives: Sanford, Holland, and Patterson
Texas State Senator Springer
Prosper Citizen Group

From: Roger Luttrell [REDACTED]
Sent: Wednesday, March 30, 2022 11:09 AM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

As the grandparent of a rider, we ask for this Project to find alternative solutions other than disturb the work of this organization. Our granddaughter benefits from the love and support received at ManeGait. Thank you.

Roger Luttrell
[REDACTED]
[REDACTED]

Roger B. Luttrell
Benton Luttrell Company
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



Trusted Service Since 1890 Providing Contemporary Insurance Solutions
member of



The information contained in this email message, and any files transmitted with it, is confidential and may be legally privileged. It is intended only for the use of the intended recipient. If the reader of this message is not the intended recipient, or the employee or agency responsible to deliver it to the intended recipient, you are hereby notified that any dissemination, disclosure, distribution or forwarding of this communication is strictly prohibited. If you have received this email message in error, please notify the sender immediately and delete the material from any computer. Thank you.

From: Roger Cheek [REDACTED]
Sent: Monday, April 4, 2022 2:37 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Roger Cheek, Realtor

From: Ronald Berteotti [REDACTED]
Sent: Tuesday, March 29, 2022 6:24 PM
To: Stephen Endres
Subject: Proposed Project 380 Bypass Alternatives

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.

Dear Mr. Endres,

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you for your consideration.

Respectfully,

Ron and Judy Berteotti

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Ron Draeger

[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

[A Texas Department of Transportation (TxDOT)

message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7Cd1fddafc9e524133144b08da10e5559a%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637840874414956999%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&sd=9muOueRiEI%2F6Q0h9XEOGkMZVvuciMehCzzwHLJfybU%3D&reserved=0>

From: Ron Holmes [REDACTED]
Sent: Wednesday, March 30, 2022 11:07 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

Al you need to do is visit Mane Gait to understand what a vital source it is to the special population it serves. Most people are moved to tears when visiting this unique source for such a special segment of our population.

I am a 17 year of McKinney and a proud sponsor of MainGate.

Ron Holmes

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 30, 2022 11:27 AM
To: [REDACTED]
Subject: RE: March 22, 2022 Meeting Comments on US 380 Project Coit Road to FM1827

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 | www.txdot.gov

From: [REDACTED]
Sent: Thursday, March 24, 2022 11:21 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: March 22, 2022 Meeting Comments on US 380 Project Coit Road to FM1827

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.

Stephen,

I fully support option A and I am totally opposed to option B for the following reasons:

1. ManeGait Therapeutic Center and the people with disabilities there will be dramatically impacted by an overhead/elevated freeway section that crosses right on its northern border. ManeGait is a facility for people with disabilities and they should not have to suffer from this elevated freeway. I do not see how the increased level of pollution from particulate matter, noise and smell and air quality can be ignored. The increased ozone levels and overall environment impact on the people with disabilities should be of overall concern when considering this 380 Bypass. I find it hard to believe the EPA and Americans with Disability Act would support Option B for this reason alone. My sister, Dad and Uncle had disabilities from polio. My uncle's condition was so severe he spent a long time in an iron lung. My sister spent 2 weeks at a Lions Club Camp in south central Texas and received therapeutic assistance. Luckily for her, there was no elevated freeway there to make her disability even more challenging. I know how difficult it was for them throughout life just struggling with their disabilities and I cannot understand why the State of Texas through TxDOT would want to make any person with disabilities struggles any worse.

2. Founders Academy is on the north side of the elevated 380 bypass directly across and equal distance from this elevated freeway as Mane Gait and would have the same impact on the children there.
3. I live close enough to Founders Academy I can hear the kids playing outside. What are they going to do when the Ozone level is so high they can no longer participate in this activity.
4. I remember the first meeting you had with Prosper in the old town building and you stated that TxDOT would not build anyplace that was against the Town's wishes. Since then, Prosper has signed 6 resolutions supporting Option A and opposing Option B. What more do you need from us?

Thanks for listening,
Ron Justice

A Texas Department of Transportation message



From: Ron Brown [REDACTED]
Sent: Tuesday, April 5, 2022 2:12 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:

Ronald D. Brown
[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a **key** community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

This community serves a vital role in ministering to numerous Veterans and their spouses, as well as the many other vulnerable populations.

We strongly oppose this proposed HWY 380 Segment B and appreciate your reconsideration to move in another direction for this project.

Sincerely,
Ronald D. Brown
Vietnam Veteran, Retired

From: Ronda Cowgill [REDACTED]
Sent: Thursday, March 31, 2022 3:03 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Ronda Cowgill [REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

From: Roy Smith [REDACTED]
Sent: Wednesday, March 30, 2022 12:01 PM
To: Stephen Endres
Subject: Hwy 380 Expansion

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.

Please consider going with Option B in the 380 Expansion Project. Option A will negatively impact our normal life quality and effect the McKinney neighborhoods. We moved to McKinney in 2007 and agree 380 expansion is needed but believe Option B is the best choice for everyone involved. Option B will keep the integrity intact for the whole area. Thank you for your consideration.
Roy & Sheri Smith
[REDACTED]
[REDACTED]

From: Roy Ancheta [REDACTED]
Sent: Friday, April 8, 2022 3:27 PM
To: Stephen Endres
Subject: US 380 Bypass

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.

Mr. Endres -

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements and minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road, and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you,

Roy Ancheta

From: Rudy Guerrero [REDACTED]
Sent: Wednesday, April 6, 2022 11:01 PM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY38 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT'S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN'S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Rudy Ramiro Guerrero

[REDACTED]

[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson

Texas State Senator Springer

Prosper Citizen Group

[REDACTED]

From: Russel May [REDACTED]
Sent: Tuesday, April 5, 2022 9:46 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

Dear Stephen-

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Respectfully,

Russel May
[REDACTED]
[REDACTED]

From: Russ Moore [REDACTED]
Sent: Sunday, March 27, 2022 4:58 PM
To: Stephen Endres
Subject: Comments Regarding Hwy 380 Expansion

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.

Sir:

I strongly urge that you select **Option B!** We believe that Option A will dramatically and negatively impact the quality of life in our neighborhood.

Sixteen (16) years ago, my wife and I moved from El Paso, TX, to the LaCima Haven neighborhood of Stonebridge Ranch, McKinney, TX. Our home is in close proximity to Highway 380. We were originally sold on moving to Stonebridge because of the overall beauty of the neighborhood and its homes; the quiet, tranquil quality of life; minimal external “through” traffic; its walking trails, wetlands, and forested areas; and our home’s location near the beautiful LaCima Pond on the north edge of Stonebridge. We have never regretted our decision to move here; however, we are deeply concerned that should TxDOT decide to go with Option A on the Highway 380 expansion, it would have a negative impact on the quality of life in our neighborhood; e.g.,

- I believe that the changed traffic patterns and flow along 380 and within Stonebridge will result in a great deal more community noise, increased transient traffic throughout Stonebridge, as well as a potential for an increase in related safety issues for our residents and their children.
- All documentation I have read seems to indicate that the cost of Option B would be less than that of Option A. As a taxpayer and failing other reasons that justify the unnecessary expenditure of state funds, it again makes sense to me to go with Option B.
- Option B seems to have fewer environmental issues and less impact on existing businesses and utilities.
- Compounding our concerns is the recent approval of a commercial business venture and apartments in the area between Stonebridge and Custer Drives along 380 near LaCima Pond which I believe will also negatively impact the quality of life in LaCima Haven; i.e., increased business noise, privacy issues for residents, removal of trees along the area adjacent to the north side of the pond; movement of wildlife in the greenbelt areas.

Thank you for your consideration of my comments.

Russell I. Moore

From: Rusty Crosslin [REDACTED]
Sent: Tuesday, April 5, 2022 2:17 PM
To: Stephen Endres
Subject: Project 380 Segment B

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.

Hello,

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

Thank you,
Rusty Crosslin

[REDACTED]

From: Ruth Smith [REDACTED]

Sent: Thursday, March 31, 2022 11:25 PM

To: Stephen Endres

Cc: [REDACTED]
[REDACTED]
[REDACTED]

Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Ruth Smith

[REDACTED]
|
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

From: Ryan Burchnell [REDACTED]
Sent: Wednesday, April 6, 2022 2:53 PM
To: Stephen Endres
Subject: Project 380 Segment B Support

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

As a homeowner in and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

- *The cost of Segment-A is \$99 million more than Segment-B.

- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.

- *It will also cause the installation of water pipes (ducts) over 380.

- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.



From: Ryan Byrne [REDACTED]
Sent: Wednesday, March 30, 2022 11:19 AM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

Stephen,

Thank you for your time and consideration in reading this email. My name is Ryan Byrne and I live at [REDACTED].

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations (disabled and children) deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Segment B jeopardizes therapy to thousands of current and future riders at ManeGait.

Thank you for your time.

Ryan Byrne
[REDACTED]

From: Ryan Fricke [REDACTED]
Sent: Tuesday, April 5, 2022 2:11 PM
To: Stephen Endres
Subject: SUPPORT Project 380 Segment-B

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.

Hello Stephen,

You do not know me, and we have never met. I am a homeowner and citizen of McKinney, TX. I am writing to you today to voice my support and encouragement of the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380, and it is also the least expensive option by nearly \$99M when compared to the cost of the Segment-A alignment.

I am strongly opposed to the Segment-A option. It should not be considered for the following reasons:

- Destroys and removes nearly 20 small businesses West of the 380 and Custer intersection on the North side.
- The cost of Segment-A is \$99M more than Segment-B.
- Segment-A option will create an overpass on 380 over Stonebridge Drive and Custer Road, and it will cause the installation of water pipes (ducts) over 380.
- Segment-A will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- Segment-A will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, likely depressing home values in that area.
- 380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment-B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you,
Ryan Fricke
SBR Resident

From: Ryan Hembree [REDACTED]
Sent: Wednesday, March 30, 2022 4:15 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Good Afternoon Mr. Endres,

I wanted to write you a quick note regarding my opposition to the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait. They do wonderful work that would be disrupted in a material way by the Segment B proposition.

Thank you in advance for your consideration to abandon/rework this project.

Best regards,



Ryan Hembree, CFA
Director of Operations, Chief Compliance Officer

Annandale Capital, LLC
[REDACTED]
[REDACTED]
[REDACTED]

This email from Annandale Capital, LLC may contain confidential or privileged information intended only for the recipient addressed. If you are not that person, you are hereby notified that any dissemination, distribution, copying, or other use of or reliance upon the information contained herein is strictly prohibited and may be unlawful. If you feel you have received this email in error, please notify us immediately by return e-mail, and destroy this communication and all copies thereof, including all attachments.

From: Ryan Johnson [REDACTED]
Sent: Monday, April 4, 2022 9:54 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Stephen:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Sincerely,

Ryan Johnson

[REDACTED]

From: Ryan McCully [REDACTED]
Sent: Thursday, March 31, 2022 1:42 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

My name is Ryan McCully. I live at [REDACTED].

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Thank you for helping to make a difference in this world!

Ryan McCully | TrailKids Pastor
[REDACTED]



From: Ryan Naizer [REDACTED]
Sent: Tuesday, April 5, 2022 10:12 PM
To: Stephen Endres
Subject: Project 380 Comments

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.

Mr. Endres,

My name is Ryan Naizer, and I am a resident of the La Cima Haven subdivision of Stonebridge Ranch in McKinney. My address is [REDACTED] which is 1/2 mile south of 380.

I strongly SUPPORT Project 380 Segment-B for the following reasons:

- Segment-B is about 1 mile shorter than the Segment-A, which means Segment-B has a smaller carbon footprint because less fuel is consumed and less emissions are produced while traveling the shorter segment. Since gas power vehicles will still be in use for many years into the future, I see this as a major environmental factor in comparing the two segments.
- Segment-B is also less costly than Segment-A by about \$99 million, which makes Segment-B the fiscally preferable use of tax dollars.
- Segment-B is also less disruptive to existing businesses and long established neighborhoods along 380.
- And, very importantly, Segment-B utilizes more undeveloped land than segment-A.

I strongly OPPOSE Project 380 Segment-A for the following reasons:

- The Segment-A freeway would create considerable road noise and air pollution for me and my neighbors since we live so close to its proposed path.
- Segment-A would also add noise and pollution to La Cima Lake & Park, a favorite outdoor retreat shared by my neighborhood.
- Segment-A would create more traffic on Stonebridge Ranch Drive by adding a crossover bridge and thereby decrease safety for many walkers, joggers, and cyclists of all ages in our neighborhood.
- Segment-A would cut off and encircle the nearby Tucker Hill neighborhood (380/Tremont Blvd and 380/Grassmere Ln) on two sides negatively affecting their quality of life and property value.
- Segment-A would cause the closure of 17 existing small businesses near 380 and Custer.
- Segment-A would require the demolition of 380 along its proposed path which seems wasteful considering that most of 380 in this area is relatively new and in good condition.

Segment-B is the best choice for improved traffic flow when you consider environmental factors, cost, disruption to small businesses, preservation of neighborhood quality, and the very simple fact that the shortest distance (and most efficient path) between two points is a straight line.

Thank you for your time in reading my concerns and comments.

Sincerely,

Ryan Naizer
[REDACTED]
[REDACTED]

From: Sadie Briggs [REDACTED]
Sent: Wednesday, March 30, 2022 4:00 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

My name is Sadie Briggs and I reside at [REDACTED].

I am writing to oppose the proposed Hwy 380 project that threatens the needs and lives of special needs individuals. ManeGait is a crucial part of our community and I urge you to look at the lives you are looking to interrupt. Special needs children have so many obstacles they face on a daily basis and ManeGait offers them a chance to smile and enjoy life and learn new skills and have pride in what they are achieving.

I, along with my special needs non profit Team Hoyt Texas, beg you to think of them and find an alternate solution to the traffic problem. ManeGait was there long before any of these new homes and businesses were. They deserve to be heard and fought for.

Sadie Briggs

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, March 28, 2022 1:03 PM
To: Sakina Ismaelbay
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation

O: 214-320-4469 |

<https://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.txdot.gov%2F&data=04%7C01%7Cchsmit%40burnsmcd.com%7C4d89eac99779411a380608da10e529de%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637840873684308644%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&data=DKTM7INBEW0q6sUq8gthGxrsTh%2F8aSZkHbgH4posg3A%3D&reserved=0>

-----Original Message-----

From: Sakina Ismaelbay [REDACTED]
Sent: Wednesday, March 23, 2022 6:21 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
[REDACTED]
[REDACTED]

Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021, "...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Respectfully,

Sakina Ismaelbay

[REDACTED]

[REDACTED]

[A Texas Department of Transportation (TxDOT)

message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7C4d89eac99779411a380608da10e529de%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637840873684308644%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&data=MDZ6M0YGYKHEiWNyjsLQ8SA1cLjppVPM4RwWNnZ6H8%3D&reserved=0>

center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7C4d89eac99779411a380608da10e529de%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637840873684308644%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&data=MDZ6M0YGYKHEiWNyjsLQ8SA1cLjppVPM4RwWNnZ6H8%3D&reserved=0>

From: Sallie Diamond [REDACTED]
Sent: Tuesday, April 5, 2022 8:57 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Sallie Diamond, [REDACTED]

COMMENT:

I am a special education teacher in Plano ISD, and I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait. I have numerous students that go here and participate in their therapy. I have other students on their wait list because there are not a lot of other resources that provide this service. The noise and disruption would be detrimental to these populations. Use one of the other alternatives.
Sallie Diamond

[REDACTED]

From: Sally Darnall [REDACTED]
Sent: Wednesday, April 20, 2022 8:11 AM
To: Stephen Endres
Subject: 380 Bypass

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.

Good morning,

I have been a Realtor in McKinney for 28 years, consequently have a pretty good idea of these areas, but to displace so many more residents by approving Plan A would be a injustice.

I have been saying for a long time that it made sense to take the bypass up Custer Road. I know that this is not exactly the plan, but you must know that using Bypass B is much less destructive for the community as a whole. I understand MainGait's concern and sympathize, but you must do what is best for the community as a whole.

Thanks for all you do,

Sally Darnall
Realtor - Keller Williams



Sally Darnall and Kelly Calkins

Real Estate Leaders in McKinney for over 25 years
*Voted **D Magazine's** Best Realtors in Dallas*
*Number **1 Selling Team at KW** - North Collin County*

From: Sally Krauss [REDACTED]
Sent: Tuesday, April 5, 2022 11:10 PM
To: Stephen Endres
Subject: 380 Proposal

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.

Option B yes!!! Option A no!!!!

[REDACTED]

From: Sandy Moss Moder [REDACTED]
Sent: Wednesday, April 20, 2022 9:23 AM
To: Stephen Endres
Subject: 380 bypass

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.

Stephen Endres,

I am sharing with you that I consider the Segment B option for the 380 bypass seems a better way to manage the traffic situation for McKinney: less loss for businesses and issues with hazardous materials area; less cost to taxpayers. I want to see McKinney businesses continue to thrive, our city remain safe as changes are considered.

Thank you, Sandra Moder

[REDACTED]
[REDACTED]

From: Sandra Tames [REDACTED]
Sent: Tuesday, April 5, 2022 2:25 PM
To: Stephen Endres
Subject: US 380 Project

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.

Dear Stephen,

This email is concerning the US 380 project. As a homeowner and citizen of McKinney, TX., I live in an area that will be directly impacted by this change; therefore, it is my obligation to have my voice/vote count.

I strongly SUPPORT the Project 380 **Segment-B bypass** alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you,
Sandra Tames
Homeowner of:

[REDACTED]
[REDACTED]

From: Sandra Tolleson [REDACTED]
Sent: Wednesday, April 6, 2022 11:17 AM
To: Stephen Endres
Subject: PROJECT 380

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

As a longtime homeowner and life long citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Thank you,

Sandra Tolleson



From: Sandra Zulawski [REDACTED]
Sent: Wednesday, April 6, 2022 10:00 AM
To: Stephen Endres
Subject: Hwy 380 realignment in McKinney

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.

I am a homeowner near the area affected by the realignment of Hwy 380. My home, as for most people, is my biggest investment so I am concerned about the results from this realignment. I believe that Segment B is the best option for many reasons. Segment B is cheaper for taxpayers. It causes less disruption for the businesses and homes in the area and will not cause as much loss of value for homeowners. Please consider these points seriously when making your decision which will affect many people. Thank you. Sandra Zulawski

[REDACTED]

From: Sandy Carris [REDACTED]
Sent: Tuesday, March 29, 2022 3:24 PM
To: Stephen Endres
Subject: 380 project

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.

Mr. Endres,

We live in Wren Creek off 380 & Stonebridge in McKinney. We are very opposed to Option A which is being proposed for 380.

Reasons are:

Businesses will be displaced versus none for Option B.
Total Cost for Option A is \$100M more than Option B.
Option A impacts more flatland, river streams,
& forest than B.
Noise & traffic will be unbelievable.
Thank you for reading this.

Sandy & John Carris

From: Sandra Grogman [REDACTED]
Sent: Saturday, April 9, 2022 12:53 PM
To: Stephen Endres
Subject: Support plan B 380

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.

strongly OPPOSE Plan A Will effect too many residential areas !!! And WE pay for it...plus businesses affected....AND COST EXTRA...

PLEASE SUPPORT plan B !!

Resident
Sandy Grogman
[REDACTED]
[REDACTED]
[REDACTED]



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.

Comments: Support Segment A - Oppose Segment B
Segment A is the logical choice for realignment of Hwy 380.
Segment B is too disruptive to the community of Prosper.
Segment A allows for continuation of the years of planning
and land use decisions without isolating an entire
area of our community. Segment B will cause harm
to the new Prosper ISD high school and decimate nearby
planned developments. The city of Prosper planned
for the eventual expansion of Hwy 380 via the
expansion of a Segment A alignment. This "planned"
design should not be superseded by Segment B because
of the lack of planning by other cities.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Sandy Jackman
Address: [REDACTED]
Apartment, suite, etc.: [REDACTED]
City/State/Zip: [REDACTED]

Sandy Jackman

NORTH TEXAS TX P&DC
DALLAS TX 750
4 APR 2022 PM 4



RECEIVED TXL
APR 06 2022
DISTRICT MAIL
PDO



**TxDOT DALLAS DISTRICT OFFICE
ATTN: STEPHEN ENDRES, P.E., CSJ 0135-02-065 ETC., US 380
4777 E U.S. HIGHWAY 80
MESQUITE, TEXAS 75150-6643**

75150-664399



----- Fold Here -----

----- Fold Here -----



To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

From: santos bernal [REDACTED]
Sent: Wednesday, April 6, 2022 8:49 PM
To: Stephen Endres
Subject: Project 380

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you,
Santos Bernal

From: [REDACTED]
Sent: Tuesday, April 5, 2022 4:24 PM
To: Stephen Endres
Subject: Support for Plan B of the Highway

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.

Dear Mr. Endres,

After reading the proposed plan for the new Highway to be built around or on Hwy 380, I would like to offer my opinion as a resident of Stonebridge Ranch.

I strongly oppose Segment-A. My reasons are that it would upset businesses, homes and perhaps divert water into our beautiful ponds.

I truly believe that Segment-B is the best way to go. It is the best way to improve traffic flow in our area and it will allow the continuation of existing businesses and homeowners. If I understand the explanation of cost; it appears that Segment-B will cost \$99 million less than that of Segment A.

Please consider Segment-B as the one you choose.

Thank you for allowing me to voice my opinion.

Best regards,
Sara and Lyn Alford

[REDACTED]
[REDACTED]

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

From: sara [REDACTED]
Sent: Monday, April 4, 2022 8:43 PM
To: Stephen Endres
Subject: Re: Opposition to HWY380 Brown and Brown Segment B Alternate Routes

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.

Mr. Endres - I am following up on my communication to you last year voicing my support of the Town of Prosper's opposition for segment B of highway 380 alternatives. The most recent materials I have seen for segment B alternative, equating it to highway 75, would be even more devastating to the Town of Prosper and our McKinney neighbors than I even fathomed in Aug 2021!! I moved to Prosper from Little Elm in 2015 because there was a well-thought out thoroughfare and land use plan, to enable controlled growth into the future. Segment B is in conflict with the Town's thoroughfare plan, would negatively impact Prosper and its current and planned future developments.

Not only would the Town of Prosper be negatively impacted, but our neighbors in McKinney as well! ManeGait is an amazing asset to Collin County and deserves to continue operations and special events, serving vulnerable and protected populations, without the threats that a 12+ lane highway brings. The Town of Prosper deserves the same.

The negative impacts of segment B are plentiful - threatens the safety of citizens and students; increased traffic and noise; related environmental impacts including degraded air quality from increased emissions; negative impact on home values, including those of our neighbors in McKinney; negative impact on the already planned-limited tax revenue available to the Town of Prosper; negative impact on non-profit ManeGait's ability to continue serving their customers without significant disruptions; and a general decrease to desirability of a fast growing town.

Do the right thing, oppose 380 segment B alternative and KEEP 380 ON 380.

Sincerely,
Sara Imes

[REDACTED]
[REDACTED]
[REDACTED]

- > On Aug 5, 2021, at 1:24 PM, Stephen Endres <Stephen.Endres@txdot.gov> wrote:
>
> Thank you for your comment and interest in the US 380 Coit to FM 1827 project. Your opposition to segment B of the Gold and Brown Alternatives is noted.
>
> TxDOT's study team has been working on developing its design schematic and completing numerous technical studies and the environmental analyses of the alternatives. TxDOT is working diligently to try to avoid directly impacting all the resources you mention in your email. However, there are many constraints that we must consider since the project area is rapidly developing and growing. This means that there are limited locations with minimal impacts for placement of new build alternatives.
>
> This project presents many challenges and TxDOT takes its responsibility to make transportation decisions for the region very seriously. TxDOT has provided a document that outlines the methodologies and level of detail for analyzing alternatives here. This includes all screening/evaluation categories that TxDOT will use as a decision is made about what alternative will be named the preferred alternative.
>
> The study team evaluated the current ManeGait facility and completed an initial environmental review of impacts to this community facility. As our project progresses, more in-depth analyses and documentation are being completed for the existing and anticipated social and environmental impacts to all community facilities, including the schools you mention and ManeGait Therapeutic Horsemanship. This information will be presented at our Spring 2022 Public Meeting.
>
> We will also perform and provide the results of a comprehensive air quality analysis. The air quality analysis will follow regulatory requirements, and will address the following four components for the Preferred Alternative once selected:
> • conformity of the proposed project with the Texas Commission on Environmental Quality (TCEQ) State Implementation Plan (SIP), which essentially means that the project must be consistent with the information in the SIP such as the design (number of lanes), schedule, and cost;
> • carbon monoxide (CO) emissions;
> • mobile source air toxics (MSAT); and
> • the Congestion Management Process (CMP).
>

> The air quality analysis may involve coordination various resource agencies and planning organizations including the US Environmental Protection Agency (EPA), TCEQ, North Texas Council of Governments (NCTCOG), and Federal Highway Administration (FHWA). Air quality analyses require an approved alignment and traffic volumes in order to be prepared. You can read the TxDOT guidance documents regarding air quality here.

>
> A detailed traffic noise analysis will be conducted once the schematic design for the Reasonable Alternatives are developed. TxDOT will measure existing noise levels and evaluate predicted noise levels for each Build Alternative based on the 2045 traffic volume forecasted for the new roadway. The study will be conducted in accordance

>
> Stephen Endres

>
> -----Original Message-----

> From: sara [REDACTED]
> Sent: Thursday, August 5, 2021 1:15 PM
> To: [REDACTED]

> Cc: [REDACTED]
> Subject: Opposition to HWY380 Brown and Brown Segment B Alternate Routes

>
> 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.

>
> Dear Mr. Endres, Representatives: Sanford, Holland, and Patterson, and Senator Springer,

>
> As a resident of Whitley Place, I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper. Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021, "...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

>
> I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

>
> Warmest Regards,

>
> Sara Imes

> [REDACTED]
> [REDACTED]

>
> [A Texas Department of Transportation (TxDOT) message]<<https://nam11.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cstephen.endres%40txdot.gov%7C3c923dd17f404794bd9b08da16a5af7b%7C39dba4765c094c6391dace7a3ab5224d%7C0%7C0%7C637848117768545084%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C3000&sdta=cYL%2BQZG4BSFkH71T6vBUAb954IY5ML6Mt2JAYSESCXw%3D&reserved=0>>

From: Sara Reed [REDACTED]
Sent: Thursday, March 31, 2022 11:05 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:
Sara Reed

[REDACTED]
[REDACTED]

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Thank you
Sara Reed

March 24, 2022

Dear Mrs. Endres,

I strongly oppose the 380 Expansion Project option to have it beginning at Stonebridge and 380. It will negatively affect our community and neighborhood forever. Option B is the only way this should be done as it will not affect nearly as many people in that area as it would for so many living in the La Cima/Tucker Hill areas. Please hear our pleas to NOT move forward with Option A.

Thank you kindly,

Sarah Enright
La Cima Homeowner

[REDACTED]

[REDACTED]

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Thursday, March 24, 2022 8:42 AM
To: Sarah Enright [REDACTED]
Subject: RE: 380 Expansion Project

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 | www.txdot.gov

From: Sarah Enright [REDACTED]
Sent: Thursday, March 24, 2022 8:27 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: 380 Expansion Project

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.

Dear Mrs. Endres,

I strongly oppose the 380 Expansion Project option to have it beginning at Stonebridge and 380. It will negatively affect our community and neighborhood forever. Option B is the only way this should be done as it will not affect nearly as many people in that area as it would for so many living in the La Cima/Tucker Hill areas. Please hear our pleas to NOT move forward with Option A.

Thank you kindly,

Sarah Enright
La Cima Homeowner

A Texas Department of Transportation message

HELP
#EndTheStreakTX

End the streak of daily deaths
on Texas roadways.

From: Fred [REDACTED]
Sent: Tuesday, April 19, 2022 2:22 PM
To: Stephen Endres
Subject: OPPOSE SEGMENT B 380

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.

SUPPLEMENT: TxDOT is now conducting an environmental impact study not a feasibility study. The only question on the table is the environmental impact of TxDOT's recommended Segment A and any alternatives. The questions of cost and feasibility have been answered in the feasibility study. To which, Segment A is better for the environment. Segment A lowers the roadway between Custer and Ridge roads thus eliminating 2 traffic lights for egress to Tucker Hill and Stonebridge Ranch, which reduces noise and air pollution from idling, braking, and accelerating vehicles. Segment A is better for the environment, while Segment B delivers air and noise pollution elevated 30 feet in the air for the widest possible distribution that covers Founder's Academy Charter School, ManeGait therapeutic, Walnut Grove High School, and surrounding subdivisions, making Segment B an environmental disaster.

When TxDOT announced the preferred alignment as Segment A in 2019 Feasibility study, they in effect issued a letter of intent. Developers have, in good faith, spent millions to build Founder's Academy Charter School and are building Ladera, an age restricted community in Prosper.

However, since the day TxDOT has recommended Segment A, the city council and mayor of McKinney have been fast tracking building permits in the path of Segment A to create as many obstacles as possible in order to increase the cost of Segment A. In a strategy to oppose Segment A based on cost, they now claim businesses will be displaced by Segment A and the cost of Segment A is greater than Segment B, conveniently not mentioning the fact that they are the architects of this increased cost.

The restriction of building a 12 lane road adjacent to ManeGait that prevented TxDOT choosing Segment B has not changed. The clients of ManeGait are an ADA protected class. Bill and Priscilla Darling have been serving children and adults with disabilities and disabled veterans. They have chosen to continue serving this protected community.

From: Sarah McGuire [REDACTED]
Sent: Wednesday, March 30, 2022 2:33 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

Dear Mr. Endres,

I strongly oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Respectfully,
Sarah McGuire

[REDACTED]

From: Sarah Roberts [REDACTED]
Sent: Friday, April 1, 2022 6:10 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

Dear Mr. Endres,

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

I hope you will reconsider these plans for the sake of our special needs family and friends.

Thank you for your time.

Sincerely,
Sarah Roberts

[REDACTED]
[REDACTED]

From: Sarah Schuler [REDACTED]
Sent: Tuesday, April 5, 2022 9:19 AM
To: Stephen Endres
Subject: 380 expansion in McKinney

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.

Dear Stephen,

I live in the La Cima neighborhood near the intersection of Stonebridge and 380. I am very concerned about how our neighborhood will be impacted if Option A is used for the 380 expansion. There are several other established neighborhoods nearby that would be negatively impacted by this choice. An elevated highway is not an appealing thought when Option B would veer north of 380 where there is currently less development. I understand that there are many considerations that TxDot must evaluate for this expansion to improve traffic flow. I am hopeful we will not have to relocate elsewhere because of the disruption of construction and noise over 3-4 years, and especially an elevated highway in sight. Please choose Option B.

Sarah Schuler
[REDACTED]
[REDACTED]

Sent from my iPhone

From: Sarah Stocking [REDACTED]
Sent: Monday, March 28, 2022 11:20 AM
To: Stephen Endres
Subject: Segment B

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.

Dear Stephen,

I would like to add my input to the recent TxDot meeting that occurred in regards to the 380 expansion. As a parent of a child that attends Founders Classical Academy, I would like to protest the proposed "Segment B". I am concerned about the pollution level and noise level that could negatively impact the students. Also, the safety of the students is a concern. Especially high school students who will be leaving the school driving and are not experienced enough to be on such a large-scale road.

Another area of concern is the impact to Mane Gait Therapeutic horse farm. They provide services to the special needs population and there are concerns about the pollution, safety and noise level to their operation of the farm.

Please do not re-route 380 using the segment B option. I oppose it.

Sarah Stocking



April 21, 2022

Via: *Federal Express; U.S. Certified Mail, Return Receipt Requested; and Email;*
Stephen.endres@txdot.gov

Texas Department of Transportation
Stephen Endres, P.E.
TxDot Dallas District Office
4777 East US Highway 80
Mesquite, Texas 75150-6643

Re: Public Meeting Comment By The George M. Schaeffer Revocable Trust (landowner) and Schaeffer Industries (operating entity) (collectively "Schaeffer") Concerning Expansion of US 380 – TxDOT Recommended Alignment, Segment D ("Segment D")

Dear Mr. Endres:

I write to provide my public meeting comment regarding the above-referenced matter. My views are expressed below:

1. Adoption of Prior Position Statement: On June 2, 2021, I submitted my Position Statement regarding Segment D, a copy of which is incorporated herein and appended hereto as Attachment 1. The Position Statement provides the background and analysis for this Public Meeting Comment, and, thus, should be reviewed prior to considering the balance of this Public Meeting Comment. (For ease of reference, unless otherwise defined, capitalized terms utilized in this Public Meeting Comment have the meaning ascribed to them in the Position Statement.) In short, the Position Statement demonstrates that because of the unique characteristics of the Schaeffer Property as a rail-served manufacturing site, the right-of-way for Alignment D ("ROW") should be relocated to the east such that the western boundary of the ROW falls along the property line between the Schaeffer Property and the abutting property to the east ("Modified Segment D").

2. Lower Freeway Profile: The public information Schematic depicts the Freeway expansion affecting the Schaeffer Property on a land bridge due to the floodplain. Thus, the vertical alignment of the freeway is substantially above the natural grade. A fundamental consideration in traffic/land planning is whether a property is visible from a freeway. This is particularly important for properties because visibility creates public business exposure. The Schaeffer Property (assuming the ROW is moved to the east to Modified Segment D) will be developed as a rail-served manufacturing site with several facilities having wall-mount signs displaying the identity and nature of business.

Stephen Endres, P.E.
April 21, 2022

Lowering the freeway vertical alignment will enhance the line-of-site visibility of the Schaeffer Property and the improvements thereon. While it is apparent that vertical alignment of the freeway must be sufficient to pass over McIntyre Road, I request that the freeway vertical profile be lowered as much as practicable.

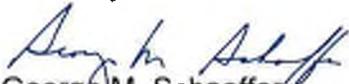
3. Lower Frontage Roads: As with low vertical freeway profiles, low frontage roads provide the traveling public visibility of adjacent properties which promotes commerce. Moreover, at-grade frontage roads provide easy access to abutting properties which facilitates business. Further, frontage roads with smooth vertical tie-ins to surrounding properties certainly enhance vehicle and pedestrian safety. For these reasons, vertically low frontage roads are favored.

Under Segment D, the east and west frontage roads intersect McIntyre at or about the existing grade, which is approximately the grade of the Schaeffer Property. However, only a limited portion of the frontage roads flanking the Schaeffer Property is at existing grade. (See Attachment 2 which demarcates the Schaeffer Property as Panels 541 and 542, with only the green area of the frontage roads being at existing grade.) As explained above, frontage roads matching existing grade are advantageous to contiguous properties and enhance safety. Accordingly, I request that all frontage roads abutting the Schaeffer Property be reduced in height to match the existing grade of the Schaeffer Property.

4. Add McIntyre Road Northbound Access: The public information Schematic for the expansion of US 380 Segment D does not depict a northbound freeway exit for a frontage road which will serve McIntyre Road. Northbound US 380 must contain a frontage road turnout providing access to McIntyre Road, otherwise, properties contiguous to and surrounding McIntyre Road, including the Schaeffer Property, will be cut off from freeway/frontage road access. As such, I request the addition of a northbound frontage road exit/access leading to McIntyre Road.

Thank you for your attention to these matters.

Sincerely,


George M. Schaeffer
Trustee/CEO

Encls.

ATTACHMENT 1



June 2, 2021

*Via: Federal Express; U.S. Certified Mail, Return Receipt Requested; and Email:
Stephen.endres@txdot.gov*

Texas Department of Transportation
Stephen Endres, P.E.
TxDot Dallas District Office
4777 East US Highway 80
Mesquite, Texas 75150-6643

*Re: Expansion of US 380 – TxDOT Recommended Alignment, Segment D
("Segment D"); Position Statement of The George M. Schaeffer Revocable
Trust (landowner) and Schaeffer Industries (operating entity) (collectively
"Schaeffer")*

Dear Mr. Endres:

I write regarding the above-referenced matter. The purpose of this letter is to provide you with Schaeffer's position regarding Segment D of the proposed expansion of US 380.

By way of background, I know what it means to pursue and achieve the American dream. I started my career in the steel industry in 1970. In 1981, I started Schaeffer Industries from scratch. Over the last forty years, Schaeffer Industries has become a recognized producer of (i) steel tube and pipe commonly referred to as HSS (Hollow Structural Sections), and (ii) rollformed steel profiles that are used in construction, solar, agriculture and racking applications. The Company uses structural grade steel coil weighing between 50,000# and 80,000# each in its manufacturing process. Because of the weight of the incoming steel coil, it must be transported exclusively by rail. Over the years, I have had the good fortune to employ thousands of Americans and invest hundreds of millions of dollars in plants and equipment.

I select Schaeffer's development sites, including the two 20.28-acre parcels (40.56 total acres) the company purchased in Collin County abutting McKinney city as shown on attached Exhibit A. The property identification numbers for those parcels are 1053086 and 1053095 ("Schaeffer Property"). The Schaeffer Property is highlighted on the area map attached hereto as Exhibit B and is also shown on the US 380 EIS Proposed Alignments Map and a portion thereof attached hereto as Exhibit C & D, respectively. I evaluated the Schaeffer Property in light of the site selection criteria for the Company's business operations, which include:

Stephen Endres, P.E.
June 2, 2021

- **Size:** Because of the significant size of Schaeffer's raw material, finished goods and equipment, and because developing a site requires significant capital investment, a site must be sufficiently large to accommodate several facilities on a single location. This also allows Schaeffer to adjust operations to satisfy market needs. The Schaeffer Property contains adequate acreage for initial facilities and expansion.
- **Shape and Topography:** A site must be flat and regular shaped. The Schaeffer Property satisfies these criteria.
- **Use:** The permitted land usage is important. The Schaeffer Property is designated as a "Future Rail Service Park". See attached Exhibit E. The Service Park designation is important for several reasons. Being located in a business park protects property values because similar business operations are located in the area. Additionally, this designation protects against encroaching dissimilar land uses which can, in the long run, be at cross-purposes with business operations.
- **Area Business Climate:** A business-environment, such as an available workforce and a business-friendly political climate, are important. The McKinney area is pro-business.
- **Freeway Access:** Freeway access for shipment of finished product is essential for the Company's business. The Schaeffer Property is proximately located to several freeway systems and, thus, satisfies this requirement.
- **Rail Service:** This is a critical factor, and, in point of fact, the most difficult siting issue to satisfy. Rail service is essential because the Company receives its raw materials, consisting of steel coils, by rail. It is important to note that a property is not rail-served simply by being contiguous to a rail line. Many factors must be examined in determining whether a property can be served by an abutting rail line. These factors include topography, geometry, property size and property configuration. The company's ideal rail layout consists of a connected two-point rail loop, with associated sub-spurs, which facilitates the delivery, pickup, movement and unloading of rail cars. The physical characteristics of the Schaeffer Property accommodates this type of rail service, as evidenced by the rail drawing and site plan attached respectively as Exhibits F & G. It is exceptionally difficult to locate a property which provides this type of rail configuration.

After careful analysis, taking into account all site selection criteria, the Schaeffer Property emerged as an exceptionally rare site that would accommodate the company's business needs. As such, Schaeffer purchased the Schaeffer Property. Schaeffer intends to develop the Schaeffer Property in its entirety for company business operations. Schaeffer purchased the Schaeffer Property in reliance on the full developability of the site. Because

Stephen Endres, P.E.
June 2, 2021

the proposed alignment of Segment D would conflict with this use, the presently proposed alignment should be modified.

As is facially evident from Exhibit D, the currently proposed Segment D bisects the Schaeffer Property. As such, the presently proposed alignment of Segment D would utterly destroy this exceptional rail-served site. Accordingly, the alignment of Segment D should be relocated to the east of the east boundary of the Schaeffer Property "Modified Segment D". This would not only permit Schaeffer to achieve its objective for the Schaeffer Property, but also benefit the community.

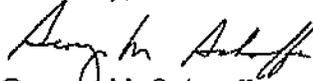
Common sense dictates that freeway alignments should be routed to moderate the impact on the affected community. As indicated above, rail-served sites are extraordinarily rare. A fundamental concept of land planning is that properties should be put to their highest and best use. This ultimately benefits the entire community. Thus, the utilization of rail service on scarce, rail-served properties is in the best interest of the community. Stated differently, impeding or preventing the development of a rail-served site constitutes a material negative impact on the community, which violates core land use concepts. As such, Segment D should be moved east to Modified Segment D.

It is also noteworthy that the properties abutting the Schaeffer Property on the north (Parcel No. 1053077) and on the east (Parcel No. 1052407) are both owned by the same entity. Parcel No. 1053077 (to the north) is already traversed by proposed Segment D, and Parcel No. 1052407 (to the east) is irregularly shaped. Moving proposed Segment D east (off of the Schaeffer Property) to Modified Segment D would eliminate the north/south bisection of the Schaeffer Property. Thus, utilizing Modified Segment D would limit the impact of the freeway project to a single owner, with one parcel already affected by proposed Segment D and the other parcel being odd-shaped, while preserving the unique rail-served Schaeffer Property.

In short, Schaeffer purchased the Schaeffer Property because of the property's unique characteristics as a rail-served manufacturing site. Relocating proposed Segment D to the east to Modified Segment D is consistent with sound land use policy and will limit the impact of the project, permit Schaeffer's objectives and benefit the community.

Thank you for your attention to this matter.

Sincerely,



George M. Schaeffer
President

Encls.

EXHIBIT A

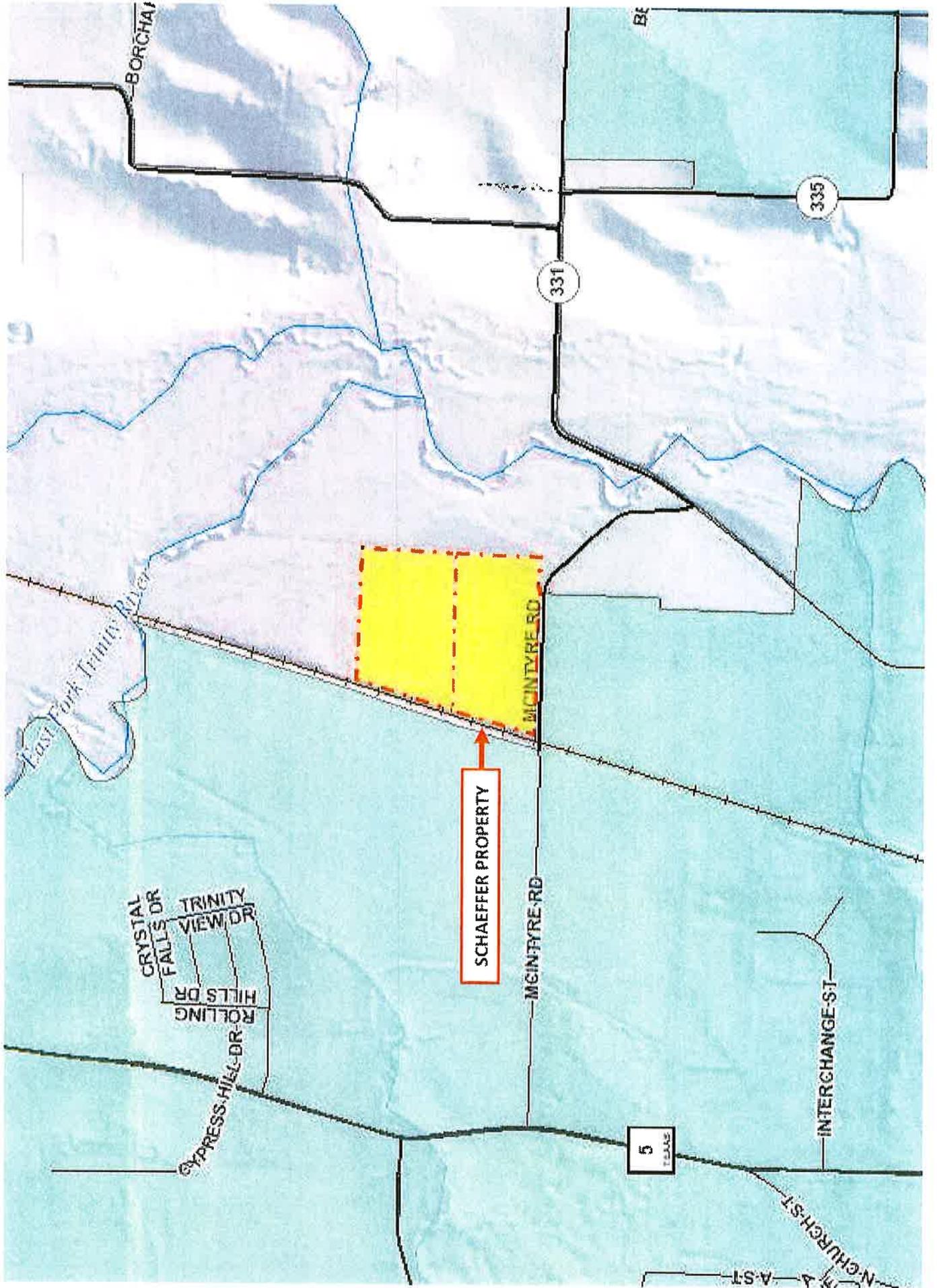


EXHIBIT B

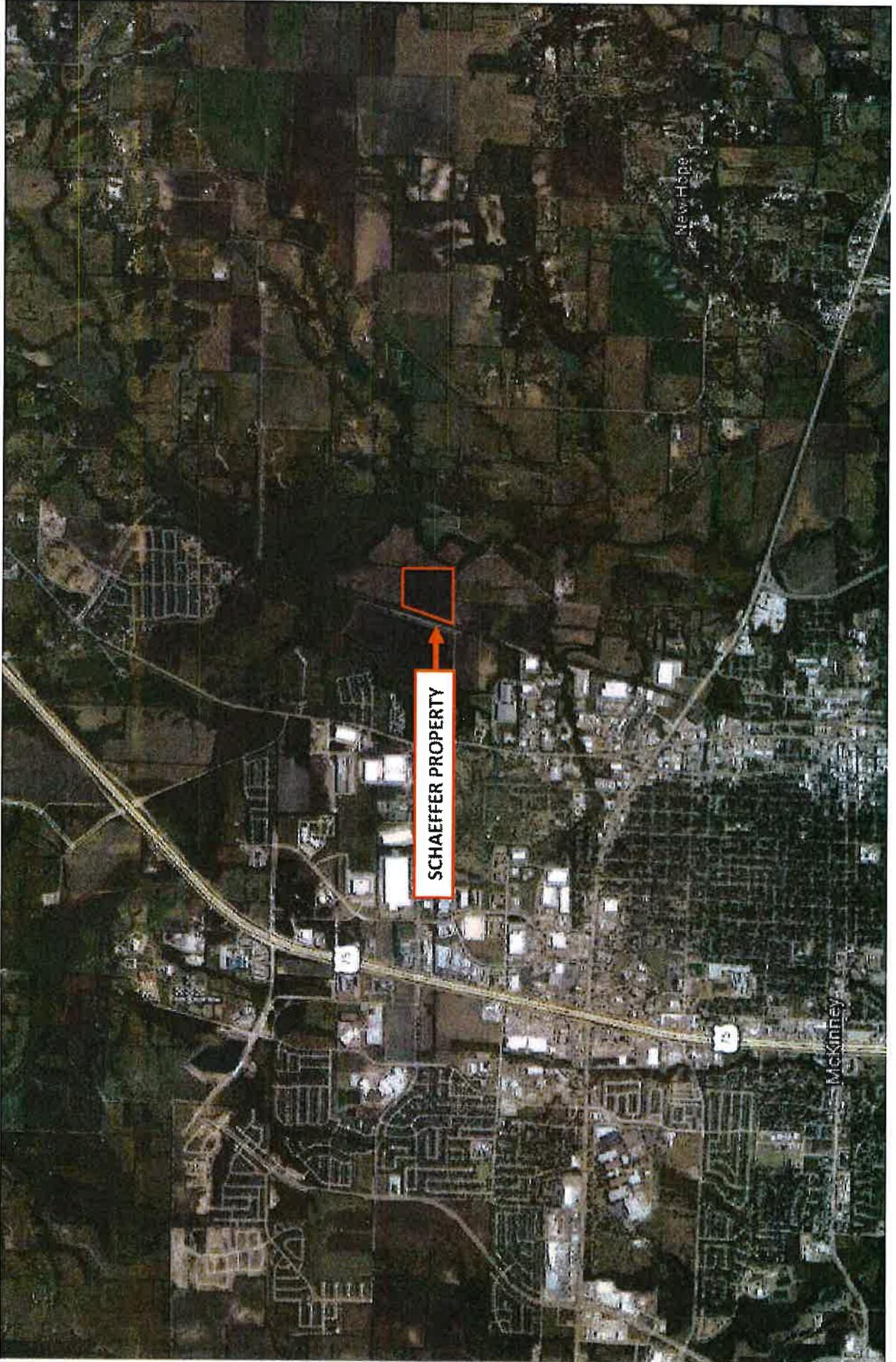


EXHIBIT C



EXHIBIT E

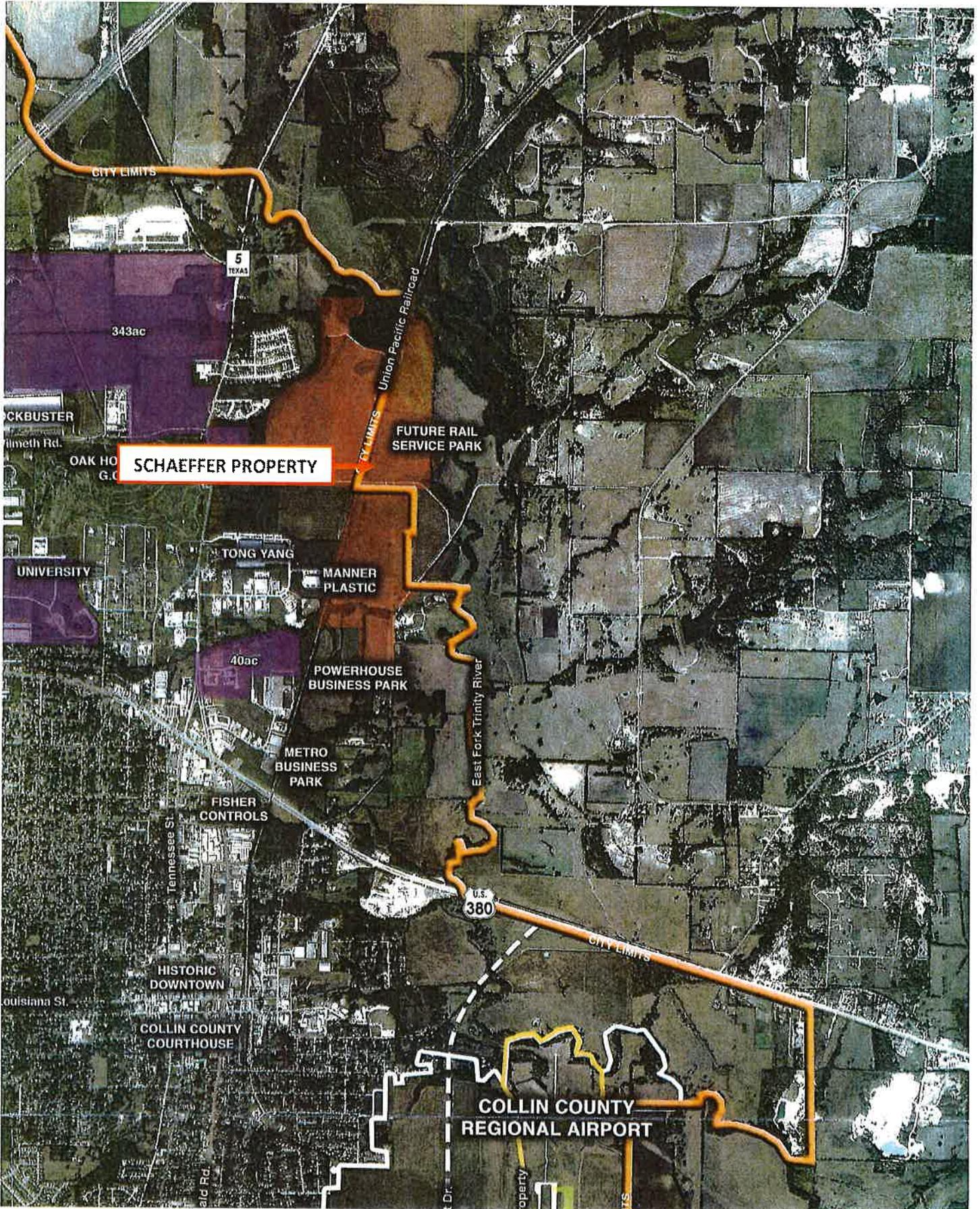
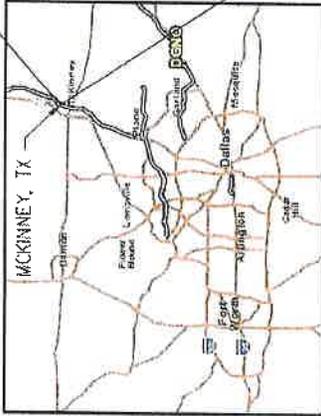
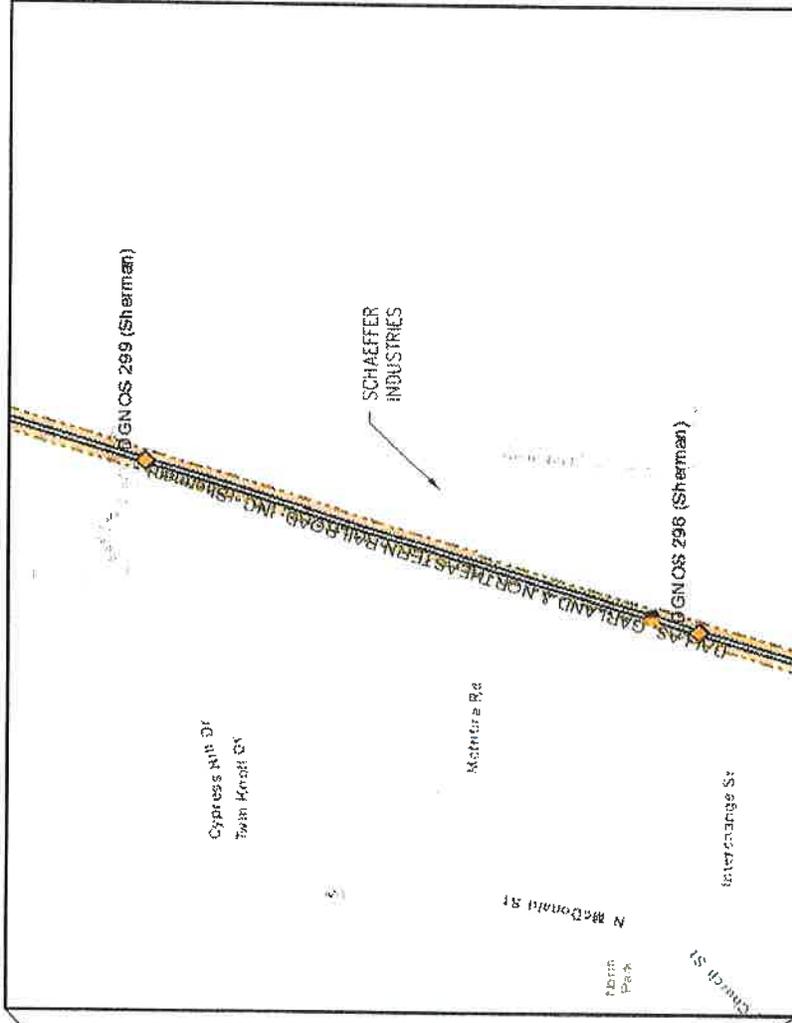


EXHIBIT F

GENESEEE & WYOMING RAILROAD SERVICES INC. SCHAEFFER INDUSTRIES MCKINNEY, TX

CONCEPTUAL DRAWING. NOT FOR CONSTRUCTION. ALL STATIONING AND DIMENSIONS ARE APPROXIMATE.



LOCATION MAP
R.T.E.

SCHAEFFER INDUSTRIES
MCKINNEY, TX
LAYOUT

DATE: 08/26/05
DRAWN BY: JMM
CHECKED BY: JMM
DESIGNED BY: JMM

DRAWING NO.
C.D.T.
S.F.T.C. 2

NOT FOR BIDDING

DENV - DALLAS - GARLAND & ROCKFESS - DENVER ROAD

GENESEEE & WYOMING RAILROAD SERVICES INC.

GENESEEE & WYOMING RAILROAD SERVICES INC.

REVISIONS

EXHIBIT F (CONTINUED)

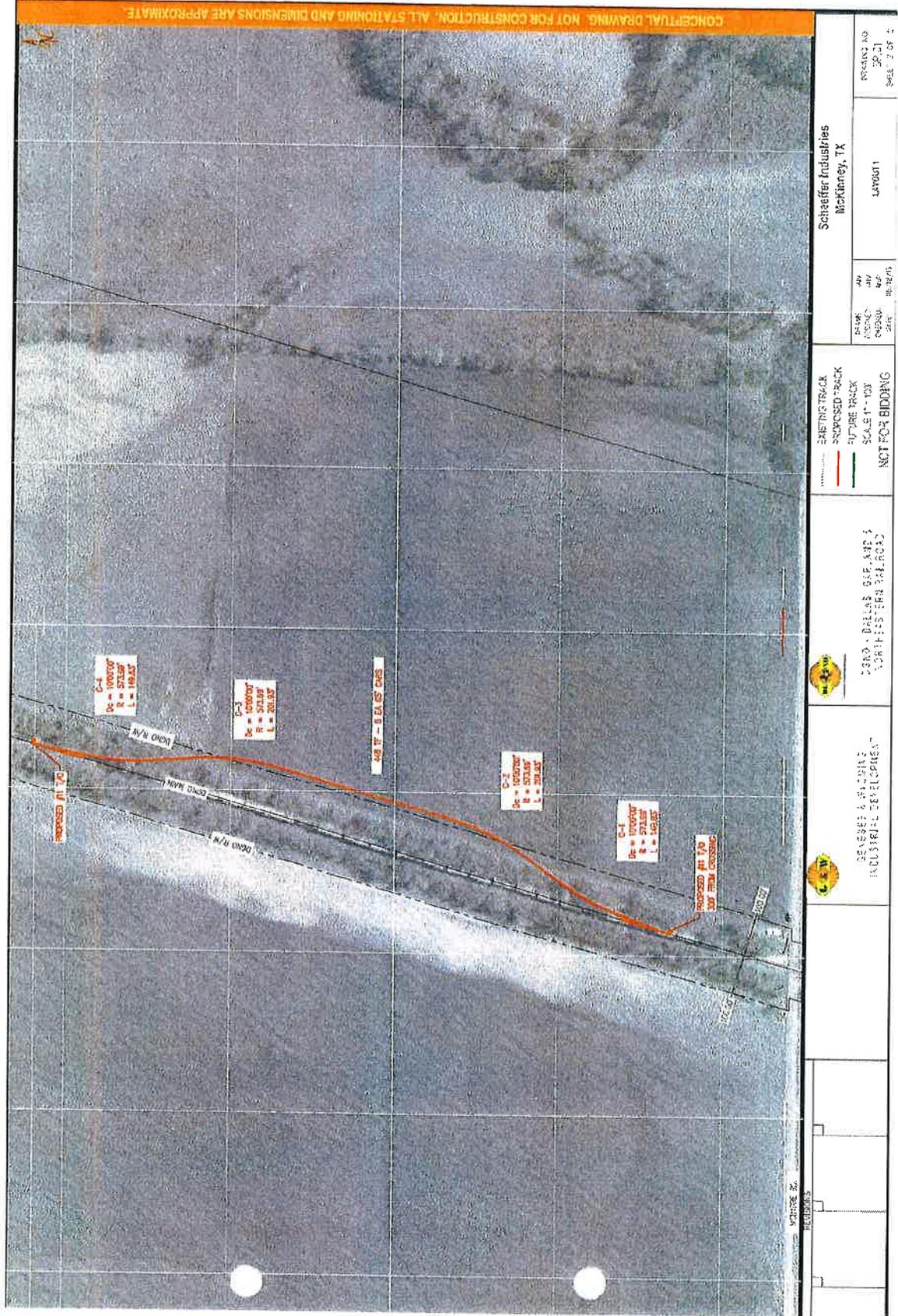
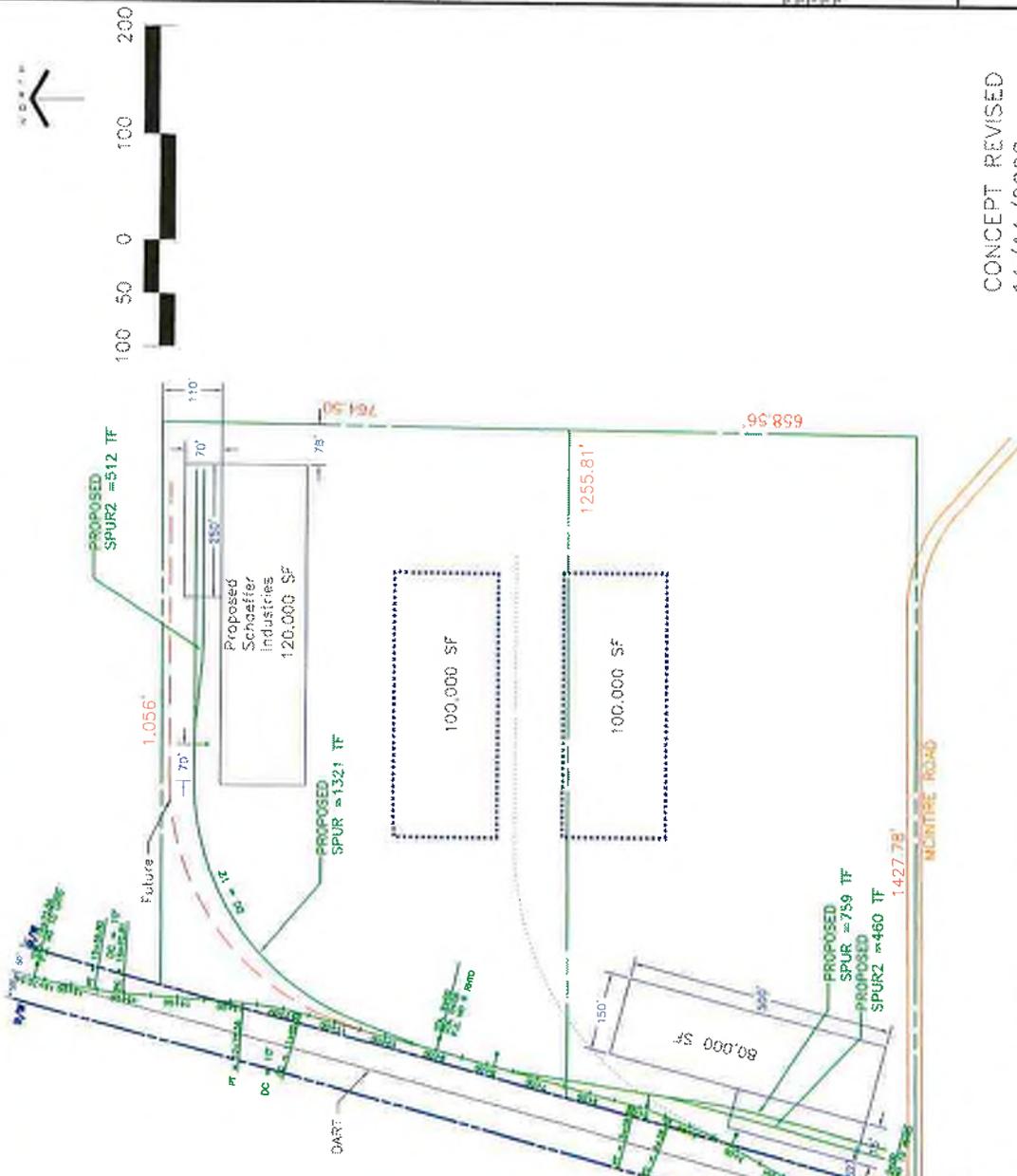


EXHIBIT G

CONCEPTUAL PLAN

THE PLANS OFFERED ARE FOR PLANNING AND FEASIBILITY PURPOSES ONLY. THEY DO NOT CONSTITUTE AN ENGINEERING SURVEY AND FULL PLANS SHOULD BE APPROVED BY A REGISTERED PROFESSIONAL ENGINEER IN ORDER TO APPROVE ANY NEW TRACK AND IN ORDER TO PREPARE A TRACK USE AGREEMENT.

THE PLANS OFFERED ARE NOT FOR CONSTRUCTION. THE PLANS ARE FOR INFORMATION PURPOSES ONLY.



SCHAEFFER INDUSTRIES
INDUSTRIAL SIDING AND SPURS
OFF OF THE OGDON RAILROAD
MCKINNEY, TEXAS

CROUCH ENGINEERING, P.C.
222 South Highway 27, Suite 100
McKinney, Texas 75069
Phone: 972.566.1111
Fax: 972.566.1111
www.crouche.com



HEET NUMBER
1

CONCEPT REVISED
11/11/2008

ATTACHMENT 2



Schaeffer Property

From: scottcorcoran7 [REDACTED]
Sent: Thursday, April 21, 2022 5:06 PM
To: Stephen Endres
Subject: 380 Bypass input

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 Stephen

Please choose option B. It costs many millions less, 17 businesses on 380 do not get eliminated, less environmental and utility problems, and the freeway for option A would be too close to the Tucker Hill residents.

When and where will a public forum be held so we can come and give in-person feedback?

Thank you,
Scott and Tiffany Corcoran

[REDACTED]

[REDACTED]

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, March 28, 2022 1:03 PM
To: Scott Bell
Subject: RE: 380 proposals input

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 |

<https://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.txdot.gov%2F&data=04%7C01%7Cchsmith%40burnsmcd.com%7Cf1ed9a13268141acef3f08da10e53201%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637840873813105572%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&data=WuhZ2R%2FcxlQ4f0Oftoxg2FFyci6lCiyLzL2StaHgl%3D&reserved=0>

-----Original Message-----

From: Scott Bell [REDACTED]
Sent: Wednesday, March 23, 2022 7:53 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: 380 proposals input

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.

Stephen,

I would like to oppose any option that includes section B. The construction of section A would take place in an area that is already under construction for Ridge Rd. Additionally, the businesses that would need to be relocated if section A were selected would have known that they would be impacted if 380 were to be expanded. In fact, new businesses continue to be built along 380 in an area known to be likely impacted.

Best regards,
Scott Bell
[REDACTED]
[REDACTED]

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7Cf1ed9a13268141acef3f08da10e53201%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637840873813105572%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&data=iJxf12RssDtn3%2FfCheowqaktNf8wGz3jzHZR6ln9%2FCg%3D&reserved=0>>

From: Scott Brink [REDACTED]
Sent: Thursday, March 31, 2022 10:13 PM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

REPLACE REPLACE Full Legal Name

Full Residential or Business Address

City, State, Zip

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

From: Scott Crawford [REDACTED]
Sent: Saturday, April 2, 2022 8:57 PM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT'S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN'S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Best Regards,
Scott Crawford

[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson

Texas State Senator Springer

Prosper Citizen Group



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

I MOVED TO WHITNEY PLACE IN PROSPER IN DECEMBER 2016. I HAVE MULTIPLE CONCERNS HOW SEGMENT B WILL NEGATIVELY IMPACT MY HOME AND NEIGHBORHOOD!

- VALUE OF MY HOME, I PURCHASED MY HOME AS AN INVESTMENT, I PLANNED TO USE THE PROCEEDS OF THE SALE OF MY HOME TO HELP FUND MY RETIREMENT. CAN AN ANALYSIS BE PERFORMED ON THE FINANCIAL IMPACT ON HOME VALUES OF WHITNEY PLACE.

- INCREASE IN CRIME, I AM CONCERNED WITH THE INCREASE IN TRAFFIC VOLUMES PLUS VISIBILITY OF MY HOME, THERE IS THE POTENTIAL OF AN INCREASE IN CRIME.

- INCREASE IN TRAFFIC AND POTENTIAL ACCIDENTS, WITH THE "B" AND ITS POTENTIAL 14 LANE, TRAFFIC WILL INCREASE IN MY NEIGHBORHOOD AS WELL AS INCIDENTS. HAS A FEASIBILITY STUDY BEEN CONDUCTED ON TRAFFIC IN WHITNEY PLACE?

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: SCOTT MARTIN

Address: [REDACTED]

Apartment, suite, etc.: _____

City/State/Zip: [REDACTED]

From: Stephen Endres <Stephen.Endres@txdot.gov>

Sent: Monday, March 28, 2022 1:16 PM

To: Oberle, Scott (GE Appliances, Haier) [REDACTED]

Subject: RE: US 380 Comments and Questions

Thank you for your comments. We will add them to our public meeting summary.

1. Why is the “A” route still under consideration whenever the results of the study (Segment Analysis Matrix) clearly show the least impact to residents and lowest cost is with the “B” option? TxDOT is going through the required NEPA EIS process. In the next few months TxDOT will select preferred alternative and present it at a Public Hearing late this year.
2. Do the residents of Prosper or the City of Prosper have any influence in whether Option A or B through McKinney is chosen when only a very small corner of their city is impacted, and then, only if Option B is chosen? We take all comments into consideration.
3. Does TXDOT cater to politically-connected individuals whose business interests are affected by either route, when their personal homes are not in or near the path of either route? TxDOT does listen to state, city, and county elected officials. Elected officials represent the general public. We tell the public to contact their local elected officials and voice their concerns to them about TxDOT projects.
4. Is the impact to a few very mobile animals, such as horses with influential owners, more important to TXDOT than to thousands of hard-working, tax-paying residents whose lifetime investment in their homes are profoundly impacted by either the A and B routes? We provided more information on ManeGait in our public meeting materials. <http://www.keepitmovingdallas.com/US380EISPublicMeeting>
5. The timing of the final decision is extremely critical to my wife and to me, as we would take an unrecoverable financial loss if we had to sell our home during construction at this stage of our lives. We moved to McKinney over 20 years ago, because of my job, and we don’t intend to stay in this home in retirement IF a freeway or a multi-year construction site is THE view from our front porch. When will a final decision finally be made? The preferred alternative will be presented at a Public Hearing around the end of the year.
6. What is the probability that the decision will be A, B, or neither (abandon both options)? TxDOT does not favor either alternative at this time.

Please call me if you have any more questions.

Stephen Endres

Transportation Engineer

From: Oberle, Scott (GE Appliances, Haier) [REDACTED]
Sent: Wednesday, March 23, 2022 9:08 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: US 380 Comments and Questions

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.

Mr. Endres,

On numerous occasions, you have asked for our feedback and we keep providing it, yet TXDOT continues to ask, as if our opinions might change! My input from last year is in the email below. We contracted to build on Tremont Blvd. in Tucker Hill in December of 2016. At that time, we were told that a 380 BYPASS would eventually be built, reducing the traffic on University through McKinney, and particularly between Custer Road and Hwy. 75. We first heard talk of NO bypass, rather turning University into a 16-lane freeway, in the summer of 2017, when we attended a meeting in Tucker Hill and heard presentations by local politicians and TXDOT representatives. At that point, we had just sold our home on a quiet street in Stonebridge Ranch, paid large sums of money to Darling Homes, and our Tucker Hill home was already under construction. Since then, nearly 5 years ago, we have lived under this dark cloud, wondering what would become of our investment, 38 years of building home equity, as we near retirement.

My wife and I attended the public meeting last night at Collin College in McKinney, hoping to get “new news”. It was so crowded, we could barely see the maps, and could not get near anyone of the persons that appeared to be sharing facts rather than rumors. After an hour, we left, more frustrated than ever! Since we really got no new information last night, I will present my questions directly to you:

1. Why is the “A” route still under consideration whenever the results of the study (Segment Analysis Matrix) clearly show the least impact to residents and lowest cost is with the “B” option?
2. Do the residents of Prosper or the City of Prosper have any influence in whether Option A or B through McKinney is chosen when only a very small corner of their city is impacted, and then, only if Option B is chosen?
3. Does TXDOT cater to politically-connected individuals whose business interests are affected by either route, when their personal homes are not in or near the path of either route?
4. Is the impact to a few very mobile animals, such as horses with influential owners, more important to TXDOT than to thousands of hard-working, tax-paying residents whose lifetime investment in their homes are profoundly impacted by either the A and B routes?
5. The timing of the final decision is extremely critical to my wife and to me, as we would take an unrecoverable financial loss if we had to sell our home during construction at this stage of our lives. We moved to McKinney over 20 years ago, because of my job, and we don’t intend to stay in this home in retirement IF a freeway or a multi-year construction site is THE view from our front porch. When will a final decision finally be made?
6. What is the probability that the decision will be A, B, or neither (abandon both options)?

I look forward to your response to my questions.

Most Sincerely,

Scott Oberle
[REDACTED]
[REDACTED]

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Friday, February 5, 2021 10:36 AM
To: Oberle, Scott (GE Appliances, Haier) [REDACTED]
Subject: [EXT] RE: US 380 Comments

Thank you for your comments. We will add them to our public scoping meeting summary.

From: Oberle, Scott (GE Appliances, Haier) [REDACTED]
Sent: Thursday, February 04, 2021 2:57 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: US 380 Comments

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.

Mr. Endres,

I have provided feedback on several previous occasions, however you have again asked for comments so I will provide my opinions once again.

I am strongly opposed to the current 380 corridor between Custer Road and Highway 75 being converted into a controlled access freeway with access roads. Additionally, I favor either the new Option B Route - Brown Alternative or Option B Route - Gold Alternative.

My wife and I are residents and homeowners in Tucker Hill, residing very near the intersection of [REDACTED]. If the existing 380 roadway were to be converted to a controlled freeway with access roads, the negative impact to the quality of life, as well as the safety and welfare of the many residents living in close proximity to the existing Hwy 380 between Custer and Hwy 75 would be significant, and would far overshadow any improvement to the traffic flow. Additionally, too many businesses on or near this corridor would be negatively impacted by the expansion, and many would probably not even survive the construction process, let alone be accessible and viable if they did survive.

Lastly, it is my understanding that the City of McKinney passed a resolution on 12/15/20 supporting either the Option B Brown or Gold Routes, noting that of the options presented, these were the least expensive and the least disruptive to the residents of McKinney. I support their resolution and believe the resolution of our City Council warrants strong consideration.

Most Sincerely,

Scott Oberle
[REDACTED]
[REDACTED]
|

From: [REDACTED]
To: [Stephen Endres](#)
Subject: US 380 IMPROVEMENTS FROM COIT ROAD TO FM 1827
Date: Thursday, March 31, 2022 9:57:46 AM

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.

I just wanted to write a quick note on my view of the proposed 380 improvements. To get straight to the point, I am totally opposed to any "improvement" to 380. Freeways ruin neighborhoods, I am originally from California and the building of freeways do nothing to reduce traffic and usually end up making the surrounding neighborhoods into slums. If you want to build a new freeway, build it in the pathway of the Collin outer loop. There are few to no existing neighborhoods and business to be displaced and could help serve the growing Celina community connecting DNT with 75. If you really want to improve traffic on 380, widen Frontier parkway to 3 lanes all the way to US75, Widen Bloomdale to 2 or 3 lanes and connect to 75. Making alternate routs that are not freeways could also help to reduce traffic without destroying existing neighborhoods and businesses and the quality of life for the residences of the existing neighborhoods. If I wanted to live near a freeway, I would have bought a house near a freeway, not one about as far away from one and still be in McKinney as possible.

Thanks for you time.

Sincerely,
Scott Stadler

Resident of Robinson Ridge (next to Heatherwood)

From: Scott Wilder [REDACTED]
Sent: Wednesday, April 20, 2022 1:00 PM
To: Stephen Endres
Subject: support for option B of 380 project

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.

Option A costs much more and brings unwanted traffic into a largely residential community. Please vote for Option B, the more reasonable solution!

From: Scott Zanetell [REDACTED]
Sent: Monday, March 28, 2022 6:05 PM
To: Stephen Endres
Subject: 380 Project

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B bypass** alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

[REDACTED]

From: Sean Kang [REDACTED]
Sent: Monday, March 28, 2022 6:38 PM
To: Stephen Endres
Subject: Project 380

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B**bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Sean and Sharon Kang
Stonebridge Ranch
McKinney

[REDACTED]

From: Sean Barron [REDACTED]
Sent: Friday, April 1, 2022 11:55 AM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

"I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait."

Sean Barron

[REDACTED]
[REDACTED]

From: sean dowd [REDACTED]
Sent: Monday, March 28, 2022 6:32 PM
To: Stephen Endres
Subject: Re: 380 in McKinney/Bypass

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.

Once again, the Stonebridge board is using SRCA property to promote their personal interests. You will soon receive a group of emails supporting Segment-B, however they only represent a small portion of Stonebridge Ranch residents (barely 10% actually vote for board candidates, sometimes even less). Please be advised they will not accurately represent actual opinion on 380 expansion.

On Mon, Mar 14, 2022 at 10:38 AM Stephen Endres <Stephen.Endres@txdot.gov> wrote:

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres

214-320-4469

From: sean dowd [REDACTED]
Sent: Saturday, March 12, 2022 10:29 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: 380 in McKinney/Bypass

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.

I am a resident of Stonebridge Ranch and I am in favor of expanding the existing 380 lanes (option F on the map distributed by SRCA). I have lived in McKinney for 31 years and in Stonebridge Ranch for 25 years. The SRCA board does not represent my views in any way regarding 380 expansion. The majority of SRCA board members live in neighborhoods close to 380. These are all newer neighborhoods and the owners purchased them knowing that 380 would be expanded. The same is true for all Tucker Hill residents.

Expanding the existing 380 lanes will provide a highway that is closer to get to for the majority of McKinney residents. While it may inconvenience a noisy but small segment of the population who are abusing their board position to promote their personal interests, that is really not the point. The point is to provide expanded highway access to those who need it most. And expanding the existing lanes will provide that.



From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, March 14, 2022 10:38 AM
To: sean dowd [REDACTED]
Subject: RE: 380 in McKinney/Bypass

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
214-320-4469

From: sean dowd [REDACTED]
Sent: Saturday, March 12, 2022 10:29 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: 380 in McKinney/Bypass

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.

I am a resident of Stonebridge Ranch and I am in favor of expanding the existing 380 lanes (option F on the map distributed by SRCA). I have lived in McKinney for 31 years and in Stonebridge Ranch for 25 years. The SRCA board does not represent my views in any way regarding 380 expansion. The majority of SRCA board members live in neighborhoods close to 380. These are all newer neighborhoods and the owners purchased them knowing that 380 would be expanded. The same is true for all Tucker Hill residents.

Expanding the existing 380 lanes will provide a highway that is closer to get to for the majority of McKinney residents. While it may inconvenience a noisy but small segment of the population who are abusing their board position to promote their personal interests, that is really not the point. The point is to provide expanded highway access to those who need it most. And expanding the existing lanes will provide that.

From: Sean Haran [REDACTED]
Sent: Wednesday, April 6, 2022 9:01 PM
To: Stephen Endres
Subject: McKinney Resident - Support Project 380 Segment B

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,

My name is Sean Haran a homeowner and citizen of McKinney, TX living in the Stonebridge Community. I am emailing you to **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. Coupled with the new development on the same route that will add shopping and apartments, we are very concerned about the added traffic and disruption to our quiet neighborhood.

Naturally I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Thank you for your time and consideration.

Sean



From: Teresa Murphy [REDACTED]
Sent: Wednesday, March 30, 2022 12:58 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Sean Murphy
[REDACTED]
[REDACTED]

COMMENT:

Special needs children require peace, calm and quiet which ManeGait currently provides. The horses carrying them requires the same. Any elevated, noisy highway disturbing these children and therapy horses carrying them will destroy the purpose and character of ManeGait. ManeGait is a recognized, extremely valuable resource for these children and adults, their families and the North Texas Community! Any placement of a noisy highway would be an extreme disservice to the entire North Texas region.

Sean Murphy
Friend of ManeGait
[REDACTED]

From: Sean Neumann [REDACTED]
Sent: Tuesday, April 5, 2022 2:09 PM
To: Stephen Endres
Subject: I support Segment B

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

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

--
Thanks
Sean Neumann
[REDACTED]

From: sean sadler [REDACTED]
Sent: Wednesday, April 6, 2022 5:48 PM
To: Stephen Endres
Subject: 380 bypass

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.

I live at [REDACTED] in La Cima...I am a OB/Gyn physician and feel like traffic from my house to Baylor will be much more intense/congested with option A. Currently, I have no issues on 380 from Stonebridge to Lake Forrest and can get to Baylor hospital in 5 minutes which is optimal for my job.

I would like to see segment B option implemented.

I feel like segment A would disrupt Tucker Hill and La Cima neighborhoods. These are two beautiful neighborhoods that draw a lot of attention from outside residents for prom pictures family photos and family outings. I also think this version A of the expansion is too close to too many housing areas unlike segment B. Please, please, please choice Segment/route B

Thank You!
-Sean Sadler

[REDACTED]
[REDACTED]

[REDACTED]



SENATOR DREW SPRINGER

DISTRICT 30

April 7, 2022

Stephen Endres
Texas Department of Transportation
Stephen.Endres@txdot.gov
Re: Proposed 380 Bypass

Mr. Endres:

I have received letters, emails, phone calls, and had many face-to-face discussions with constituents regarding the Highway 380 Bypass. All communication has specifically stated serious concerns regarding the impending, negative impacts the proposed bypass will have on the Town of Prosper, Texas.

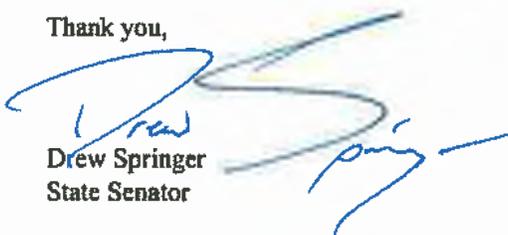
Town leadership has been heavily involved in the project since the commencement of the Feasibility Study in 2017. They supported the US 380 Collin County Feasibility Study Final Report and Implementation Plan in March of 2020. It contained a recommended alignment of US 380 adjacent to the current roadway. Prosper has been opposed to alternative alignments that bisect and/or cut through the Town. This includes the proposed Brown and Gold route or Segment B. Segment B negatively impacts existing, planned, and future development in Prosper. At risk are ManeGait, a nationally renowned equine therapeutic facility providing programs to assist individuals with disabilities, Founder's Academy, a newly established charter school, an additional Prosper Independent School District high school – presently under construction, and numerous homes and businesses. In addition, it would negatively impact Prosper's economic development and growth opportunities.

The Town of Prosper has worked diligently to plan, execute, and adhere to a plan for responsible and sustainable growth. It possesses the smallest land mass in the area and has a population of 31,000, considerably less numbers than adjacent communities. Responsible planning has included a Thoroughfare Plan that was adopted after multiple public hearings and intensive citizen input. This Thoroughfare Plan included the original proposal of TXDot which illustrated US 380 as a Limited Access Freeway located along the existing alignment within the Town's jurisdictional boundary. This plan was one the community supported after multiple meetings and discussions.

It is my unwavering opinion, based upon facts, that when comparing Segment B to various alignment options, there are other less impactful alignments that exist. I am asking you to utilize those other options. Selecting Segment B will lead to the destruction of a vibrant, well planned, and growing community.

Thank you for your consideration,

Thank you,



Drew Springer
State Senator



ARCHER * CLAY * COLLIN * COOKE * DENTON * ERATH * GRAYSON

JACK * MONTAGUE * PALO PINTO * PARKER * WICHITA * WISE * YOUNG

From: September Green [REDACTED]

Sent: Friday, April 1, 2022 10:08 PM

To: Stephen Endres

Cc: [REDACTED]
[REDACTED]
[REDACTED]

Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

September Green



4777 EAST HIGHWAY 80, MESQUITE, TEXAS 75150-6643 | 214.320.6100 | WWW.TXDOT.GOV

May 10, 2022

The Honorable Drew Springer
State Senator, District 30
P.O. Box 12068
Austin, Texas 78711

Dear Senator Springer:

Thank you for your letter dated April 7, 2022, regarding the US 380 project between Coit Road and FM 1827. We have added your letter to the other comments we've received and will address all comments once responses have been prepared.

TxDOT is diligently working on evaluating each of the segments presented at the March 2022 public meeting and will take all the comments we've received into consideration as we complete that evaluation. We anticipate presenting the preferred alternative at a public hearing in early 2023.

Please feel free to contact me with any additional questions or concerns.

Sincerely,

Mohamed K. Bur, P.E.
Dallas District Engineer

cc: Marc D. Williams, P.E., Executive Director, TxDOT
William L. Hale, P.E., Chief Engineer, TxDOT
Quincy D. Allen, P.E., Director of District Operations, TxDOT
Jennifer Vorster, P.E., Collin County Area Engineer, TxDOT
Stephen Endres, P.E., Transportation Engineer, TxDOT

OUR VALUES: *People • Accountability • Trust • Honesty*
OUR MISSION: *Connecting You With Texas*

An Equal Opportunity Employer

TxDOT US 380 EIS

Coit Rd to FM 1827 Public Meeting

Focus Area 3: SH 5 to FM 1827 Analysis and Feedback

April 19, 2022

Collected and Provided by Local Residents and Businesses

Table of Contents

Areas of Historical and Ecological Significance	3
Segment Displacement Data	7
Errors and Inconsistencies in Presented Data.....	7
Collecting Accurate Displacement Data.....	7
Displacement Data Synopsis by Segment.....	8
Detailed Displacement Data by Segment	9
Displacements Unique to Segment D	9
Displacements Unique to Segment C	9
Displacements Common to Both Segments	11
Segment Design and Engineering Considerations	12
Feedback Survey – Response Summary	13
Feedback Survey – Individual Responses	14

Areas of Historical and Ecological Significance

Focus Area 3 has several areas of historical and ecological significance that should be avoided by the selected build alternative. Segment C will damage or destroy historically significant artifacts along its alignment and disrupt their connection with the surrounding landscape and its unique features. The segment will also disrupt the unique heavily-forested wetland ecosystem and the wildlife that take refuge there. In contrast, Segment D does not encroach upon, damage, or destroy any wetlands and crosses the shortest distance of heavily-forested woodland. Additionally, it avoids areas of historical significance, preserving the character of the landscape and the environment for future generations.

Simmons Dairy Farm

Several of the properties located along CR 338 were the site of the Simmons Dairy Farm in Collin County. The dairy farm was operational in the 1930s and used a few farm buildings that have been preserved and are still standing today. The historical farm buildings include a calving barn, a small milking barn and corral, a large milking barn, a hay storage barn, and a milk cooling shed. An 80-foot deep well that was hand dug and brick lined was used to supply water to the farm as needed. Segment C would run through the middle of the historical farm, splitting it in two, irreversibly harming it. The calving barn is marked on the schematic roll plots for Segment C as a “shed” and would be wiped out by the construction of the segment. Similarly, some of the other historical structures marked as “barn[s]” on the map would be destroyed. An application is currently in progress for the historical farm buildings and farm site to be recognized as a Recorded Texas Historic Landmark (RTHL).



Simmons Dairy Calving Barn.

Woodlawn Cemetery

Located to the east of CR 338 is Woodlawn Cemetery, a Recorded Texas Historic Landmark (RTHL). The cemetery is situated along the historic Lower Bonham Rd at the site of the church and school of the small historic community of Rock Rest. The community was a stop on the Clarksville stagecoach route that ran between McKinney and Bonham. The cemetery was first used in the 1870s and is the burial place for many Collin County pioneers, containing over 200 graves. The majority of the graves are from the late 1800s and early 1900s. The creek that flows by the cemetery and trees throughout it contribute to the cemetery's unique aesthetic. Segment C would run slightly southwest of the cemetery and would harm the site's integrity and its seclusion from modern civilization, damaging the atmosphere of the historic community.



Graves in Woodlawn Cemetery are located throughout the trees and around the creek that flows by.

Wetland, Floodplain, and Forest

The wetland ecosystem is located along and to the north and to the east of the DGNO Railroad and the East Fork of the Trinity River, surrounding Clemons Creek and its interconnecting watercourses. Clemons Creek runs from the north to the south through the wetland and meanders to the east and west. It is an integral part of the habitat, contributing water and nourishment to the wetland and its plant and animal life. Changes to the natural water flow of Clemons Creek and interconnecting streams could damage the water supply to the wetland, permanently altering the ecosystem.

The wetland is home to a mixture of mature hardwoods and secondary forest. It is composed of a variety of tree species, including oaks, walnuts, pecan, mulberry, elm, ash, bois d'arc, and cottonwood. One of the mature American Elms sits on the edge of the wetland and has a circumference of over 174 inches. Based on its circumference, the elm is approximately 220 years old, making it one of the oldest and largest living American Elms in the state of Texas.¹

¹ Texas A&M Forest Service Big Tree Registry.



Approximately 220-year-old American Elm tree.

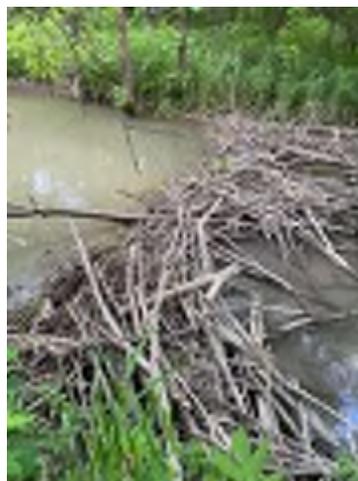
The wetland is also the habitat for a wide variety of wildlife species, including various mammals, amphibians, reptiles, fish, and birds. Beavers can be observed playing in the streams, felling trees, and building lodges and dams causing small ponds to form. The beaver ponds contribute to the habitat for frogs, turtles, snakes, fish, and river otters.



One of the beaver ponds constructed in the wetland.



A watercourse that meanders through the wetland.



A dam in the process of being built by beavers. Felled tree stumps can be observed nearby.



The wetland serves as a habitat for several species of migratory and non-migratory water and forest birds. The migratory painted bunting and indigo bunting prefer dense, secluded woodlands, and use the forested wetland for nesting, feeding, and resting. Other migratory

flocks of birds use the area to rest and hunt, and many varieties of ducks and geese frequent the wetland. The ecosystem also provides a nesting area for several species of egret and heron as well as other water birds.



Painted Bunting visiting one of the bird feeders in the woodlands.

Segment C would disrupt or destroy the unique ecosystem that is not commonly found in Collin County. It runs through the heavily-forested wetlands, crossing a large pond. Segment D avoids the critical wetland ecosystem and areas of historical significance, preserving the landscape and environment for future generations.

Segment Displacement Data

Errors and Inconsistencies in Presented Data

The calculations of residential and business displacements for Segments C and D presented in the Segment Analysis Matrix do not accurately reflect the number of residences or businesses that would be displaced by the segments. The calculation errors appear to arise out of inconsistencies in the data collection and analysis methods used to produce the totals.

For example, some structures whose properties were encroached on by the segment were labeled “Direct Building Displacement” or “Induced Building Displacement” and were included in the displacement totals. However, other structures with the same characteristics and whose properties were also encroached on by the segment were not labeled or included in the displacement totals, despite being located physically closer to the segment. Additionally, the business displacement totals appear to be counting building displacements instead of individual business displacements.

Furthermore, the displacement totals for Segment D include displacements from the FM 1827 to CR 560 Project whereas the Segment C totals do not include those displacements (see the far east side of the roll plots for Segments C and D). These inconsistencies in data collection and classification result in statistics that cannot be relied upon to accurately compare, contrast, and analyze the segments' impacts.

The Segment Analysis Matrix also includes combined displacement totals with the Spur 399 Extension project. However, the calculated displacement totals do not reflect the displacements that would occur when reviewing the roll plots that were provided at the October 2021 Public Meeting for the project. Further examination and analysis would be required to produce accurate combined totals for the two projects.

Collecting Accurate Displacement Data

To determine accurate displacement counts, uniform classification rules were defined and applied to the entire length of each segment under scrutiny and the adjacent properties, residences, and businesses. The classifications and their definitions are outlined below:

- **Direct Displacement:**
The right of way of the segment intersects with the structure or comes within 10 feet of the structure, unless the right of way boundary for the segment parallels an existing roadway right of way boundary.
- **Induced Displacement:**
The structure is located on the same property as a Direct Displacement structure and whose function is directly related to that of the Direct Displacement structure. (For example, a shed for a displaced residence, or an additional building for a displaced business building).
- **Logical Displacement:**
The right of way of the segment intersects with the property on which the structure resides, and the intersection of the segment with the property causes substantial harm to the property or significantly alters its appearance or interferes with its ability to perform its present function.

The collected displacement data was arranged to separate unique displacements for each segment from displacements common to both segments. The following sections include the displacement totals as well as detailed lists of residences and businesses that would be affected as depicted on the roll plots for Segments C and D.

Displacement Data Synopsis by Segment

	Segment D	Segment C	Common
Displacements			
Residences			
Direct	4	11	0
Direct or Induced	7	15	1
Logical	9	31	3
Businesses			
Direct	4	4	11
Direct or Induced	4	4	11
Logical	4	8	12
Building/Structure Displacements			
Residences			
Buildings			
Direct	4	11	0
Direct or Induced	7	15	1
Logical	9	31	3
Sheds/Farm Structures			
Direct	17	22	3
Direct or Induced	18	39	4
Logical	18	59	7
Businesses			
Buildings			
Direct	5	6	18
Direct or Induced	7	6	18
Logical	7	11	19
Sheds/Other Structures			
Direct	7	2	2
Direct or Induced	9	6	4
Logical	9	14	4

Detailed Displacement Data by Segment

Displacements Unique to Segment D

Parcel No.	Owner Name/Address	Displaced Number of Buildings			Displaced Number of Sheds/Farm Structures		
		Direct	Direct or Induced	Logical	Direct	Direct or Induced	Logical
332, 334, 535, 538	LACORE AGRICULTURE LLC • [REDACTED]						
539	SLOAN CREEK LTD & PLF LTD • [REDACTED]						
541, 542	SCHAEFFER GEORGE M REVOCABLE TRUST • [REDACTED]						
543	LACORE AGRICULTURE LLC • [REDACTED]						
544	ALLEN COMMERCE CENTER LP • [REDACTED]						
546	ESCAMILLA PATRICIA ANNETTE & • [REDACTED]						
	Residence/Farm	0	0	1	0	0	0
545, 550	CARAWAY STEVE L • [REDACTED]						
	Business: CNC Concrete LLC	1	1	1	4	5	5
	Business: Buildings Falcon Inc Transportation	1	1	1	0	0	0
	Business: Oak Farms Transportation	1	1	1	0	0	0
548	MUELLER JENS • [REDACTED]						
	Business: CNC Concrete LLC	1	1	1	1	2	2
549	CARAWAY STEVE & • [REDACTED]						
	Residence/Farm	2	2	2	2	2	2
551	CARAWAY MEAGHAN K & STEVE L • [REDACTED]						
	Residence/Farm	0	1	1	1	1	1
552, 553	MUELLER JENS • [REDACTED]						
	Residence/Farm	0	1	1	5	6	6
554	MONTES ALEJANDRA • [REDACTED]						
	Residence/Farm	0	1	1	4	4	4
556	SYMPHONY NORTHCREEK LLC • [REDACTED]						
557	CARAWAY STEVE • [REDACTED]						
561	WOODLAWN380 HOLDING LLC [REDACTED]						
567	COLLINS BRYAN [REDACTED]						
569	CANO ROSALVA & • [REDACTED]						
	Business: Welders of Art	1	1	1	2	2	2
455	MCKINNEY HILL PARK LLC • [REDACTED]						
453, 456	OWEN MIKE A/K/A EDDY MIKE OWEN & • [REDACTED]						
485	RODRIGUEZ ERNESTO F • [REDACTED]						
	Residence/Farm	0	0	1	0	0	0

Displacements Unique to Segment C

Parcel No.	Owner Name/Address	Displaced Number of Buildings			Displaced Number of Sheds/Farm Structures		
		Direct	Direct or Induced	Logical	Direct	Direct or Induced	Logical
332, 334, 388	LACORE AGRICULTURE LLC • [REDACTED]						
389, 392	STERLING TRUST COMPANY CUSTODIAN FBO • [REDACTED]						
396	EUBANK RICHARD H & SHERRI L • [REDACTED]						
	Residence/Farm	0	0	1	2	4	4
398, 399	O'NEAL MARGARET RODDEY • [REDACTED]						
	Residence/Farm	1	1	2	3	6	9
402, 403, 404	SWIM MICHAEL & LORI & [REDACTED]						
	Residence/Farm	1	1	2	1	1	3
405	[REDACTED] • [REDACTED]						
	Residence/Farm	0	0	1	1	1	1
	Business [REDACTED], LLC (Event Venue)	0	0	1	0	0	0
406	GIBSON GARY MAX • GENERAL DELIVERY						
	Residence/Farm	0	0	1	0	0	2

TxDOT US 380 EIS – Focus Area 3: SH 5 to FM 1827 Analysis and Feedback

Parcel No.	Owner Name/Address	Displaced Number of Buildings			Displaced Number of Sheds/Farm Structures		
		Direct	Direct or Induced	Logical	Direct	Direct or Induced	Logical
409, 411	MILES SUSAN L • [REDACTED]						
	Business: Vacation Rental	0	0	1	0	0	2
412	THOMPSON J DAVID & KAREN K • [REDACTED]						
	Residence/Farm	0	0	1	0	0	1
410	BELLEMEADE FARM LP • [REDACTED]						
	Residence/Farm	0	0	1	0	0	1
413, 414	JBG LITTLE FARM LLC • [REDACTED]						
	Residence/Farm	0	0	0	0	0	0
415	LADD DEBRA • [REDACTED]						
	Residence/Farm	0	0	1	0	0	0
	Business: Avalon Legacy Ranch (Event Venue)	0	0	1	0	0	2
416	SHAABANI JEFFREY • [REDACTED]						
	Residence/Farm	0	0	1	0	0	2
417	BLOCK DANIEL W & AMBER • [REDACTED]						
	Residence/Farm	0	0	1	0	0	1
419	PATEL BHARGAV & RACHANA • [REDACTED]						
	Residence/Farm	0	0	1	0	0	3
420	SANDERS GARY W & • [REDACTED]						
	Residence/Farm	0	0	1	0	0	3
421	JBG LITTLE FARM LLC • [REDACTED]						
424	MCKINNEY HILL PARK LLC • [REDACTED]						
	Residence/Farm	0	0	0	1	1	1
428	MCKINNEY HILL PARK LP [REDACTED]						
436, 437	PAT VENTURES LLP • [REDACTED]						
	Residence/Farm	1	1	1	2	2	2
	Business: Wedding Pearls Venue	1	1	1	2	6	6
438	MURLEY ADDIE JEAN • [REDACTED]						
	Residence/Farm	1	1	1	3	3	3
439, 440	SULLIVAN JIMMY & ANGELA • [REDACTED]						
	Residence/Farm	1	2	2	0	6	6
441	PRINCE PEGGY • [REDACTED]						
	Residence/Farm	0	0	2	0	0	0
443	WILSON AMBER • [REDACTED]						
	Residence/Farm	0	0	1	0	0	1
448, 449, 452	HASCAL RANDY J & LYNNE K • [REDACTED]						
	Residence/Farm	1	1	1	3	3	3
451	WHITE HORSE RANCH LLC • [REDACTED]						
	Residence/Farm	1	1	2	0	1	2
	Business: White Horse Ranch	0	0	2	0	0	4
456	OWEN MIKE A/K/A EDDY MIKE OWEN & • [REDACTED]						
	Residence/Farm	0	0	0	1	1	1
455	MCKINNEY HILL PARK LLC [REDACTED]						
	Residence/Farm	3	4	4	5	5	5
493	P4 HOLDINGS LLC • [REDACTED]						
	Vacant Business	0	0	0	0	0	0
494	WEBSTER RICKY JACK JR • [REDACTED]						
	Residence/Farm	0	0	0	0	0	0
495	MASTER HALCO INC • [REDACTED]						
	Business: Master Halco Fence Systems	0	0	0	0	0	0
503	OSTTEND LANDFILL LTD • [REDACTED]						
	Business: 380 McKinney C&D Landfill	0	0	0	0	0	0
504	PHASE 17 INVESTMENTS LP • [REDACTED]						
517	KAYASA HOLDINGS LLC • [REDACTED]						
477	DYNAMIX INVESTMENT LLC • [REDACTED]						
	Business: Arete Auto Repair	1	1	1	0	0	0
	Business: Supreme Shutters Co	1	1	1	0	0	0
	Business: Dent Services LLC Auto Hail Repair	1	1	1	0	0	0

Parcel No.	Owner Name/Address	Displaced Number of Buildings			Displaced Number of Sheds/Farm Structures		
		Direct	Direct or Induced	Logical	Direct	Direct or Induced	Logical
485	RODRIGUEZ ERNESTO F [REDACTED] Residence/Farm	1	1	1	0	0	0

Displacements Common to Both Segments

Parcel No.	Owner Name/Address	Displaced Number of Buildings			Displaced Number of Sheds/Farm Structures		
		Direct	Direct or Induced	Logical	Direct	Direct or Induced	Logical
458	BROWN BILLY CHARLES • [REDACTED]						
466	CALATX PROPERTIES LLC • [REDACTED]						
467	MONARCH GROUP LLC • [REDACTED] Business: Star Parking Solution	1	1	1	0	0	0
468	CARROLL BILLY CLAUDE • [REDACTED] Residence/Farm	D:1 • C:0	1	1	D:4 • C:2	4	4
469	JOHNSON CURTIS L & DEBRA M • [REDACTED] Residence/Farm	D:1 • C:0	1	1	D:4 • C:1	4	4
470, 471	MALDONADO MARTIN • [REDACTED] Vacant Residence	0	0	0	0	0	0
477	DYNAMIX INVESTMENT LLC • [REDACTED] Business: PowerDynamix Private: Leased Space Business: Vivid Auto Body Shop	1 2 1	1 2 1	1 2 1	0 0 0	0 0 0	0 0 0
478	RILEY DEBBIE TATE • [REDACTED] Business: Safari Towing & Road Service	2	2	2	0	0	0
479, 480, 481, 482	TEXAS RND LLC / GAO XIAODONG & JIAQIAN DENG [REDACTED] Business: Texas Metal Company	D:2 • C:3	3	3	0	0	0
483	HERNANDEZ GONZALO & ANTONIA A • [REDACTED] Business: Hernandez Auto Salvage & Auto Repair	D:2 • C:3	3	3	0	0	0
486	GONZALES TERRY GLENN • [REDACTED] Residence/Farm	0	1	1	0	1	1
488	COSTELLO LAWRENCE J & DALE • [REDACTED] Residence/Farm	0	0	1	0	0	3
489, 499	OHM VERTEX LLX • [REDACTED] Business: Progressive Water Treatment	4	4	4	1	1	1
490	RODRIGUEZ ERNESTO F • [REDACTED] Vacant Business	1	1	1	0	0	0
500	COLLINS PROPERTY CO THE • [REDACTED] Business: AmeriGas Propane	1	1	1	0	0	0
501	AZAMI MOHAMMAD S & [REDACTED] Business: Parkway Auto Sales Business: Ultimate Dent Repair	1 1	1 1	1 1	0 0	0 1	0 1
502	RODRIGUEZ MAURO G • [REDACTED] Business: Collin County Truck Parts & Drive Shaft Service	2	2	2	1	2	2
507	WRIGHT FREDDIE • [REDACTED] Business: Nanos Tire Shop	0	0	1	0	0	0
508, 509	RAFAELOV MOSHE • [REDACTED] Residence/Farm Business: Chokle Consignment Auto Sales	0 0	0 0	1 0	0 0	0 0	0 0

Segment Design and Engineering Considerations

As is evidenced from the elevation profiles included on the roll plots for Segments C and D, the topography along the route of Segment C is uneven and is composed of several hills and valleys. The resulting profile of the road surface has repetitive inclines and declines. In comparison, the topography along Segment D is flat, and the resulting profile is more even and level. Both Segments C and D parallel an existing roadway for a portion of their length in an apparent attempt to reuse existing right of way and reduce the impact on property owners. Despite this consideration, the majority of Segment C runs through and between residences and businesses, disturbing several properties and resulting in a large number of displacements, as detailed in the previous section. In contrast, Segment D runs across floodplain and farmland that primarily lack residences and businesses.

The roll plots and Segment Analysis Matrix indicate Segment D, as currently designed, would use additional bridge length with a higher estimated construction cost than Segment C. Given that Segment D runs along the edge of the floodplain for the majority of its length and given that existing US 380 crosses the floodplain between Airport Dr and FM 1827 via a combination of embankments and bridges, it may be more cost effective to implement a similar design for Segment D. By replacing some of the bridge length with embankments, the construction cost of Segment D could be reduced.



US 380 embankment across the floodplain between Airport Dr and FM 1827 as viewed from the East Fork Trinity River bridge during a flood in October 2018.

Regardless of its ultimate cost, Segment D stands out as the superior route for the community when considering the level of service it provides, the shorter estimated travel times and higher travel speeds, its preservation of historical and ecological assets valued by the community, and its impact to considerably fewer properties, residences, and businesses than other alternatives.

Feedback Survey – Response Summary

	Responses	People Represented
1. Supported Improvement Plan:		
– Improve Existing US 380 Corridor (Green Build Alternative) / Do Not Improve US 380 (No-Build Alternative)	76 [83.52%]	334 [86.30%]
– Build a Bypass around Existing US 380 Corridor	16 [17.58%]	59 [15.25%]
2. Acceptable Bypass Segments/Build Alternatives:		
2a. SH 5 to FM 1827:		
– Segment D (Purple/Gold Build Alternatives)	91 [100.00%]	387 [100.00%]
– Segment C (Blue/Brown Build Alternatives)	0 [0.00%]	0 [0.00%]
3. Community Values:		
– Segment D is the best build alternative for the community because:		
– It affects substantially fewer people, residences, and businesses than other alternatives		
– It protects the critical wetland ecosystem, forest, and other environmental and ecological assets		
– It avoids areas of historical significance valued by the community		
– It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives	91 [100.00%] I Agree	387 [0.00%] I Agree
	0 [0.00%] I Disagree	0 [0.00%] I Disagree

Represented by Survey

	Total
Respondents	91
– People	387
– Structures	246
– Businesses	13

Feedback Survey – Individual Responses

Address: [REDACTED] _____

Property Owner(s)/Resident(s): Cesar Blanco _____

of People on Property: 4 _____ # of Structures on Property: 1 _____

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/**Gold** Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature:  _____

Address: [REDACTED] _____

Property Owner(s)/Resident(s): Steve Donnell _____

of People on Property: 1 _____ # of Structures on Property: 1 _____

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

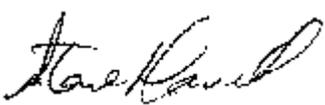
2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/**Gold** Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature:  _____

Address: [REDACTED]

Property Owner(s)/Resident(s): Rachel Oppenheimer

of People on Property: 2 # of Structures on Property: 3

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: [REDACTED]

Property Owner(s)/Resident(s): Richard K. Randall

of People on Property: 2 # of Structures on Property: 4

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: _____

Property Owner(s)/Resident(s): Martin Vasquez

of People on Property: 5

of Structures on Property: 3

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

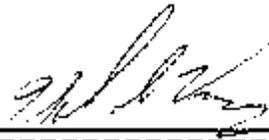
2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: _____



Address: _____

Property Owner(s)/Resident(s): Tarik Algam

of People on Property: 1

of Structures on Property: 2

1. Supported Improvement Plan:

- ✓ Build a Bypass around Existing US 380 Corridor

2. Acceptable Bypass Segments/Build Alternatives:

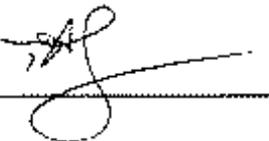
2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: _____



Address: _____

Property Owner(s)/Resident(s): Carlos Gaytan

of People on Property: 5 # of Structures on Property: 2

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

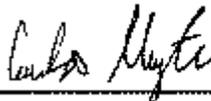
2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: _____

Property Owner(s)/Resident(s): Andy Fisher

of People on Property: 7 # of Structures on Property: 6

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: [REDACTED]

Property Owner(s)/Resident(s): Brandi Carroll

of People on Property: 2 # of Structures on Property: 2

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

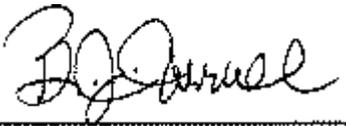
2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: [REDACTED]

Property Owner(s)/Resident(s): Johnnie Fisher

of People on Property: 3 # of Structures on Property: 6

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

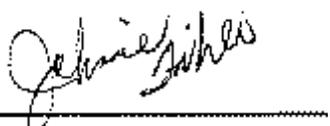
2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: [REDACTED]

Property Owner(s)/Resident(s): Nick Rodriguez

of People on Property: 3 # of Structures on Property: 1

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: [REDACTED]

Property Owner(s)/Resident(s): Danny C. Nickason

of People on Property: 2 # of Structures on Property: 2

1. Supported Improvement Plan:

- ✓ Build a Bypass around Existing US 380 Corridor

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: _____

Business Name/Property Owner: Rally Motorcycle Service

of People using Property: 4 # of Structures on Property: 1

1. Supported Improvement Plan:

- ✓ Build a Bypass around Existing US 380 Corridor

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature:  _____

Address: _____

Property Owner(s)/Resident(s): Kevin Garcia

of People on Property: 2 # of Structures on Property: 2

1. Supported Improvement Plan:

- ✓ Build a Bypass around Existing US 380 Corridor

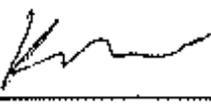
2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature:  _____

Address: _____

Business Name/Property Owner: Iglesia Cristo La Unica Esperanza

of People using Property: 30

of Structures on Property: 1

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

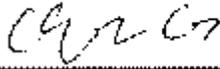
2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: _____



Address: _____

Property Owner(s)/Resident(s): Angelina Lozano

of People on Property: 4

of Structures on Property: 3

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: _____



Address: _____

Property Owner(s)/Resident(s): Katlin Howard

of People on Property: 4 # of Structures on Property: 4

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

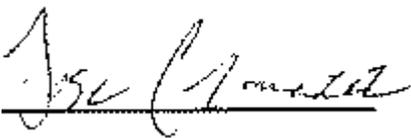
2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: _____

Property Owner(s)/Resident(s): Jim Taliaferro

of People on Property: 2 # of Structures on Property: 3

1. Supported Improvement Plan:

- ✓ Build a Bypass around Existing US 380 Corridor

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: _____

Property Owner(s)/Resident(s): Bruce Dicus

of People on Property: 2 # of Structures on Property: 1

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: _____

Property Owner(s)/Resident(s): Barbara Petty

of People on Property: 7 # of Structures on Property: 4

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

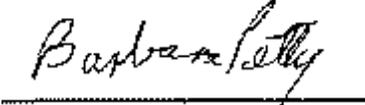
2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: [Redacted]

Property Owner(s)/Resident(s): Terry/Kimberlee Keel

of People on Property: 6 # of Structures on Property: 3

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)
- ✓ Build a Bypass around Existing US 380 Corridor

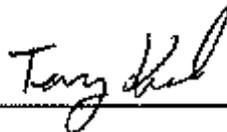
2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ Segment D (Purple/Gold Build Alternatives)

3. Community Values:

[✓] Segment D is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: [Redacted]

Property Owner(s)/Resident(s): Jody Sullivan

of People on Property: 2 # of Structures on Property: 1

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

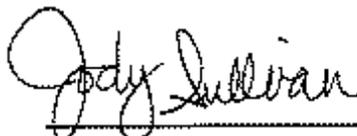
2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ Segment D (Purple/Gold Build Alternatives)

3. Community Values:

[✓] Segment D is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: _____

Property Owner(s)/Resident(s): Jody Sullivan

of People on Property: 3 # of Structures on Property: 1

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

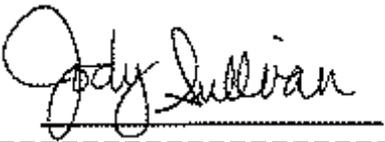
2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: _____

Business Name/Property Owner: Fond Memories

of People using Property: 12 # of Structures on Property: 2

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

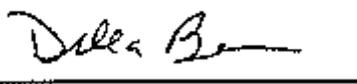
2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: _____

Property Owner(s)/Resident(s): Johnny Petway

of People on Property: 2 # of Structures on Property: 3

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

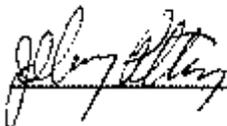
2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: _____

Property Owner(s)/Resident(s): Patrice Wheeler

of People on Property: 2 # of Structures on Property: 2

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

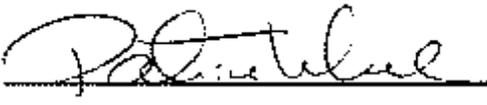
2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: 

Property Owner(s)/Resident(s): Patrice Wheeler

of People on Property: 2

of Structures on Property: 3

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

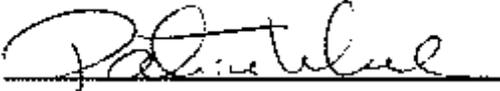
2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: 

Property Owner(s)/Resident(s): Patrice Wheeler

of People on Property: 2

of Structures on Property: 4

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

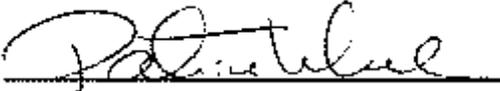
2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: _____

Business Name/Property Owner: JV and Son's Upholstery

of People using Property: 3 # of Structures on Property: 1

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: _____

Property Owner(s)/Resident(s): Joyce Castle

of People on Property: 1 # of Structures on Property: 2

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: [REDACTED]

Property Owner(s)/Resident(s): Rowdy Starnes

of People on Property: 2

of Structures on Property: 1

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: Rowdy Starnes

Address: [REDACTED]

Business Name/Property Owner: McKinney Trucking

of People using Property: 12

of Structures on Property: 2

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: Rowdy Starnes

Address: [REDACTED]

Property Owner(s)/Resident(s): Alicia Bimson

of People on Property: 2 # of Structures on Property: 4

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: [REDACTED]

Property Owner(s)/Resident(s): Brandon/Cindy Webster

of People on Property: 4 # of Structures on Property: 3

1. Supported Improvement Plan:

- ✓ Build a Bypass around Existing US 380 Corridor

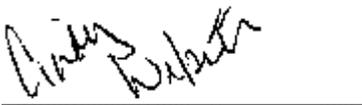
2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: _____

Property Owner(s)/Resident(s): Erich Uecker

of People on Property: 2

of Structures on Property: 3

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

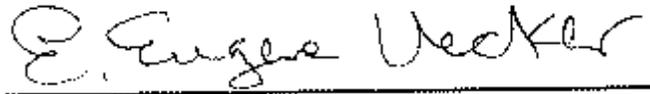
2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: _____



Address: _____

Property Owner(s)/Resident(s): Patsy Cave

of People on Property: 1

of Structures on Property: 5

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

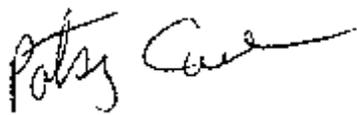
2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: _____



Address: _____

Property Owner(s)/Resident(s): TR Kno

of People on Property: 6 # of Structures on Property: 3

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: _____

Property Owner(s)/Resident(s): Jennifer Murley

of People on Property: 5 # of Structures on Property: 2

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

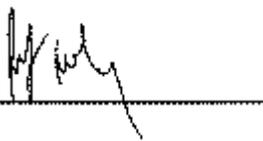
2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: _____

Property Owner(s)/Resident(s): Jimmy Sullivan

of People on Property: 4 # of Structures on Property: 7

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: _____



Address: _____

Property Owner(s)/Resident(s): Mark/Wendi Farqhar

of People on Property: 4 # of Structures on Property: 1

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

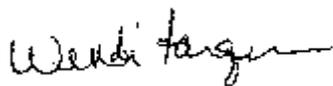
2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: _____



Address: _____

Business Name/Property Owner: White Horse Ranch, LLC

of People using Property: 15 # of Structures on Property: 4

1. Supported Improvement Plan:

- ✓ Build a Bypass around Existing US 380 Corridor

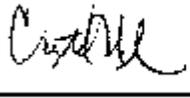
2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: _____

Property Owner(s)/Resident(s): Crystal Miller

of People on Property: 1 # of Structures on Property: 3

1. Supported Improvement Plan:

- ✓ Build a Bypass around Existing US 380 Corridor

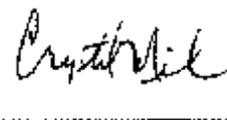
2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: _____

Property Owner(s)/Resident(s): Cameron Hascal

of People on Property: 3 # of Structures on Property: 5

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: _____

Property Owner(s)/Resident(s): Salvador/Julia Sifuentes

of People on Property: 7 # of Structures on Property: 4

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

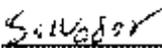
2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: _____

Property Owner(s)/Resident(s): David Deeds

of People on Property: 1

of Structures on Property: 2

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: _____



Address: _____

Business Name/Property Owner: Mike Owen Materials, LLC

of People using Property: 12

of Structures on Property: 1 Warehouse
20 Farm Equipment

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: _____



Address: _____

Property Owner(s)/Resident(s): Richard/Pamela Weibley

of People on Property: 4 # of Structures on Property: 2

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

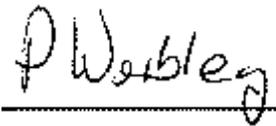
2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: _____

Property Owner(s)/Resident(s): Jessica Garcia

of People on Property: 4 # of Structures on Property: 1

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

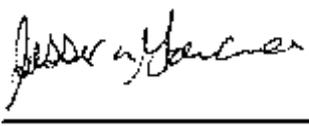
2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: _____

Property Owner(s)/Resident(s): Amber Yoos

of People on Property: 3 # of Structures on Property: 1

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: _____

Property Owner(s)/Resident(s): Grady Prince

of People on Property: 2 # of Structures on Property: 3

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

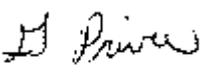
2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: _____

Property Owner(s)/Resident(s): Peggy Prince

of People on Property: 2

of Structures on Property: 2

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: _____



Address: _____

Property Owner(s)/Resident(s): Michael J McBroom

of People on Property: 2

of Structures on Property: 3

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

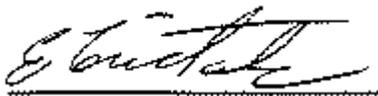
2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: _____



Address: [REDACTED]

Property Owner(s)/Resident(s): Heidi Pastore-Carter

of People on Property: 6 # of Structures on Property: 3

1. Supported Improvement Plan:

- ✓ Build a Bypass around Existing US 380 Corridor

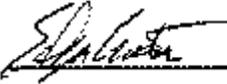
2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: [REDACTED]

Property Owner(s)/Resident(s): Robert Purser

of People on Property: 2 # of Structures on Property: 3

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

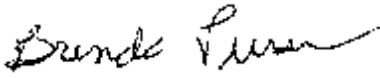
2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: _____

Business Name/Property Owner: Tara Royal Equestrian

of People using Property: 40 # of Structures on Property: 3

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature:  _____

Address: _____

Property Owner(s)/Resident(s): Rebecca Esterwood/Gary Sanders

of People on Property: 2 # of Structures on Property: 3

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

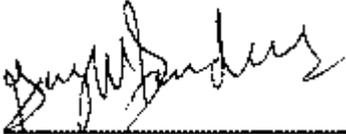
2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature:  _____

Address: [REDACTED]

Property Owner(s)/Resident(s): Bhargav/Rachana Patel

of People on Property: 4 # of Structures on Property: 1

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

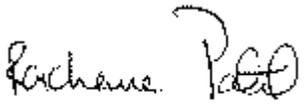
2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: [REDACTED]

Property Owner(s)/Resident(s): Ella/Dan/Amber Block

of People on Property: 7 # of Structures on Property: 2

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

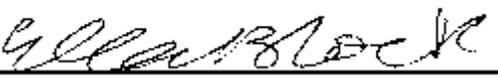
2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: _____

Property Owner(s)/Resident(s): Warren Nelson

of People on Property: 2 # of Structures on Property: 2

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

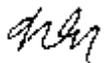
2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature:  _____

Address: _____

Property Owner(s)/Resident(s): Debi Ladd/Faye Stevens

of People on Property: 2 # of Structures on Property: 3

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature:  _____

Address: [REDACTED]

Business Name/Property Owner: Avalon Legacy Ranch

of People using Property: 1000s # of Structures on Property: 3

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: [REDACTED]

Property Owner(s)/Resident(s): J David/Karen Thompson

of People on Property: 2 # of Structures on Property: 4

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

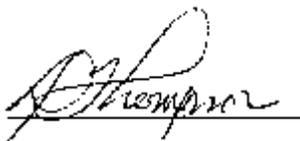
2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: 

Property Owner(s)/Resident(s): Kenneth W. Browder

of People on Property: 3 # of Structures on Property: 5

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: 

Property Owner(s)/Resident(s): Susie Miles

of People on Property: 2 # of Structures on Property: 4

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: [REDACTED]

Property Owner(s)/Resident(s): Amy/Chad Teague

of People on Property: 3 # of Structures on Property: 1

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: [REDACTED]

Business Name/Property Owner: La Cour Venue

of People using Property: 1000s # of Structures on Property: 4

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

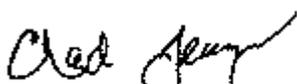
2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: _____

Property Owner(s)/Resident(s): April/Gary Gibson

of People on Property: 2 # of Structures on Property: 4

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: _____

Property Owner(s)/Resident(s): David Bruce

of People on Property: 3 # of Structures on Property: 2

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

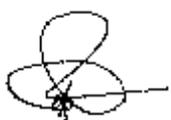
2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: [REDACTED]

Property Owner(s)/Resident(s): Patrick/Jenny O'Neal

of People on Property: 5 # of Structures on Property: 4

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: [REDACTED]

Business Name/Property Owner: Equine Rescue

of People using Property: 2 People # of Structures on Property: 1
13 Animals

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: [REDACTED]

Property Owner(s)/Resident(s): Lori Swim

of People on Property: 2 # of Structures on Property: 2

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: [REDACTED]

Property Owner(s)/Resident(s): Gordon/Margaret O'Neal

of People on Property: 2 # of Structures on Property: 5

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: _____

Property Owner(s)/Resident(s): Mike/Lori Swim

of People on Property: 2

of Structures on Property: 2

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

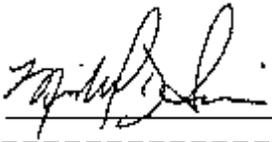
2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: _____



Address: _____

Property Owner(s)/Resident(s): Rick/Sherri Eubank

of People on Property: 5

of Structures on Property: 9

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

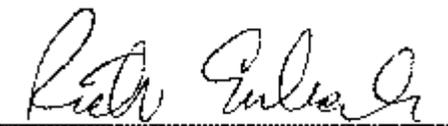
2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: _____



Address: [REDACTED]

Property Owner(s)/Resident(s): Joseph/Mary Borchard

of People on Property: 3 # of Structures on Property: 5

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

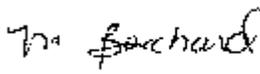
2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: [REDACTED]

Property Owner(s)/Resident(s): Steve Williams

of People on Property: 5 # of Structures on Property: 2

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: _____

Property Owner(s)/Resident(s): Jennifer Aycock

of People on Property: 2 # of Structures on Property: 3

1. Supported Improvement Plan:

- ✓ Build a Bypass around Existing US 380 Corridor

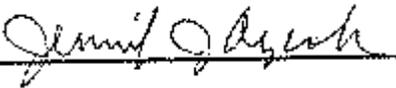
2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D (Purple/Gold)** Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: _____

Property Owner(s)/Resident(s): Karen Whittington/Allison Baggarly

of People on Property: 2 # of Structures on Property: 1

1. Supported Improvement Plan:

- ✓ Build a Bypass around Existing US 380 Corridor

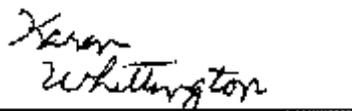
2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D (Purple/Gold)** Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: [REDACTED]

Property Owner(s)/Resident(s): Bob Qualls/Debbie Bradshaw

of People on Property: 2 # of Structures on Property: 3

1. Supported Improvement Plan:

- ✓ Build a Bypass around Existing US 380 Corridor

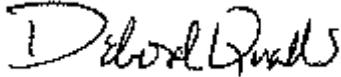
2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: [REDACTED]

Property Owner(s)/Resident(s): Bonnie Rubarts

of People on Property: 3 # of Structures on Property: 2

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: /s/Bonnie Rubarts

Address: [REDACTED]

Property Owner(s)/Resident(s): James W Bodiford

of People on Property: 3 # of Structures on Property: 1

1. Supported Improvement Plan:

- ✓ Build a Bypass around Existing US 380 Corridor

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D (Purple/Gold Build Alternatives)**

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: [REDACTED]

Business Name/Property Owner: Dent Doctor

of People using Property: 3 # of Structures on Property: 2

1. Supported Improvement Plan:

- ✓ Build a Bypass around Existing US 380 Corridor

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D (Purple/Gold Build Alternatives)**

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: [REDACTED]

Property Owner(s)/Resident(s): Scott Benson

of People on Property: 12 # of Structures on Property: 1

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

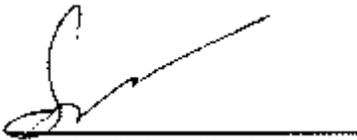
2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature:



Address: [REDACTED]

Business Name/Property Owner: The RoseMary Barn

of People using Property: 1000s # of Structures on Property: 3

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

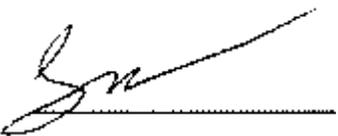
2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

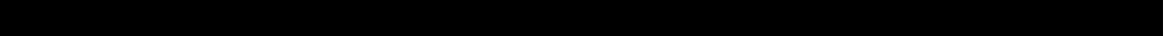
3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature:



Address: 

Property Owner(s)/Resident(s): Terry/Lori Crowder

of People on Property: 2 # of Structures on Property: 5

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

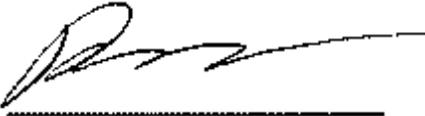
2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: 

Property Owner(s)/Resident(s): Margaret & Rebecca Nemeth

of People on Property: 2 # of Structures on Property: 1

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: [REDACTED]

Property Owner(s)/Resident(s): Don/Lona Harris

of People on Property: 2 # of Structures on Property: 3

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: [REDACTED]

Property Owner(s)/Resident(s): Beverly Beauchamp

of People on Property: 7 # of Structures on Property: 2

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/Gold Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: 

Address: _____

Property Owner(s)/Resident(s): Lynda Thomas

of People on Property: 4

of Structures on Property: 1

1. Supported Improvement Plan:

- ✓ Build a Bypass around Existing US 380 Corridor

2. Acceptable Bypass Segments/Build Alternatives:

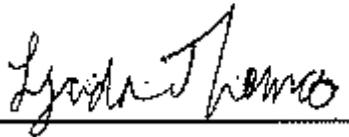
2a. SH 5 to FM 1827: ✓ Segment D (Purple/Gold Build Alternatives)

3. Community Values:

[✓] Segment D is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: _____



Address: _____

Property Owner(s)/Resident(s): Eugene/Kristen/Caryss/Aaron/Bethany/Haley/Stephen Haegenauer

of People on Property: 10

of Structures on Property: 3

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (Green Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

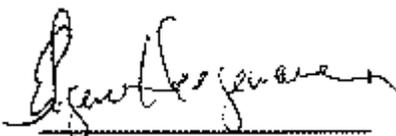
2a. SH 5 to FM 1827: ✓ Segment D (Purple/Gold Build Alternatives)

3. Community Values:

[✓] Segment D is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: _____



Address: [REDACTED] _____

Property Owner(s)/Resident(s): Peter Linke

of People on Property: 2 People # of Structures on Property: 2
6 Animals

1. Supported Improvement Plan:

- ✓ Improve Existing US 380 Corridor (**Green** Build Alternative) / Do Not Improve US 380 (No-Build Alternative)

2. Acceptable Bypass Segments/Build Alternatives:

2a. SH 5 to FM 1827: ✓ **Segment D** (Purple/**Gold** Build Alternatives)

3. Community Values:

[✓] **Segment D** is the best build alternative for the community because:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives
- ✓ It protects the critical wetland ecosystem, forest, and other environmental and ecological assets
- ✓ It avoids areas of historical significance valued by the community
- ✓ It better fulfills the need for the project by offering shorter estimated travel times and higher travel speeds than other alternatives

Signature: _____



From: Shanda Combs [REDACTED]
Sent: Tuesday, April 5, 2022 4:33 PM
To: Stephen Endres
Subject: Highway 380 - Support for Segment B

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.

Please give serious consideration to the points outlined below. Highway 380 is already so congested and dangerous. I cannot imagine what the disruption due to construction will do to the area from a safety, road rage, cost, home values, business loss, etc. will do to this area. I'm already very nervous about the high school kids who live as far out as Custer and 380 who are zoned into McKinney North (closer to 380 & 75) and who have to drive down 380 to get to school. Their school starts at 7:30 am, these teenagers normally drive down 380 to get to school which is so dangerous without additional construction hazards and delays. I personally know of several teenagers who have already had wrecks within months of getting their driver's licenses due to traffic, congestion, distractions, going in and out of fast food locations, etc. while driving down Highway 380. Segment A seems to be a better alternative and less disruptive to businesses, homeowners and young drivers.

Additional Reasons:

I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Thank you,

Shanda Combs
[REDACTED]
[REDACTED]
[REDACTED]

From: Shannon [REDACTED]
Sent: Thursday, April 7, 2022 10:21 PM
To: Stephen Endres
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Shannon Brungardt

[REDACTED]

[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson

Texas State Senator Springer

Prosper Citizen Group

Prosper ISD Board

Prosper Town Council

From: Shannon Sanchez [REDACTED]
Sent: Wednesday, April 20, 2022 10:31 PM
To: Stephen Endres
Subject: US380 Bypass Coit Road to FM1827

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.

TxDOT project manager Stephen Endres, P.E.

I urge that Segment B be built.
Not only does it cost less but no businesses will be destroyed.

Sincerely,
Shannon K. Sanchez

[REDACTED]
[REDACTED]

From: Shannon Monticciolo [REDACTED]

Sent: Friday, April 1, 2022 7:43 AM

To: Stephen Endres

Cc: [REDACTED]
[REDACTED]
[REDACTED]

Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30❖❖20DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest

Shannon Monticciolo Davis
[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson

Texas State Senator Springer

Prosper Citizen Group

Prosper ISD Board

Prosper Town Council

From: Shannon [REDACTED]
Sent: Wednesday, April 20, 2022 5:10 AM
To: Stephen Endres
Subject: Support Segment B

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.

This taxpayer supports Segment B which appears to be less disruptive to the area and still accomplishes the goal.

Regards,
Shannon Williams

From: Sharee Owens [REDACTED]
Sent: Wednesday, April 6, 2022 10:29 AM
To: Stephen Endres
Subject: SUPPORT the Project 380 Segment-B Bypass

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

As a homeowner, [REDACTED], and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Sharee

Sharee Owens, RN, BSN
Owner, Director
Hofmann Mraz Care Home

From: Sharon Mathews [REDACTED]
Sent: Monday, March 28, 2022 7:01 PM
To: Stephen Endres
Subject: Thank you for your consideration..regarding 380

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.

Dear Stephen Endres,

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

**Thank you for your consideration,
Sharon Mathews**

From: Shelley Baird [REDACTED]
Sent: Friday, April 1, 2022 11:38 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

To whom it may concern-

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Shelley Baird
[REDACTED]
[REDACTED]
[REDACTED]

From: Shelley Malazzo [REDACTED]
Sent: Saturday, April 2, 2022 12:34 PM
To: Stephen Endres
Subject: US Hwy 380 Bypass

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.

Mr. Stephen Endres
US TX-DOT
4777 E. US Highway 80 Mesquite, TX 75050

As a resident of Prosper, I **strongly oppose Option B** of the US Hwy 380 by-pass. Rather than provide word salad here with all the reasons why, I will keep it simple. US Highway 380 was here long before I moved to Prosper and I rarely enjoy driving it. However, to punish the City of Prosper and its residents by expanding the highway through Prosper is wrong, period.

And just in case you do need more reasons why this is wrong, I could not have explained better than Kenneth Seguin did in his letter to you dated March 30, 2022. If you need me to provide those reasons for you again...

And I quote:

"My recollection is that McKinney Mayor George Fuller, former County Judge Keith Self, and the McKinney community of Tucker Hill's collective push to have a by-pass go through Prosper wasn't even on the table until former County Judge Keith Self (who lives in Tucker Hill) asked TxDOT at a County Commissioners meeting to look at Prosper as an alternative route. He unethically used his position as the county judge to influence TxDOT to move the by-pass proposal away from Tucker Hill ("NIMBY – Not in My Back Yard"), and instead, build it in Prosper's backyard. How hypocritical of him..... As I recall, the original TxDOT proposal had a by-pass running north-south along the east side of the Tucker Hill community where it would then merge with the existing US Highway 380. As I understand it, that east-side land is in a flood plain where no homes could be built anyway, but an elevated by-pass could be built there without depriving McKinney of potential tax revenue generated by new homes. That's when former County Judge Self wrongly opened his mouth to protect his own neighborhood. In terms of "direct impact" on Prosper, Option B would obliterate the Ladera Prosper 55+ community being planned by the Delin brothers, just west of Custer Road, with the result that Prosper would be deprived of the taxes generated by these new homes. In terms of "indirect impact," Option B would create a negative environmental / ecological impact on: • The Mane Gait therapeutic horsemanship program; • The Founders Academy already built and in operation on the southwest corner of E. First Street and Custer Road; • The existing small cemetery with plans for expansion on the west side of Custer Road; • The Malabar Hill subdivision currently under construction on the south side of E. First Street; • The Walnut Grove High School now under construction on the south side of E. First Street. These are just some of the reasons why Prosper's proper planning for the future should not be disrupted by Option B being pushed by the consortium of Fuller, Self, and Tucker Hill. The cheapest alternative is not necessarily the best alternative, nor is it ethically the best alternative. The lack of planning on McKinney's part (allowing homes and businesses to be built too close to the existing US Highway 380 when the city knew someday it would have to be improved and expanded) should not create an emergency for Prosper. Our town has carefully planned for its future. Prosper does not tell McKinney where to build roads in its city planning; in the same vein, McKinney should not be telling Prosper at this juncture where to build roads in its town. McKinney at 200,000 population ought not to be bullying smaller Prosper with its 30,000 population – projected to build-out at 72,000. The Town of Prosper has maintained all along for several years that it supports "Keep 380 on 380." I also urge TxDOT to pursue the ethical choice of not harming the Town of Prosper and its residents.

Sincerely,

Shelley Malazzo

Shelley Malazzo

From: Shelley Mead [REDACTED]
Sent: Friday, April 1, 2022 7:17 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Shelley Mead
[REDACTED]

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

-----Original Message-----

From: Stephen Endres <Stephen.Endres@txdot.gov>

Sent: Tuesday, March 22, 2022 8:54 AM

To: Shelly Creel [REDACTED]

Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres

214-320-4469

-----Original Message-----

From: Shelly Creel [REDACTED]

Sent: Monday, March 21, 2022 7:30 PM

To: Stephen Endres <Stephen.Endres@txdot.gov>

Cc: [REDACTED]
[REDACTED]
[REDACTED]

Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION;

FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Shelly Creel

[REDACTED]
|
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

[A Texas Department of Transportation (TxDOT)

message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7Cddb2c8bcc3464cf658db08da0c0b5dc0%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637835540223303578%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&data=8AFtV9IBzDJg%2Bwcv%2FBPvc4BVuwGHb125EfKNyOQI2hA%3D&reserved=0>>

From: Sherry [REDACTED]
Sent: Friday, April 1, 2022 4:06 PM
To: Stephen Endres
Subject: Comment on US380 Bypass Public Meeting 03/2022

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.

Dear Mr. Endres,

Thank you and TXDOT for holding an in-person meeting on 03/22/22. I know most people appreciate being able to interact, ask questions, and meet your staff and consultants.

This is my comment on the 380 Bypass/Interstate 75 interchange, as presented in "Segment E".

I live in the subdivision, Pecan Ridge Estates, which is very near to I-75. It looks like the currently drawn alignment of this segment has pretty much reverted to what was presented in 2018. In May 2019 ("Red Route A", public meeting), it was placed a little more north, and was measured by an engineer as being about 2400 feet from my house. I would guess the highway is now about 1200 feet from my house as currently drawn.

Although I, and my neighbors, wish the highway would not come so close to our subdivision, it seems TXDOT sees this interchange as more viable for the long term.

May I comment that, if you must adopt this most recent I-75/380 Bypass juncture, please save as many trees as possible. The area just north of our neighborhood includes Honey Creek, and a heavily wooded area almost up to the access road of 75. These trees already provide an excellent noise barrier for us, as we put up with traffic noise from I-75 all the time. I don't want to see the noise increasing much if TXDOT can help it at all. In particular, I regard the heavily wooded area over Honey Creek as an important part of nature that should not be disturbed.

Thank you for considering and adding my comments on the 380 project.

Sherry White, [REDACTED]

From: Sherry Jackson [REDACTED]
Sent: Wednesday, March 30, 2022 2:48 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B
Attachments: 1 IMG_7993.jpg; IMG_1033.JPG

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.

Name/Address:

Sherry Jackson
[REDACTED]
[REDACTED]

Comment:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait. My disabled son participated in ManeGait's therapeutic riding program for many years before moving into a group home facility in West Texas. The time he spent there was a highlight of his middle school and high school years. It is a haven for a much forgotten classification of people. The serene atmosphere caters to many with autism and disabilities. Please don't interrupt this good work with the proposed highway segment.

Attached are photos of my son. He is not just a number.





From: Sina Rafian [REDACTED]
Sent: Wednesday, April 20, 2022 9:40 AM
To: Stephen Endres
Subject: US 380 Bypass Coit Road to FM 1827

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.

Good morning
I support segment B.

Best regards
Sina rafian

From: napali fei [REDACTED]
Sent: Wednesday, April 20, 2022 5:55 PM
To: Stephen Endres
Subject: Support segment B for US380 project

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, Mr. Endres

As a McKinney resident, I strongly support Segment B plan for the US 380 project and oppose Segment A.

Segment-B has no right angle turn as Segment-A, which makes the highway much safer. Segment-B only goes through currently undeveloped land in Prosper while Segment-A goes through a currently heavily developed area in McKinney.

ManeGait property will remain untouched.

No businesses on 380 will be destroyed.

The cost of Segment B is \$99 million LESS than Segment-A.

We hope you can take people who will be impacted by this project's response into consideration.

Thank you!
Sophie

From: shruthi reddy [REDACTED]
Sent: Monday, April 4, 2022 6:33 PM
To: Stephen Endres
Subject: US 380 : "NO" to Segment B

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.

Hello Mr. Endres,

I sincerely request TX-DOT to allow east and west access at the Lakewood Dr. 380 intersection.

--

Best Regards,
Sruthi Addi
[REDACTED]

██████████
██████████

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group
Prosper ISD Board Prosper Town Council

██████████

[A Texas Department of Transportation (TxDOT)
message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7Cbd7ab4067ca34207e6f208da10e4084e%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637840868821897379%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&data=1M6SsignYD1xV2F1hevokXfcSv%2Fc7Qqyer92729ag8%3D&reserved=0>>

From: stacey eubank [REDACTED]
Sent: Monday, March 28, 2022 10:18 AM
To: Stephen Endres
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Brown and Brown Segment B Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT'S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN'S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Stacey Eubank

[REDACTED]
|
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group

[REDACTED]

From: Stacey Sanchez [REDACTED]
Sent: Tuesday, April 5, 2022 1:47 PM
To: Stephen Endres
Cc: Eric Sanchez; Drew Springer; Deon Starnes
Subject: 380 ByPass Option B in Prosper-We do not support this

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 Mr. Endres,

We have submitted emails and comments prior to this round of emails. We oppose the expansion of Highway 380 to come in Prosper. It is not cost effective. Prosper is a town. McKinney is a City.

Big difference in plannings from previous politicians. This is dangerous for our schools, communities, and for ManeGait. Very unsafe for our town. We do not want it!

Whitley Place Homeowners say NO WAY!

We strongly oppose this. The town of Prosper should not even be an option.

Please reach out with any questions or comments.

Thank you,

Stacey Sanchez

[REDACTED]
[REDACTED]

From: Stanley Youngblood [REDACTED]
Sent: Tuesday, April 5, 2022 10:28 AM
To: Stephen Endres
Subject: Keep 380 on 380

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.

Dear Mr. Andres,

We are writing to voice our opposition to Option B for the planned US380 Bypass. Our comments (all of equal importance) include:

- 1) The City of Prosper has passed six resolutions advocating that 380 bypass remain on present US380 corridor that crosses Prosper city limits. The city's mobility/transportation planning has long supported this right-of-way. The city of McKinney is out of line to propose a bypass alternative that cuts through the southeastern corner of Prosper and divides Prosper communities. McKinney's lack of planning does not justify violating the prudent planning by Prosper.
- 2) Option B will adversely affect the economic advantages that Prosper is entitled for development of land in Prosper's southeastern corner affected by Option B. TXDOT has no right to take this property from a small municipality that is only 27 square miles. Tax revenues will be lost from developments planned and underway including Malabar, Ladera, Brookhollow, Wandering Creek, and Rutherford Creek neighborhoods.
- 3) Option B will adversely affect the environmental and safety concerns associated with Founders Academy, the soon to be completed Prosper High School (both located off First St), Whitley Place, and the Ladera Senior community currently planned in the right-of-way of Option B.
- 4) Option B will violate the environmental and safety considerations for persons with disabilities that are clients of the Mane Gate therapy property. The American Disabilities Act (ADA) prohibits discrimination on the basis of disability, which the noise, air pollution, and safety concerns associated with Option B would impose on these persons. The TXDOT US380 Collin County Feasibility Study Final Report states: "The Red A Alignment is the only alignment that does not affect Mane Gate Therapeutic Horsemanship and its ability to function." The EIS must address the the negative environmental and health hazard impacts that Option B imposes on this minority community.
- 5) The planned intersection at Custer and US380 Bypass will present safety concerns with residents attempting to enter/exit existing commercial properties in this location.

Regards,

Stanley & Marjorie Youngblood
[REDACTED]
[REDACTED]



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments: Oppose Segment B - Support Segment A

- 1) Segt B is opposed by City of Prosper (6 council resolutions!)
Respect city of Prosper!
- 2) Noise, air pollution, & safety concerns are unacceptable for
seg B as it affects Manegate persons w/disabilities, ^{founder's} Academy,
Future Prosper H.S., and Whitley Place + nearby residential
developments residents & students
- 3) Segment B where it crosses Custer Rd adversely
affects city park @ First St/Wilson Creek roads
Prosper

And finally - has TXDOT considered starting bypass
farther west of Coit Rd, e.g. coming off DNT
and routing along outer loop at Celina/Prosper Bldg?
Collin city

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)). Why NOT

I am employed by TxDOT

I do business with TxDOT

I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print
 Name: Stanley & Margie Youngblood
 Address: [REDACTED]
 Apartment, suite, etc.: _____
 City/State/Zip: [REDACTED]

From: [REDACTED]
Sent: Wednesday, March 30, 2022 11:30 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Sincerely,

Stanley W. Wilkicki, Jr.

From: Stephane Van Dyke [REDACTED]
Sent: Tuesday, April 5, 2022 9:38 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Dear Sir,

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Thank you,

Stephane Van Dyke
[REDACTED]

From: stephanie bell [REDACTED]
Sent: Tuesday, April 5, 2022 11:02 PM
To: Stephen Endres
Subject: Opposition to HWY 380 segment b

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.

Dear Stephen,

Please make it known that I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Thank you,

Stephanie Bell
[REDACTED]
[REDACTED]
[REDACTED]



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments: OPTION A
We oppose option B through Prosper.
Let McKinney handle the volume through
vs. Prosper's small community. Poor planning
from McKinney developers (Tucker Hill, etc.) should
not constitute increased traffic through
our neighborhoods, nearby houses + new
schools.
Keep 380 on 380, do not bisect Prosper!

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print
Name: Stephanie Hogan
Address: [REDACTED]
Apartment, suite, etc.: _____
City/State/Zip: _____

From: Stephanie Johnson [REDACTED]
Sent: Monday, April 4, 2022 8:03 PM
To: Stephen Endres
Subject: Option A on 380 Must Not Happen

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.

Stephen, adding to my husband Dave's earlier email, and to outline just one of the Option A safety concerns in more detail...

Coming out of Tucker Hill and you want to go east on 380—
Option A requires U-Turns at Custer and then go east

Coming into Tucker Hill from the west—
Option A requires a U-Turn around Ridge and then head west into Tucker Hill

Emergency & Commercial vehicles are at great risk as well as the School Buses, packed with kids, making these U-Turns in the dark morning hours . This scenario is unimaginable.

We strongly reject option A on safety grounds, as well as many others.

Stephanie Johnson
[REDACTED]
[REDACTED]

From: Stephanie ODell [REDACTED]
Sent: Tuesday, April 5, 2022 4:23 PM
To: Stephen Endres
Subject: Hwy 380 in McKinney

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.

I support option B since it costs less, disrupts fewer businesses and wetlands.
Thank you,
Stephanie O'Dell
Voting Citizen of McKinney

From: Stephanie Kelly [REDACTED]

Sent: Friday, April 15, 2022 5:20 PM

To: Stephen Endres

Cc: [REDACTED]
[REDACTED]
[REDACTED]

Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Stephanie Parker
[REDACTED]
[REDACTED]

From: Stephanie Williams [REDACTED]
Sent: Saturday, April 2, 2022 2:00 PM
To: Stephen Endres
Subject: No Bypass B

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.

I am against the bypass B going through Prosper!

1. MainGate will be materially impacted. They provide unique services to disabled children, adults, and veterans that are difficult to get in this area. They also offer opportunities to youth and adults to serve in their community and help the disabled population. Bypass B would destroy the services they provide to a very diverse population. My older daughter was able to serve at MainGate, and they are a blessing to families do not only serve there, but are using their services as well.
2. Bypass B will directly affect 4 schools and the safety of the children at each of these schools. It will take millions of tax dollars away from Prosper ISD. Prosper ISD is unified along with the town of Prosper and their decision to say no to a bypass B. They have written numerous resolutions stating the fact that they are against a bypass through Prosper.
3. A bypass through Prosper will affect the safety of the citizens of the town of Prosper as well as the children.
4. Bypass B will directly affect multiple neighborhoods and Prosper. It will decrease home values and overall desire of the area. Prosper will lose millions in tax dollars because of a bypass. (This should be considered part of the cost!!)
5. Bypass B Will demand the massive relocation of utilities that are critical to Prosper's infrastructure.
6. Bypass B was never a consideration until a group in McKinney Texas suggested that it be placed in Prosper. McKinney poorly planned their roads. McKinney desires of bypass, Prosper planned for the widening of 380. It is corrupt to ask Prosper to suffer in multiple safety and financial ways because McKinney poorly planned and doesn't want it in their city.
7. On a personal note, I am a widow with a minor child at home, and I am very concerned about the safety issues that the highway would bring very near my home. I am also concerned about how it will decrease the value of my home. As a widow this will financially impact me.

Please do not put a bypass through Prosper. It should not even be a consideration.
Thank you, Stephanie Williams

[REDACTED]

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 30, 2022 11:22 AM
To: Stephanie Wilson
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation

O: 214-320-4469 |

<https://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.txdot.gov%2F&data=04%7C01%7Cchsmit%40burnsmcd.com%7Ce20eb3cd1c8a44206d8d08da12697559%7Cbfbb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637842541389319728%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C3000&data=alXz224b%2Bx744iDz8fvG5JVF2MIDgxfY31kKMT0Zw%3D&reserved=0>

-----Original Message-----

From: Stephanie Wilson [REDACTED]
Sent: Thursday, March 24, 2022 8:57 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper. I live in Whitley place and our neighborhood along with the new Prosper high school, Elementary schools and Maingate which are all in close proximity to this proposed highway will have huge disruptions if this highway is passed. The noise disruptions will not only disrupt the children learning at the schools but will also cause huge problems for disabled children undergoing therapy at maingate. How is this ok? Poor planning done so by city of McKinney should not affect the residents of prosper who chose to buy and build in a quiet part of the town.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT

CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest regards,

Stephanie Wilson

██████████
██████████

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

████████████████████

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7Ce20eb3cd1c8a44206d8d08da12697559%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637842541389319728%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C3000&data=2QtN3uNg2%2BgqrnebZVZjmAOyNS6zSk%2F%2FThaytz772L0%3D&reserved=0>>

From: Stephen Kittredge [REDACTED]
Sent: Tuesday, March 29, 2022 6:00 AM
To: Stephen Endres
Subject: US 380 Comment

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.

Hello Mr. Endres

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

- It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- The cost of Segment-A is \$99 million more than Segment-B.
- It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- It will also cause the installation of water pipes (ducts) over 380.
- It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- 380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thanks for your consideration!

Stephen and Kari Kittredge

[REDACTED]
[REDACTED]

From: StephenM [REDACTED]
Sent: Tuesday, April 5, 2022 2:53 PM
To: Stephen Endres
Subject: 380 bypass route

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.

The SRCA Board of Directors supports the Project 380 Segment-B bypass route. This option would route a US 380 bypass to connect WEST of Custer Road (see picture above). **The SRCA Board DOES NOT support Segment-A** for the reasons shown below. It will be very detrimental to our community.

Suggested Wording for US 380 Comment Form

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.

- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Contact the TxDOT project manager Stephen Endres, P.E. to ask questions or comment about the project at Stephen.Endres@txdot.gov or (214) 320-4469.

Detailed updated information about the 380 bypass project can be found at: <http://www.keepitmovingdallas.com/US380EISPublicMeeting>.

From: Steven Barker [REDACTED]
Sent: Wednesday, April 20, 2022 10:01 AM
To: Stephen Endres
Subject: HWY 380 Bypass in McKinney

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.

We are McKinney residents and are in complete support of the Segment B plan.

Steve & Karen Barker

From: Stephen Lyman [REDACTED]
Sent: Thursday, April 21, 2022 1:20 PM
To: Stephen Endres
Cc: Lisa Lyman
Subject: US 380 Bypass Coit Road to FM 1827

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.

Mr. Enders:

My wife and I are writing as concerned citizens and residents of the section of Stonebridge Ranch that will be impacted by the 380 Bypass project. While we agree a bypass from Coit Rd to FM 1827 will ultimately result in a benefit for the traffic in the 380 corridor, one of the proposals for how to achieve this has us deeply concerned.

The differences between the Segment A proposal and the Segment B proposal appear to be so drastic with respect to impact and cost that we are amazed that there is even a question re which to pursue:

For starters, it seems unconscionable to consider Segment A over Segment B when Segment A will cost taxpayers \$99,000,000 MORE than Segment B. Additionally, the impact Segment A will have to more than 17 businesses - especially considering the fact that businesses are only now beginning to recover from the impact of COVID shutdowns - is completely unreasonable when Segment B would appear to have no impact to businesses whatsoever.

Lastly, the fact that Segment B would propose NO hazardous material sites and only 2 major utility conflicts to be addressed (vs the 11 hazardous material sites and 7 major utility conflicts proposed for Segment A) also lead us to question why Segment A is under consideration.

All told, a cost/risk/benefit analysis of these two proposals appears to make Segment B the only well reasoned approach to this project. We trust TxDOT comes to the same conclusion.

Very sincerely,
Steve and Lisa Lyman

[REDACTED]

From: Steve Chamberlin [REDACTED]
Sent: Wednesday, April 20, 2022 8:27 AM
To: Stephen Endres
Subject: Support for Segment-B of TXDoT 380 Project

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.

Segment-B makes the most sense for our community and city. It's illogical to consider Segment-A due to costs plus business and personal impact. The following are reasons for my decision.

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community

Thanks!
Steve
[REDACTED]

From: Steve Covin [REDACTED]
Sent: Tuesday, March 29, 2022 8:54 PM
To: Stephen Endres
Subject: 380 Bypass - Support for Segment-B option

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Regards,
Steve Covin

[REDACTED]
[REDACTED]
[REDACTED]

From: Steve Fritts [REDACTED]
Sent: Tuesday, March 29, 2022 10:36 AM
To: Stephen Endres
Subject: Oppose Segment A

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

[REDACTED]

From: [REDACTED]
Sent: Monday, April 4, 2022 7:43 PM
To: Stephen Endres
Subject: Oppose Segment B

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.

Mr. Endres,

I am one of many people that oppose Segment B and wishes to keep US 380 on US 380.

I just moved into the Prosper area and I am very concerned about the impact of increasing traffic in our community.

Thank you for your consideration regarding this matter.

Respectfully

Steve Hastings
[REDACTED]
[REDACTED]

From: Steve McCutchen [REDACTED]

Sent: Thursday, March 31, 2022 9:33 PM

To: Stephen Endres

Cc: [REDACTED]
[REDACTED]
[REDACTED]

Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Steve McCutchen

[REDACTED]
|
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

[REDACTED]

From: Steve Meyer [REDACTED]
Sent: Tuesday, April 5, 2022 3:01 PM
To: Stephen Endres
Subject: Resident Input - re: Highway 380 project

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.

Stephen, I am a resident of Mckinney, and of Stonebridge Ranch. The following is my input regarding the project:

I support the segment "B" option, and oppose the segment "A" option, for the following reasons:

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Thank you
Steve Meyer

[REDACTED]
[REDACTED]
[REDACTED]

From: Steve Morley [REDACTED]
Sent: Thursday, April 14, 2022 9:37 AM
To: Stephen Endres
Subject: Segment B for Project 380 bypass

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.

I'm a Stonebridge Ranch resident in McKinney and strongly request that the Segment B bypass be implemented. It makes no sense to tear up a developed part of McKinney in order to leave a relatively undeveloped part of Prosper untouched.

Regards,

Steve Morley

[REDACTED]
|
[REDACTED]

From: Steve Oehler [REDACTED]
Sent: Saturday, April 2, 2022 1:06 PM
To: Stephen Endres
Cc: Steve Oehler
Subject: Project 380

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.

Hello, Sir ~~

We own a home in Stonebridge Wren Creek with Hwy 380 [REDACTED]. We're sure TXDOT has already decided which route, but we'd like to express our view. We already enjoy enough noise with the highway behind us. There is a SPECIMEN pecan tree, 50-60' high in the greenbelt. Blue jays reside in a couple of the smaller trees, along with some squirrels and at times a red tail hawk and a bobcat. Segment A widening would be detrimental to this area.

From info I've read, a lot of businesses will be affected with option A, along with residences along 380, plus the cost would be tremendously more. Wife and I have worked hard in ranching all our lives to be able to retire and live closer to our son and his family. We would be grateful if TXDOT would **use ROUTE B**. Thank you, Steve & Darlya Oehler

From: Steven Paley [REDACTED]
Sent: Tuesday, April 5, 2022 2:12 PM
To: Stephen Endres
Subject: Project 380 Bypass Information

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

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Sincerely,
Steve Paley

[REDACTED]
[REDACTED]

From: Steve Parry [REDACTED]
Sent: Saturday, April 16, 2022 11:11 AM
To: Stephen Endres
Subject: Highway 380 bypass

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.

Dear Mr. Endres,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements and minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road, and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Best Regards,

Steve Parry
[REDACTED]
[REDACTED]

From: Steve Powers [REDACTED]
Sent: Wednesday, April 6, 2022 10:03 AM
To: Stephen Endres
Subject: Project 380

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.

Dear Stephen,

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B bypass alignment option.** This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Best Regards,
Steve Powers

From: [REDACTED]
Sent: Wednesday, April 20, 2022 8:39 AM
To: Stephen Endres
Subject: 380 Bypass

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.

Simply we are in favor of Segment B and opposed to Segment A.

We do not want any more taxes levied on us or any of our neighbors.

Definitely do not want 17 businesses destroyed. Covid has already done damage to enough businesses. Additionally, destroying 17 businesses eliminates 17 sources of current tax revenues.

Finally, Seg. B has fewer utility conflicts and and substantially less hazardous materials issues to deal with. These increased issues with Seg A will no doubt lead to much higher costs for the project.

Regards,

Steve Sarkissian
Crimson Ridge Resident 15 years
[REDACTED]

From: Steve Savary [REDACTED]
Sent: Wednesday, April 13, 2022 11:54 PM
To: Stephen Endres
Subject: Segment B - Bypass 380

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 Stephen,

I would like to strongly emphasize the need to choose segment B option to the 380 bypass given the obvious devastating impact it will have on Stonebridge Ranch area. Stonebridge Ranch community is one of the largest in Texas and holds the most historical and future economic and brand value to the city of Mckinney. It should be the priority to ensure that the businesses, home values, quality life, etc are preserved.

I know your job is not an easy one, but we trust you will make the right call here. We appreciate you!

Steve Savary
[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Wednesday, April 13, 2022 4:02 PM
To: Stephen Endres
Subject: 380 bypass

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.

I support option B for the 380 by pass

I believe it is the best option for everyone involved.

Thanks.

Steve Shapiro
[REDACTED]

Sent using the mobile mail app

From: Denise [REDACTED]
Sent: Thursday, March 31, 2022 7:43 PM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,
Steve Tennison

[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

[REDACTED]

From: Steven Dennis [REDACTED]
Sent: Monday, March 28, 2022 6:10 PM
To: Stephen Endres
Subject: 380 Bypass

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

As a homeowner of the Stonebridge Ranch Community and a citizen of McKinney, TX, my wife and I would like voice our STRONG support for Project 380 Segment-B bypass alignment option. This option would be the least disruptive to businesses causing no displacement and have minimal impact to existing homes and families living in the area of US380. It is also the LEAST expensive option by nearly \$100M (probably much more after overruns) when compare to the cost of the Segment-A alignment.

Sincerely,
Steven and Cindy Dennis
[REDACTED]
[REDACTED]

-----Original Message-----

From: Stephen Endres <Stephen.Endres@txdot.gov>

Sent: Friday, March 18, 2022 2:44 PM

To: Sue Cauley [REDACTED]

Subject: RE: Proposed 380 routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres

214-320-4469

-----Original Message-----

From: Sue Cauley [REDACTED]

Sent: Friday, March 18, 2022 11:36 AM

To: Stephen Endres <Stephen.Endres@txdot.gov>

Subject: Proposed 380 routes

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.

I am sending this email in opposition of option B which would negatively impact our neighborhood, Lakewood at Brookhollow. Please document our opposition to this proposal.

Thanks,

Sue and Mark Cauley

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[A Texas Department of Transportation (TxDOT)

message]<[https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-](https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7Cb5b1424270654ee5d48c08da0917aa4c%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C637832294495221782%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ik1haWwiLCJXVCi6Mn0%3D%7C3000&:sdata=Fx%2B0fXvbyHr34TyFAeFDPMCq5kDuDuBzU758GICVR1A%3D&:reserved=0)

[center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7Cb5b1424270654ee5d48c08da0917aa4c%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C637832294495221782%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ik1haWwiLCJXVCi6Mn0%3D%7C3000&:sdata=Fx%2B0fXvbyHr34TyFAeFDPMCq5kDuDuBzU758GICVR1A%3D&:reserved=0](https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7Cb5b1424270654ee5d48c08da0917aa4c%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C637832294495221782%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ik1haWwiLCJXVCi6Mn0%3D%7C3000&:sdata=Fx%2B0fXvbyHr34TyFAeFDPMCq5kDuDuBzU758GICVR1A%3D&:reserved=0)

[4ee5d48c08da0917aa4c%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C637832294495221782%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ik1haWwiLCJXVCi6Mn0%3D%7C3000&:sdata=Fx%2B0fXvbyHr34TyFAeFDPMCq5kDuDuBzU758GICVR1A%3D&:reserved=0](https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7Cb5b1424270654ee5d48c08da0917aa4c%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C637832294495221782%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ik1haWwiLCJXVCi6Mn0%3D%7C3000&:sdata=Fx%2B0fXvbyHr34TyFAeFDPMCq5kDuDuBzU758GICVR1A%3D&:reserved=0)

[4495221782%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ik1haWwiLCJXVCi6Mn0%3D%7C3000&:sdata=Fx%2B0fXvbyHr34TyFAeFDPMCq5kDuDuBzU758GICVR1A%3D&:reserved=0](https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7Cb5b1424270654ee5d48c08da0917aa4c%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C637832294495221782%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ik1haWwiLCJXVCi6Mn0%3D%7C3000&:sdata=Fx%2B0fXvbyHr34TyFAeFDPMCq5kDuDuBzU758GICVR1A%3D&:reserved=0)

[haWwiLCJXVCi6Mn0%3D%7C3000&:sdata=Fx%2B0fXvbyHr34TyFAeFDPMCq5kDuDuBzU758GICVR1A%3D&:reserved=0](https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7Cb5b1424270654ee5d48c08da0917aa4c%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C637832294495221782%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ik1haWwiLCJXVCi6Mn0%3D%7C3000&:sdata=Fx%2B0fXvbyHr34TyFAeFDPMCq5kDuDuBzU758GICVR1A%3D&:reserved=0)

[CVR1A%3D&:reserved=0](https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7Cb5b1424270654ee5d48c08da0917aa4c%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C637832294495221782%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ik1haWwiLCJXVCi6Mn0%3D%7C3000&:sdata=Fx%2B0fXvbyHr34TyFAeFDPMCq5kDuDuBzU758GICVR1A%3D&:reserved=0)

[CVR1A%3D&:reserved=0](https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7Cb5b1424270654ee5d48c08da0917aa4c%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C637832294495221782%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ik1haWwiLCJXVCi6Mn0%3D%7C3000&:sdata=Fx%2B0fXvbyHr34TyFAeFDPMCq5kDuDuBzU758GICVR1A%3D&:reserved=0)>

From: Susan Stauffer [REDACTED]
Sent: Wednesday, April 6, 2022 6:44 AM
To: Stephen Endres
Subject: 380 gridlock needs a solution

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.

NO SOLUTION to gridlock & safety on 380 & other major streets in rapidly growing far north DFW cities will be acceptable to ALL citizens of all far north cities even after years of extensive studies & analysis. Lack of decisionmaking by Texas leadership to alleviate travel movement gridlock of citizens,NSEW caused by increased pop growth makes leadership in Texas look clueless & incompetent to solve problems of big & growing areas in a timely,efficient manner. Decide on gridlock travel solutions expeditiously, after already extensive & prolonged studies, in & around large,growing cities in Texas & move Texas forward into next decades as a continued premier mid-west force to compete successfully with East & West coast cities for labor talent & business growth.
Sue Stauffer

[REDACTED]



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

We oppose the Option "B" of Focus Area 1. We own and are developing our property on First Street. It will be far closer to the Option B.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: JURESH SHRIDHARAMANI
Address: [REDACTED]
Apartment, suite, etc.: _____
City/State/Zip: [REDACTED]

From: Anderson, Susan E. [REDACTED]
Sent: Wednesday, March 30, 2022 11:53 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Susan and Timothy Anderson [REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait. Please don't let this happen. Thanks for your time!

From: Jim and Susan Davis [REDACTED]
Sent: Thursday, March 31, 2022 11:20 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

Importance: High

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.

Dear Mr. Endres-

I am writing this email to voice my opposition to the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait. TxDOT previously identified ManeGait as a key community resource serving vulnerable and protected populations. As a licensed physical therapist who has spent 40 years practicing and serving this same population, I can tell you that therapy opportunities such as ManeGait are extremely rare and very difficult to find for our patients. I know this facility strives to provide a positive experience for each client served and the proposed HWY 380 Segment B will significantly interfere with ManeGait's ability to provide quality services. Loud noises, construction noises, and eventual highway noise will not only alarm the horses but will also be detrimental to the clients with spasticity and neurologic issues including brain injuries. Loud noises that startle the horse with a handicapped client/rider would be very dangerous.

Please reconsider the proposed HWY 380 Segment B and honor TxDOT's 2020 decision that cited the Americans with Disabilities Act and Executive Order 12898 on Environmental Justice where TxDOT removed from consideration any alignment that impacted ManeGait's daily operation. These therapy patients do not need this wonderful treatment opportunity taken away from them by a highway.

Thank you,

Susan Davis PT

[REDACTED]

[REDACTED]



[REDACTED]

-----Original Message-----

From: Susan Fletcher <[REDACTED]>

Sent: Monday, March 28, 2022 1:24 PM

To: Ben Pruett [REDACTED]

Cc: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: Re: U.S 380 COIT ROAD TO FM 1827, Collin County - Comments Following March 22, 2022 Public Meeting

Thanks for including me, Ben. I will be meeting with Pris Darling as well to hear more about the expanded services at ManeGait. I am still personally very much opposed to the route through Prosper, not only because of ManeGait, but because the Town of Prosper is so geographically limited to begin with; and this route slices right through the heart of their commercial corridor, which has a huge detrimental economic impact.

Keep me posted on any new information.

Best,
Susan

Susan Fletcher
Collin County Commissioner, Pct. 1

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

On Mar 28, 2022, at 12:47 PM, Ben Pruett [REDACTED] wrote:

***** WARNING: External Email. Do not click links or open attachments that are unsafe. *****

Good Afternoon Stephen...

Please find attached, my comments on Segments A and B (Focus Area 1). My comments include two comparatively brief statements for Segment A when compared to the comments for Segment B. You will find that my Segment B comments focus primarily on the rights of adults and children with disabilities protected by the Americans with Disabilities Act and Executive Order 12898 (environmental Justice) which provide for the fair treatment of the minority community of adults and children with disabilities.

As stated in my concluding remarks in the attached comments, it would be an egregious error and violation of rights guaranteed by the Americans with Disabilities Act and Environmental Justice - Executive Order 12898 to exclude, from the EIS analysis and discussion, the negative air quality health hazards and the traffic noise environmental hazards imposed on the minority community of adults and children with disabilities that benefit from services provided by ManeGait. Unfortunately, many persons within this vulnerable community cannot speak for themselves to protest the impact the proposed Segment B will have on their ability to improve their quality of life and life experiences.

It is very unfortunate that there are people who do not understand the value and benefit of ManeGait's programs and services to the minority group of adults and children with disabilities. This is an example of why the ADA was adopted to protect their rights, along with Executive Order to ensure fair treatment.

Please please include this email along with the attached comments as part of the project's public record for the March 22, 2022 public meeting. Feel free to contact me with any questions regarding my comments.

Ben Pruett

[Redacted signature block]

<Comments - 42022.pdf>



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

I vote for the Purple alternative! Blue is fine also. The gold & the brown do not work for Prosper residents. They cut right thru a 55+ adult housing addition, which is the only such housing addition in Prosper. The builders have already broken ground. Also, gold & brown are too close to schools & Main Street Therapeutic Horse facility.

I vote Purple only.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: SUSAN Glechorn-Susan Glechorn
Address: [REDACTED]
Apartment, suite, etc.: _____
City/State/Zip: [REDACTED]

From: Susan Harness [REDACTED]
Sent: Thursday, April 7, 2022 9:06 AM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY38 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Susan Harness, Trustee DS Enterprises Trust

[REDACTED]

[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson

Texas State Senator Springer

Prosper Citizen Group

Prosper ISD Board

Prosper Town Council

From: susan horak [REDACTED]
Sent: Wednesday, March 30, 2022 11:53 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait. This is the charitable institution that I give to and support yearly. ManeGait caters to the disabled and children exclusively and needs to be accessible for these clients.

Susan Horak
[REDACTED]
[REDACTED]

From: Frank Wang [REDACTED]
Sent: Sunday, April 3, 2022 11:29 AM
To: Stephen Endres
Subject: Regarding Project 380 Bypass: Support Segment-B bypass route!

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.

Dear Mr. Stephen Endres,

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to business with no displacements, minimal impact on existing homes and families living in the neighborhoods along and adjacent to US 380. It also is the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A for the following reasons:

1. It destroys the removes 17 small businesses West of the 380 and Custer intersection on the North side.
2. The cost of Segment-A is \$99 million more than Segment-B.
3. It will create an overpass on 380 over Stonebridge Drive and Custer Road, which will result in increased traffic and pollution that will in turn destroy the nearby naturally preserved environment where thousands of wild animals find home at.
4. It will also cause the installation of water pipes(ducts) over 380.
5. It will jeopardize traffic safety of people in the communities due to increased traffic on Stonebridge neighborhood streets arterial to Highway 380, such as Stonebridge Dr, Ridge Rd and Lake Forest Dr.
6. It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village.
7. 380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Given considerations to cost efficiency, environmental protection, traffic safety for the mass population in the affected neighborhoods, plus many other factors, Segment-B is the Best and Most Sensible option to be utilized in order to improve traffic flow in our corridor while keeping the negative impact the Least upon the economic business and residential vibrancy in our community.

Your serious consideration of the pleas by residents in the affected neighborhoods will be greatly appreciated! Thank you very much!

Sincerely,

Susan Liu

From: Susan Wade [REDACTED]
Sent: Saturday, April 9, 2022 6:12 PM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Susan Meadows Wade

[REDACTED]

[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson

Texas State Senator Springer

Prosper Citizen Group

From: Susan Online [REDACTED]
Sent: Wednesday, April 20, 2022 11:31 PM
To: Stephen Endres
Subject: I support project B

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.

[REDACTED]

From: Susan McNeill [REDACTED]
Sent: Tuesday, April 5, 2022 10:22 PM
To: Stephen Endres
Subject: Project Segment B bypass alignment option

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.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

Susan R. McNeill [REDACTED]
[REDACTED]



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

I am very concerned about the prospects of a 350 business cutting through the new planned development for residents etc. I am almost 70 and believe this type of housing is critical for Prosper. I am also concerned about the proximity of a high traffic area adjacent to our new High School. And despite what is said, I do NOT believe the noise and pollution will be a healthy option for Main Gate animals OR patrons. I encourage TxDOT to not pull from Prosper tax base - we cannot afford to lose the income from the potential home property taxes. I support Proposal A

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Susan Rutledge
Address: [REDACTED]
Apartment, suite, etc.: [REDACTED]
City/State/Zip: [REDACTED]

From: [REDACTED]
Sent: Friday, April 1, 2022 7:24 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Susan Stringer
[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

From: Susanne Cardona [REDACTED]
Sent: Monday, March 28, 2022 5:31 PM
To: Stephen Endres
Subject: 380 Bypass Projekt

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.

Mr. Endres,

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B**bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thanks
Susanne Cardona

From: Susie Herr [REDACTED]
Sent: Thursday, April 7, 2022 8:43 AM
To: Stephen Endres
Subject: 380 Bypass Project

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.

Stephen:

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B bypass alignment option.** This option, I feel, is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. **It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.**

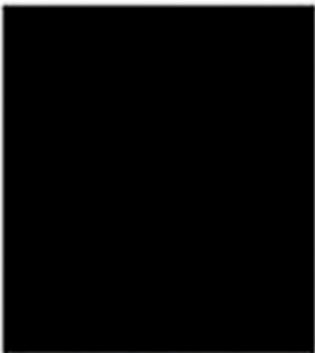
I also strongly oppose Segment-A. As it causes the following:

1. \$99,000,000 more expensive!
2. It will move traffic farther East into McKinney. This causes more noise, pollution and reduces property value.
3. It will remove 17 small businesses off 380 and Custer!
4. We don't need an overpass over Stonebridge Drive and Custer Road OR installation of water pipes over 380.
5. A large interchange to be constructed at the intersection of Segment-A and 380. This will potentially depress home values!

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you for your consideration,

Texas law requires all license holders to provide the TREC [Information About Brokerage Services \(IABS\)](#) to prospective clients.



Susie Herr
Vice President of Operations & Realtor
Conservative Move & ProDeo Realty



From: Suzanna Ingram [REDACTED]
Sent: Thursday, April 7, 2022 8:15 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Suzanna Ingram
[REDACTED]
[REDACTED]

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The cost of the project does not put weigh the devastation to a service such as ManeGait. Money should be no object when protecting services for the disabled and our veterans.

These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

--

Thank you,
Suzanna Ingram
Keller Williams Realty Plano
REALTOR

[REDACTED]
[REDACTED]

[REDACTED]

The Texas Real Estate Commission requires that I provide you with two important documents, Information About Brokerage Services and the Consumer Protection Notice. Please review these documents by clicking on the following links: [Information About Brokerage Services](#) and [Texas Real Estate Commission Consumer Protection Notice](#) cannot access If you the documents by using the links provided please let me know and I will email them to you. If you have any questions after reviewing the documents please let me know.

From: Gerald Sikes [REDACTED]
Sent: Friday, April 1, 2022 4:13 PM
To: Stephen Endres
Subject: 380 By-pass comments

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.

Hello Stephen-My name is Gerald Sikes. My wife and I have lived and owned property in McKinney for almost 20 years. We strongly support the Segment B 380 Loop By-pass option.

It comes in at a lower cost than Proposal A, creates the least amount of disruptions to businesses along 380 with no displacements, and minimal impact for homes on and adjacent to 380.

Thanks for your consideration-

Suzanne & Gerald Sikes
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Suzette Foster [REDACTED]
Sent: Saturday, April 2, 2022 2:54 PM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Suzette Foster

[REDACTED]

[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson
Texas State Senator Springer
Prosper Citizen Group
Prosper ISD Board
Prosper Town Council

From: Suzette Lippa [REDACTED]
Sent: Friday, April 1, 2022 9:41 AM
To: Stephen Endres
Subject: Project 380 Bypass

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.

Dear Mr. Endres,

At the end of 2015, I moved into my newly built home in Wynn Ridge Estates located in Stonebridge Ranch, McKinney. I had moved from Staten Island, NY and am very familiar with problems created by heavy traffic and the negative impact of noise and fume pollution on local areas and the devaluing of the quality of life as well as property values. Years ago, I lived through the building of the Verrazano Bridge and witnessed the disruption and eradication of traditional neighborhoods in Staten Island and Brooklyn. Therefore, I strongly support the Project 380-Segment -B Bypass Alignment Option. My home is located off Ridge Road between 380 and Virginia Parkway. McClure Elementary School and another school are located near the NW corner of Ridge and 380 and Dowell Middle School is located near the intersection of Ridge and Virginia Parkway. Students walk to these schools and increased traffic will endanger them. As a retired NYC high school supervisor and CUNY professor, I am deeply concerned about this issue. Ridge Road is already heavily trafficked, often with cars and trucks not observing the speed limit, especially before, during, and after school hours. Option B will be the least disruptive to businesses with no displacements and provide a minimal impact on existing homes located in the neighborhoods adjacent to 380. In addition, this bypass would be nearly \$99 million less than the Segment-A Alignment.

I strongly oppose the Segment-A Bypass. This bypass will create an overpass on 380 over Stonebridge Drive and Custer Road. Water pipes will also be installed over 380. Having lived on an island dependent on egress and ingress from four bridges for most of my life, I relish the lifestyle afforded by living in Stonebridge Ranch. Under the Segment A proposal, 380 as it exists will be demolished and moved North to be rebuilt so the South side of the access road will be in the same location as the existing 380 today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Sincerely,
Suzette Lippa

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Sent from my iPad

April 2, 2022

Dear TXDOT and Mr. Stephen Endres,

As a homeowner and resident of McKinney, TX, I strongly SUPPORT the project 380 segment B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to University Boulevard/local 380. It is also the least expensive option vs. option A by \$99 Million.

I also strongly OPPOSE option A. It should not be considered and option B or another option should be proposed that is further north.

Here are my reasons why option B is the preferred option vs. option A for economic, engineering, environmental and safety considerations:

- **Economic:**
 - o Option B costs \$99 Million less than option A (\$589.7M vs. \$688.5M) and saves valuable taxpayer dollars that can be spent on other projects
 - o Option B is far less economically impacting to local businesses in the county than option A, which will divide the road and limit access to local businesses. Option B would impact 17 local businesses most negatively via displacement
 - o Option B has just 2 major utility conflicts vs. 7 in option A, for a significantly lower cost of relocation
 - o Option B displaces 12 homes, businesses and other barns/sheds/outbuildings vs. 31 in A
 - o Option B requires \$40 Million lower right of way cost (\$136.8M vs \$177.8M)
- **Engineering and Safety:**
 - o Option B provides a more gradual route without sharp corners or sharp grades vs. A.
 - o Option B does not require engineering 2 large aqueducts near residential areas vs. A.
 - o Option B's route uses land not yet developed, making the road more accessible to construction vehicles and less disruptive to existing neighborhoods and businesses
 - o Option B diverts long haul trucker and long distance travel traffic away from local use of University Boulevard/local 380 west of 75, engineering a viable option for both local and long distance traffic and allowing more regional mobility
 - o A separate Outer Loop option should also be considered if neither option A nor B are deemed viable. This would divert traffic just 5 miles which is considered within the range of 5-10 miles of freeway spacing in urbanized areas.
 - o Option B avoids the significant problem of option A limiting access to the local hospital and fire and police departments trying to reach homes and businesses
 - o Option B avoids the safety issues present in option A over years of construction for local teenagers and young drivers trying to reach 3 local high schools
 - o Option B is safer given the more gradual design, which can be important when considering severe weather conditions. It is unclear how cars and trucks traveling at 70 mph would navigate two very sharp turns present in option A
 - o Option B requires fewer interchanges than option A (5 vs. 6).

- Environmental:

- Option B enables a shorter morning commute travel time vs. A, which over the life of the road can have significant environmental benefits due to reduced pollution and congestion. One mile shorter can add up significantly over time to reduce air pollution.
- Option B does not require displacement of water resources and the local water supply. The 2 aqueducts required for option A would not be necessary with option B
- Option B impacts substantially less wetlands, rivers and streams (0.7 acres of wetlands, 1,852 linear feet vs. 4,665 linear feet in option A)
- Option B impacts far fewer acres of forest (35 vs 67 in option A). Trees take decades to establish and host precious animal populations.
- Both options A and B have equal impact to floodplains and floodways combined and both impact from 41-67 acres of prairies and grasslands. A third option further north may be worth considering given this.
- Both options have impacts to multiple protected species, which is also an argument for a third, further north option. However, option B impacts fewer species and does not impact stop over habitats along Wilson creek, which is a black rail and whooping crane habitat.
- Option B has zero hazardous material site impacts, while option A has 11
- Option B impacts fewer acres of Statewide important farmland (2 vs. 14.9 in option A)

- Additional Considerations:

- Option B does not impact the Manegait facility negatively. This has already been determined by expert studies. One person's wishes, however influential or political, should not be favored over the wishes of an entire city and the state's fiduciary responsibility to taxpayers.
- Co-opting a protected group of people, those with disabilities, for personal gain is exploitive. Manegait was also offered a larger location by the city of McKinney to relocate. It's much easier to relocate one farm, despite TxDOT's expert studies not showing that's necessary. Horse therapy is classified as augmentive and is not considered as essential physical or occupational therapy. Horse therapy is admirable and welcome. However, it should not be used for political or personal gain, particularly given the overwhelming evidence of option B being more viable
- Ridge road is also under development as a main arterial road that will serve the same purpose as the ramp proposed in option A. Therefore, option A creates duplicative waste.
- There would be no easy access to the Tucker Hill neighborhood with option A. Residents would need to travel up to 10 minutes out of their way via multiple turns further along the proposed option A route to enter or exit the neighborhood. Hundreds of families live in this unique and charming local community. Its front porch peace and quiet would be destroyed with option A having a multilane freeway wrapping along the east side of the community and 150 feet from its front doors.

Segment B is the best option to improve traffic flow in the corridor while preserving the economic, business and residential vibrancy of our community.

Sincerely, *Suzette McKee*

Suzette McKee



From: Suzette Drouillard [REDACTED]
Sent: Wednesday, April 20, 2022 4:37 PM
To: Stephen Endres
Subject: 380 segment A and segment B

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.

Dear Mr. Endres,

I am writing to point out the reasons why Segment A as an option for the 380 bypass should be rejected outright.

I am a resident of the Tucker Hill subdivision, a uniquely charming neighborhood which would be most severely impacted by Segment A. However, even if I didn't live in this neighborhood, I would be strongly opposed to pursuing the route defined by Segment A. Here are the fact based economic, engineering/safety and environmental reasons, and some very important other reasons why Segment A should be rejected and TXDOT should proceed with either Segment B or use the outer loop to bypass business 380:

Why A must be rejected:

Economic:

- o Segment B costs \$99 Million less than Segment A (\$589.7M vs. \$688.5M) and saves valuable taxpayer dollars that can be spent on other projects
- o B is far less economically impacting to local businesses in the county than A, which will divide the road and limit access to local businesses. A would impact 17 local businesses most negatively via displacement
- o Segment B has just 2 major utility conflicts vs. 7 in A, for a significantly lower cost of relocation
- o Segment B displaces fewer existing structures: 12 homes, businesses and other barns/sheds/outbuildings vs. 31 in A
- o Segment B requires \$40 Million lower right of way cost (\$136.8M vs \$177.8M)

- Engineering and Safety:

- o Segment B provides a more gradual route without sharp corners or sharp grades vs. A.
- o Segment B does not require engineering 2 large aqueducts near residential areas vs. A.
- o Segment B's route uses land not yet developed, making the road more accessible to construction vehicles and less disruptive to existing neighborhoods and businesses
- o B diverts long haul trucker and long distance travel traffic away from local use of University Boulevard/local 380 west of 75, engineering a viable option for both local and long distance traffic and allowing more regional mobility
- o A separate Outer Loop option should also be considered if neither Segment A nor B are deemed viable. This would divert traffic just 5 miles which is considered within the range of 5-10 miles of freeway spacing in urbanized areas.
- o Segment B avoids the significant problem of Segment A limiting access to the local hospital, fire and police departments trying to reach homes and businesses
- o Segment B avoids the safety issues present in A over years of construction for local teenagers and young drivers trying to reach 3 local high schools
- o Segment B is safer given the more gradual design, which can be important when considering severe weather conditions. It is unclear how cars and trucks traveling at 70 mph would navigate two very sharp turns present in Segment A's design
- o B requires fewer interchanges than A (5 vs. 6).

- Environmental:

- o Segment B enables a shorter morning commute travel time vs. A, which over the life of the road can have significant environmental benefits due to reduced pollution and congestion. One mile shorter can add up significantly over time to reduce air pollution.
- o Segment B does not require displacement of water resources and the local water supply. The 2 aqueducts required for Segment A would not be necessary with B
- o Segment B impacts substantially less wetlands, rivers and streams (0.7 acres of wetlands, 1,852 linear feet vs. 4,665 linear feet in A)
- o Segment B impacts far fewer acres of forest (35 vs 67 in A). Trees take DECADES to establish and host precious animal populations.
- o Both A and B have equal impact to floodplains and floodways combined and both impact from 41-67 acres of prairies and grasslands. A third option further north such as the outer loop may be worth considering given this.
- o Both A and B have impacts to multiple protected species, which is also an argument for a third, further north option. However, Segment B impacts fewer species and does not impact stop over habitats along Wilson creek, which is a black rail and whooping crane habitat.
- o Segment B has ZERO hazardous material site impacts, while A has 11
- o Segment B impacts fewer acres of Statewide important farmland (2 vs. 14.9 in A)

- Additional Considerations:

- o Segment B does not impact the Manegait facility negatively. This has already been determined by expert studies. One person's wishes, however influential or political, should not be favored over the wishes of an entire city and the state's fiduciary responsibility to taxpayers.
- o Co-opting a protected group of people, those with disabilities, for personal gain is exploitive. Manegait was also offered a better location by The city of McKinney to relocate. It's much easier to relocate one farm, despite TXDOT's expert studies not showing that's necessary. Horse therapy is classified as augmentive and is not considered as essential physical or occupational therapy. Horse therapy is admirable and welcome. However, it should not be used for political or personal gain, particularly given the overwhelming evidence of Segment B being more viable
- o Ridge road is also under development as a main arterial road that will serve the same purpose as the ramp proposed in Segment A. Therefore, Segment A would create duplicative waste.
- o There would be no easy access to the Tucker Hill neighborhood for residents, visitors and emergency vehicles with Segment A. Residents would need to travel up to 10 minutes out of their way via multiple turns further along the proposed Segment A route to enter or exit the neighborhood. Hundreds of families live in this unique and charming local community. Its front porch peace and quiet would be destroyed with Segment A having a multilane freeway wrapping along both the east side of the community and 150 feet from its front doors.

Truly though, a third option should be teed up such as using the outer loop. But A is an abomination. B is better. Please help us keep our local character and keep 380 for the locals who live here.

Thank you so much for your attention to this issue,

Suzette McKee

████████████████████
████████████████████
████████████████████

████████████████████

From: [REDACTED]
Sent: Tuesday, April 5, 2022 8:35 PM
To: Stephen Endres
Subject: Strongly Favor Segment B -- For Intangible Reasons

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.

Mr. Stephen Endres, P.E.

My husband has given his input. He listed all the data points that favor Alt. B over Alt. A. It was very analytical and makes a strong case for Alt. B.

I agree that the facts from the TxDot study make a strong case for Alt. B. However, I think that he misses many intangible factors that are more important. They may not be measurable, but I believe they need to be considered with the same scrutiny, and given the same weight as the dollars, business, residential, environmental, etc. (all the measured evaluation screening categories) that TxDot so comprehensively studied.

My husband and I are 75. He is a veteran. Our home is less than 100 feet from 380. (He says.) We've lived here 19 years. Our subdivision (Wren Creek) has 350 homes. Kensington, Tucker Hill and a large apartment complex are roughly in the same area. I know that Stonebridge and other residential areas, plus 17 businesses will also be impacted if Alt A is chosen.

I hope that TxDot will consider these intangibles factors:

The total interruption of our lives during the digging up of the old 380 and putting in the new

- Our difficulty of getting to medical facilities and ambulance/emergency vehicles getting to us
- The traffic load that will be diverted through our neighborhoods
 - Some of whom will be disgruntled over the delay and detour
 - Most of whom will be unfamiliar with the roads
- The safety of our children
- Students that get to school in cars or buses
- The pollution and dirt that we will experience all day long for as long as the build out takes
- THE NOISE

How do you quantify any of that!!?

Then I hear the Prosper folks saying that Alt. B will change their city considerably. No kidding? They live in Collin County the 2nd fastest growing county in the US. Have they not noticed that Plano, Frisco, Allen, McKinney, Wylie, etc. have changed greatly as well. Alt. B does go through the SE part of Prosper, but what are their intangible impacts? Since much of Alt. B's route is through undeveloped and less inhabited land in Prosper there will be less disruption to their residents. Yes, there will be some, but Alt. B will also benefit Prosper in many ways including the increase in land value. Maybe a big increase, I've heard.

If the hard facts support Alt. B, I truly believe that the intangibles and non-measurable impacts are even stronger for B than the measurable ones.

Sincerely,

Suzy Sumrall
Province Street McKinney

From: Suzy Trombold [REDACTED]
Sent: Thursday, April 21, 2022 8:28 AM
To: Stephen Endres
Subject: 380 plan choice

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.

I'm just letting you know that I am in favor of plan B for the obvious reasons. Less money and less hurdles and less noise for where we are located.

Just making sure that our opinion is stated.

Thanks

Suzy Trombold

[REDACTED]
[REDACTED]

From: Swamynathan Ganesh [REDACTED]
Sent: Tuesday, April 5, 2022 2:18 PM
To: Stephen Endres
Subject: Support for Project 380 Segment-B

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.

Hello Me. Endres,

My name is Swamynathan Ganesh and as a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Regards,
Swamynathan Ganesh

From: Swati Bhardwaj [REDACTED]
Sent: Saturday, March 26, 2022 10:29 AM
To: Stephen Endres
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021, "...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,
Swati Bhardwaj

[REDACTED]
[REDACTED]
[REDACTED]

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

[REDACTED]
|

From: Sydni Mabrey [REDACTED]
Sent: Wednesday, March 30, 2022 3:42 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Sydni Mabrey; [REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

It is a really special place and it deserves to be protected.

From: Sylz [REDACTED]
Sent: Sunday, April 10, 2022 10:18 PM
To: Stephen Endres
Subject: Opposition to Segment A for proposed improvement to US 380!

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.

Dear Mr. Endres:

We reside in La Cima Village of Stonebridge Ranch and strongly oppose Segment/Option A for the safety of our children & community, for the environmental impact, and for destruction of local business.

Option A directly impacts the safety of our children and community in two ways:

(1) This section of 380 is the main route of access to THREE major high schools. All traffic will be funneled into local neighborhood roads (Stonebridge, Ridge, Lake Forest). With many families here, plus teenage drivers, this puts children's lives at risk.

(2) 380 is also the direct route to Baylor Hospital. Construction with Option A will impact emergency vehicles and paramedics ability to get patients to emergency care.

Option A also destroys more natural environment and is also the longer option vs Option B. More road means more pollution and damage to the environment over time.

Lastly, we oppose A because 17 local businesses will be destroyed, with negative impact to access for countless others.

For all these reasons, we oppose A and support B.

Thank you,
Sylvia Pak

Sent with [ProtonMail](#) secure email.

From: T&C Fredricks [REDACTED]
Sent: Monday, March 28, 2022 5:32 PM
To: Stephen Endres
Subject: 380 Segment-B

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

[REDACTED]

From: JRutan [REDACTED]
Sent: Monday, April 4, 2022 9:10 PM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021, which read as follows:

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Yours Sincerely,

T.J. Rutan

[REDACTED]

From: T.PAUL PITT [REDACTED]
Sent: Tuesday, April 5, 2022 3:22 PM
To: Stephen Endres
Subject: Project Map 380

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

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

- *The cost of Segment-A is \$99 million more than Segment-B.

- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.

- *It will also cause the installation of water pipes (ducts) over 380.

- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

-----Original Message-----

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Tuesday, March 15, 2022 11:27 AM
To: Tamara Le [REDACTED]
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
214-320-4469

-----Original Message-----

From: Tamara Le [REDACTED]
Sent: Tuesday, March 15, 2022 9:14 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE

TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS;
AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Tamara Le

[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper
Citizen Group Prosper ISD Board Prosper Town Council

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7C07c5aa5a4b634b0dfd3808da06a09727%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637829584050884608%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&sdata=kS1YtejKBIHFUZ0vMGQgqvUi0GECwJlwLeSbZrUjtIU%3D&reserved=0>>

From: Tami BINGAMAN [REDACTED]
Sent: Thursday, March 31, 2022 2:36 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Dear Stephen,

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

ManeGait is extremely special place and service the community in so many ways. Please move the road so it does not take away any land from ManeGait.
Please come and see for yourself how wonderful ManeGait is and learn about there programs!!!

Sincerely,
Tami Bingaman

From: Tammi Culmann [REDACTED]
Sent: Wednesday, March 30, 2022 2:25 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

I oppose the proposed HWY 380 Segment because it threatens the daily services and special events of Mane Gait-a key community resource as identified by Tx DOT. The vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

I am a volunteer at ManeGait and have witnessed the success that ManeGait has brought to so many of these special population people. It is very unique in nature and gives back so much to the community.

Thank you,
Tammi Culmann

[REDACTED]
[REDACTED]

From: Tammy Kuepfer [REDACTED]
Sent: Tuesday, April 5, 2022 9:55 PM
To: Stephen Endres
Subject: Project 380 segment B

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.

I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Thank you,
Tammy Kuepfer

[REDACTED]

From: Tammy Pennington [REDACTED]
Sent: Thursday, April 21, 2022 1:11 PM
To: Stephen Endres
Subject: Hwy 380 and Bypass

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.

Mr. Endres,

Opposition of Segment B - 380 Bypass

Prosper should not be held responsible for McKinney's lack of planning. Prosper has planned for 380 to be turned into a proper highway/tollway. McKinney is larger than Prosper, and should not be permitted to bully their resolution onto Prosper. Please don't allow this.

Segment B will harm neighborhoods, cemeteries, schools, wetlands, non profit organization. Many of the same things McKinney says Segment A will harm. Please don't correct McKinney's issue by putting a chunk of it on Prosper.

Personally we moved from Stonebridge in McKinney, to Prosper. For a bigger yard, but also to get away from 380. We have built our empty nester, die of old age home. Please don't devalue our home and neighborhood.

All of the Prosper and McKinney people north of 380 did not build their homes near a major highway. Both bypasses will harm many neighborhoods, and families and their homes. What is the count 13 neighborhoods harmed? 18? I can't remember the exact count, but it's a lot.

Home owners should take precedence over the relocation of businesses.

The independent study done 5-6 years ago showed making 380 a proper highway/tollroad was both the most efficient and cost effective option.

There are 3 cemeteries along Segment B.

There are 2 schools along Segment B.

There are many Prosper and McKinney residents /neighborhoods that will be harmed by Segment B.

There is a large and wonderful non profit along Segment B that will be destroyed if it goes in.

Wetlands and natural habitats will be harmed by Segment B and also by Segment A.

McKinney Mayor Fuller originally agreed with fixing 380. Then he suddenly flipped his stance. He's a developer. So he's all for a bypass that he can develop along. He seems to care more about business than the citizens/homeowners of McKinney.

The real fix is Fix 380. Keep 380 on 380. - Lower it. Raise it. Whatever, just fix it please. Speed limits of 55-60 mph with stop lights is a disaster. I've lived here for twenty some odd years and seen so many bad and fatal accidents. A friend of mine was killed by a truck on 380. It plain and simply needs to be fixed for traffic relief and also for safety. Please?

Thank you for your time.
Blessings,
Tammy Pennington

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 23, 2022 10:14 AM
To: Tammy Pennington
Subject: RE: HWY 380 Project

Thank you for your comments. We will add them to our public meeting summary. You can send all your comments to me. Please make sure you visit the public meeting website and review the materials.

<https://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.keepitmovingdallas.com%2FUS380EISPublicMeeting&data=04%7C01%7Cchsmith%40burnsmcd.com%7C98a6dad947d54c7246bb08da0cdfc7c8%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637836452514717117%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Iik1haWwiLCJXVCi6Mn0%3D%7C3000&data=m%2Bq9h7JLB3im2wuK4XteOChHBqWoCpw%2FDvGLRLEtvl%3D&reserved=0>

Stephen Endres
214-320-4469

-----Original Message-----

From: Tammy Pennington [REDACTED]
Sent: Wednesday, March 23, 2022 8:34 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: HWY 380 Project

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.

Dear Mr. Endres,

I have stayed involved with the 380 Project since it started some... what 5? 6? years ago? I was unable to attend the meeting in McKinney last night, due to travel.

Where may I place my opinion on the routes?

Prosper and I reject the proposed Alignment B going through Prosper. We support Alignment A. Prosper is prepared for the expansion of 380. Prosper should not be punished for McKinney's poor planning for expansion.

I lived in McKinney in Stonebridge for 9 years. We were pretty close to 380. We chose to move up into Prosper to get further away from road noise.... and here we sit with McKinney trying to put a highway right next to our home. This is our die of old age home. Heartbreaking to think this could be taken from us simply because McKinney doesn't want to deal with their problem. There is a Prosper High School planned that many McKinney students will attend. McKinney needs to improve the road for the school to build. Guess what... they don't want to pay for the road... yet they do want their children to go to Prosper schools. They want all the good stuff with little effort. Sad.

Please let me know who or where I need to comment.

Thank you and many blessings....
Tammy Pennington
Whitley Place Resident, Prosper

From: Tammye York [REDACTED]
Sent: Wednesday, March 30, 2022 11:39 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Tammye York [REDACTED]

COMMENT:

As a parent of a child with special needs, specifically with autism with heightened sensory and respiratory concerns, I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Please protect MainGait and this special population of very important citizens!

Tammye York
2nd Grade Teacher
Prestonwood Christian Academy



From: Tamra Collins [REDACTED]
Sent: Thursday, April 7, 2022 9:04 AM
To: Stephen Endres
Subject: 380 Proposal Pro Segment B

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.

Good morning, I'm sure you have received this email a hundred times or more but I wanted to point out that the Darlings who own Main Gait also own and live on several acres of adjoining land (25.2192 Acres) to the current Main Gait location, perhaps from the goodness of their hearts they may be able to move the sensory trail riding (which is in a news report) to the property owned by Pricilla Darling, perhaps she could donate it to Main Gait to help alleviate some of the loss of land to the bypass. Maybe someone could suggest that as an alternative, and I may be wrong but I believe the city of Prosper purposely submitted an application for a school and sub divisions after the previous announcement that the land in that area was being considered, it seems a bit unfair to call foul on that.

Just my thoughts on the matter, I am older and will be dead or retired before any of this comes about so I wanted to get my two cents in. Below is a copy and paste from my HOA. The destruction seems immense and expensive for segment A. I also hate to see two cities at such odds, it is truly a shame.

Take care,
Tamra Collins
Proud McKinney resident since 1999

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

From: [REDACTED]
To: [Stephen Endres](#)
Subject: Opposition to Hwy 380 Segment B
Date: Thursday, March 31, 2022 9:27:47 AM
Attachments: [image001.png](#)

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.

I greatly oppose the proposed Hwy 380 Segment B because it threatens the daily services and special events of MainGait---a key community resource. The vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world class therapy classes that are at MainGait. TxDOT has in the past designated MainGait as a key community resource. Stephen, have you seen the incredible success they have had serving the needs of those that need therapy!? I would encourage you to go visit them.

Thank you,
Tanya Mendenhall



TANYA MENDENHALL
Regional Vice President

[REDACTED]
[REDACTED]

From: Tanya [REDACTED]
Sent: Monday, April 4, 2022 10:10 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Tanya Santos
[REDACTED]
[REDACTED]

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

I have a son 9 year old with non-speaking autism. The current privacy of MainGait is important to children/adults with special needs as well as the amazing animals that help our kids.

Thank you,

Tanya Santos

From: T SHAW [REDACTED]
Sent: Friday, April 1, 2022 6:35 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:Tara Shaw [REDACTED]

COMMENT:

My son rides at mane gait every week. This proposed segment will have tremendous negative impacts on mane gait and the benefit they provide to so many that struggle to find such a wonderful service in such a wonderful setting.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

-----Original Message-----

From: Stephen Endres <Stephen.Endres@txdot.gov>

Sent: Monday, March 21, 2022 4:56 PM

To: Taylor Abaroa [REDACTED]

Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres

214-320-4469

-----Original Message-----

From: Taylor Abaroa [REDACTED]

Sent: Monday, March 21, 2022 4:01 PM

To: Stephen Endres <Stephen.Endres@txdot.gov>

Cc: [REDACTED]
[REDACTED]
[REDACTED]

Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION;

FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Taylor Abaroa

[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

[REDACTED]

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7C8fe913b5f25549c610cd08da0b85956c%7Cbfbb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637834965602449694%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ik1haWwiLCJXVCi6Mn0%3D%7C3000&:sdata=RPDPe5oRbhHNZg917u7C4pPA0FtNoGxKWGxzHPnxt%2B0%3D&:reserved=0>>

From: Taylor Staples [REDACTED]
Sent: Friday, April 1, 2022 1:44 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Taylor Staples
[REDACTED]
[REDACTED]

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

From: Ted Farrington [REDACTED]
Sent: Tuesday, April 5, 2022 6:31 AM
To: Stephen Endres
Cc: Ted Farrington
Subject: 380 Bypass Support for Segment-B

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.

From: Tucker Hill Homeowners Association Board of Directors April 5, 2022
To: Stephen Endres

Dear sir:

We, the Board of Directors for the Tucker Hill HOA, a community in McKinney, TX, **strongly SUPPORT the Project 380 Segment-B** bypass alignment option and **strongly oppose the Segment-A** option. Some of the reasons for supporting Segment-B over Segment-A are:

- **Cost to Taxpayers:** The combined cost for obtaining the required rights-of-way, relocating impacted utilities, highway design and construction is \$99 million LESS for Segment-B than Segment-A.
- **Businesses Impacted:** The Segment-A plan will displace 17 business currently located on 380 while Segment-B impacts none.
- **Safety Issues:** Segment-B is a more gradual option with respect to high speed turns while Segment-A includes two sharp turns that could be very hazardous at high speed or during inclement weather. During construction Segment-A includes a total rebuild of 380 between several existing residential communities; increasing emergency response times and creating more risks for residents of those communities.
- **Environmental:** When compared with Segment-A, Segment-B impacts 61% fewer jurisdictional wetlands, 2,800 linear feet less of rivers and streams, and 5 fewer acres of regulatory floodways. Also, Segment-B impacts no potentially hazardous materials sites while Segment-A impacts 11 such sites.
- **ManeGait:** We commend TxDOT for its efforts to accommodate the needs of the ManeGait therapeutic horse facility. The most recent version of Segment-B avoids direct impacts to ManeGait and, based on TxDOT's research of similar facilities across the U.S., allows ManeGait continue to function as it does today.

For the above reasons and others the Tucker Hill HOA Board of Directors strongly recommends that Segment-B be the option chosen as part of the 380 bypass project.

Respectfully,

Amy Law, HOA Board President, Southern Land Corporation

Mac Hendricks, HOA Board Director, Southern Land Corporation

Ted Farrington, HOA Resident Board Member

please direct any correspondence to:

Ted Farrington
[REDACTED]
[REDACTED]

From: Terry McCarthy [REDACTED]
Sent: Monday, April 4, 2022 3:23 PM
To: Stephen Endres
Subject: 380 Bypass

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.

[REDACTED]
As a homeowner in McKinney TX., I strongly support the Project 380 Segment-B bypass alignment option. This option is least disruptive to businesses and minimal impact on existing family homes along and adjacent to 380. It is also \$99 million less than Segment-A.

Terence McCarthy

From: Teresa Murphy [REDACTED]
Sent: Wednesday, March 30, 2022 12:48 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Teresa Murphy
[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. By cutting through ManeGait, you will destroy the very essence of ManeGait. We service vulnerable children and adults and our horses need calm, quiet surroundings to do their jobs. The special needs children and adults need a calm atmosphere to help them get the most out of this unique environment! Don't take this away from us. Do the right thing and don't allow someone with a political agenda to push this through for their own benefit!!! I will pray that you don't let this happen!

Teresa Murphy
Volunteer at ManeGait
[REDACTED]

From: Teresa and Michael Hicks [REDACTED]
Sent: Monday, April 4, 2022 3:05 PM
To: Stephen Endres
Subject: proposed 380 changes in McKinney, TX
Importance: High

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.

Mr. Endres,

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

I encourage TXDOT to take the appropriate action for the good not only of McKinney residents and business along existing 380, but for the state of Texas as well.

Sincerely,

Teresa R Hicks
[REDACTED]

From: Terrence [REDACTED]
Sent: Monday, April 4, 2022 4:29 PM
To: Stephen Endres
Subject: 380 By Pass McKinney

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.

Having reviewed the cost estimates and displacement of businesses and residences of options A and B, I strongly endorse option B of the proposal. The differences will likely magnify by the the time the road is actually completed. Thank you for this opportunity to comment.

Terrence Cooksey
[REDACTED]
[REDACTED]
[REDACTED]

From: Terri Brooks [REDACTED]
Sent: Friday, April 1, 2022 7:55 AM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Terri L Brooks

[REDACTED]
|
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson
Texas State Senator Springer
Prosper Citizen Group
Prosper ISD Board
Prosper Town Council

From: [REDACTED]
Sent: Friday, March 25, 2022 1:46 PM
To: Stephen Endres
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper. Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Regards,

Terry Keith Allen
Prosper resident since 2016

[REDACTED]
[REDACTED]

From: Terry Pritchett [REDACTED]
Sent: Wednesday, March 30, 2022 4:49 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Terry Pritchett
[REDACTED]
[REDACTED]

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

- It is unreasonable and unsafe for 150 disabled riders and their horses to work 60 hours a week with the sounds, emissions, and vibrations of construction for 3-4 years.
- In the future, it is unreasonable and unsafe for these riders to receive therapy with a roadway/traffic equivalent to US HWY 75 towering over them and their therapy horse.
- Segment B will also result in land acquisition from property that is regularly used to support ManeGait's operations.

Thank you for your consideration! This facility changes children lives!

[REDACTED]

From: terry Reishus [REDACTED]
Sent: Monday, March 28, 2022 8:21 AM
To: Stephen Endres
Subject: 380

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.

My first preference would be to keep it on 380 as the outer loop and the toll road that will be extended north will alleviate some traffic for people going west off of 75. The bypass is so close to the outer loop I don't see that traffic couldn't be alleviated with the original planned east west arterial roads such as bloomdale, laud howell etc. The problem is there is no way to go east or west other than 380 until the outer loop is built.

That being said if we must build a bypass it makes no sense having it come back down blue build A with the developments coming along 380 before you get to Custer going west. By extending it into Prosper with either brown or gold would make the most sense,

Thank You

Terry Reishus
[REDACTED]
[REDACTED]

From: Terry Stephenson [REDACTED]
Sent: Wednesday, April 6, 2022 10:15 AM
To: Stephen Endres
Subject: Hwy 380 Vote

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.

Mr. Endres,
Thank you for giving folks an opportunity to voice their opinions regarding the Hwy 380 project.

I am in favor of bypass Option B and strongly oppose Option A for the below reasons.

- I understand that Option B is ~\$1,000,000 less cost than Option A.
- It will be much, much less disruptive to an already congested Hwy 380 (for however many years it would take to construct Option A).
- It will less disruptive to already existing homes and businesses along Hwy 380.

I also understand that Main Gait was an issue for Option B, but that has since been resolved.

For those reasons, to me it just makes sense to go forward with Option B.

Again, thank you for the opportunity to email you and voice my opinion.

Terry Stephenson
[REDACTED]
[REDACTED]
[REDACTED]

From: Jeniffer Addison [REDACTED]
Sent: Tuesday, April 5, 2022 6:52 PM
To: Stephen Endres
Subject: We SUPPORT Segment B in SBR

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.

Mr. Endres,

We have lived in Stonebridge Ranch for 15 years and raised our children here. Please help us keep our community as it has been for the last 15 years.

We support Segment B!!! In doing so, we will preserve the small businesses, that would otherwise be destroyed, keep the same neighborhood/community feeling & help improve the flow of traffic, unlike Segment A.

Thank you for your time,
The Addison Family

From: Christine Huang [REDACTED]
Sent: Tuesday, April 5, 2022 6:10 PM
To: Stephen Endres
Subject: Bypass

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.

Hello sir,

Please save the amazing beauty of the Stonebridge community. We don't want traffic and dirt coming into our community. Please find other ways.

Concerned home owners,
The Huang family

From: [REDACTED]
Sent: Monday, April 4, 2022 12:37 PM
To: Stephen Endres
Cc: 'Ben Hughes'
Subject: Project 380 Segment-B Option

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.

Dear Mr. Endres,

We are the Hughes family, Stonebridge Ranch residents since 1995. With respect to the HWY 380 mobility project, we wanted to **voice our opposition to Segment-A bypass** alignment for the following reasons:

- 1) The section from Coit Rd to Ridge Rd is one with **very limited arterial road options to safely divert the volume of Hwy 380 traffic that would be disrupted.**
- 2) The **Segment A Bypass option would seriously impact safety for area students** by diverting traffic onto highly populated neighborhood streets of Stonebridge Dr. and Ridge Rd., each holding an Elementary School Zone proximate to Hwy 380.
- 3) Because of area High School Attendance Zoning, **Segment A Bypass would pose a serious safety concern to lesser experienced teen drivers.** North Stonebridge Ranch residents must travel East along Hwy 380 to attend McKinney North High School. Auburn Hill residents must travel West along this stretch to attend Rock Hill High School. Having this inexperienced driving population contend with the inherent hazards of construction traffic as well as detours thru residential streets and school zones would be of high concern.

We also kindly ask you to:

- 1) Extend consideration all the small businesses between Coit and Ridge Rd. that would be devastated despite having persevered thru the challenges of the COVID pandemic.
- 2) Take into account the large-scale West Grove construction project that will already be adversely affecting traffic in this area of Custer Rd. and Hwy 380. Segment A would completely circumvent this construction.
- 3) Consider the negative effect Segment A would have on the landscape and the natural resources of the Big LaCima Lake which provides a refuge to varied wildlife and serves as a popular and picturesque retreat to area citizens.

Segment B is the best option to improve traffic flow and provide ADDITIONAL alternate traffic flow in North McKinney, where population growth *is expected* and not *already is*. It is the logical option for preserving the economic business and residential vibrancy *of a larger existing community*.

Segment B is the most fiscally responsible choice, estimated to save tax payers approximately \$99 Million dollars all while providing the area with an EXTRA avenue for traffic flow, not just a costly massive "improvement" over an already existing traffic corridor that *already affords considerable capacity and mobility*.

In summary, SEGMENT B affords:

- *Two high-capacity road options instead of one, for \$99Million less money
- *Less impact to existing businesses and local economy
- *Less existing traffic pattern disruption
- *Greater safety for area Elementary and High School Students
- *Preservation of quality of life and property values for a majority of area citizens.

We respectfully strongly urge you to support the Segment B Bypass Option.

Thank you for your time in reading this.

Regards,
Ben, Lynn, Madeline, Jack and Natalie Hughes
ver a long stretch of the already existing traffic corridor.



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.

Comments:

As a homeowner and citizen of McKinney, TX, I strongly support the project 380 - SEGMENT B bypass alignment option.

Segment B is the best option to improve traffic flow in our corridor while also preserving the businesses along 380 & Custer.

Segment B is significantly more cost effective, \$99 million less than Segment A.

The noise & pollution will increase with Segment A.

I strongly oppose Segment A!

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Theresa Reed

Address: [REDACTED]

Apartment, suite, etc: [REDACTED]

City/State/Zip: [REDACTED]

From: [REDACTED]
Sent: Tuesday, April 5, 2022 3:10 PM
To: Stephen Endres
Subject: Project 380 Segment -B bypass SUPPORT

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

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Sincerely,

Thomas & Vanessa Hirt

From: thomascason [REDACTED]
Sent: Wednesday, April 20, 2022 12:18 PM
To: Stephen Endres
Subject: Hwy 380 bypass

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.

i am in favor of segment B. it is by far the vest option.i am a long time resident of stonebridge Ranch. This is in the best interest of our residents in Mckinney.

Thomas Cason

From: [REDACTED]
Sent: Monday, March 28, 2022 5:30 PM
To: Stephen Endres
Subject: Comment on 380 Bypass Project

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.

Sir,

As a Stonebridge Ranch homeowner and citizen of McKinney, TX., I **STRONGLY SUPPORT** the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank You,
Thomas Mitchell

From: ymmts Smith [REDACTED]
Sent: Monday, March 28, 2022 6:44 PM
To: Stephen Endres
Subject: Fwd: TX 380 bypass

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.

Date: March 28, 2022 at 6:25:32 PM CDT

Subject: TX 380 bypass

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

mr & mrs thomas smith
[REDACTED]
[REDACTED]

From: Thomas Titus [REDACTED]
Sent: Wednesday, April 6, 2022 2:39 PM
To: Stephen Endres
Subject: 380 By-Pass

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

As a homeowner and citizen of McKinney, TX., **I SUPPORT** the **Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses and it has minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I am also **strongly opposed to Segment-A.**

It should not be considered for the following reasons:

- The cost of Segment-A is \$99 million more than Segment-B.
- It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- 380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

I will state again what I have previously stated and that is that Segment A is only feasible if you go underground with the through lanes from the intersection of 380 by Ridge Road to a half to three quarters of a mile past Custer Road.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community. I have listened to the Prosper case against Segment B and see most of their arguments as displacements of planned things, not actual built things. The concerns of ManeGait seem to be exaggerated as from what I can tell, the new roadway only clips the corner of their property.

Good luck in your decisions as you will never make everyone happy.

Thomas Titus

[REDACTED]

[REDACTED]



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

I would humbly ask that the PURPLE LINE be used, specifically because the use of "A" vs "B" line "B" has a larger impact on the very small town of Prosper. Looking at the potential impact and limitations created from line "B" should be understood at the overall ratio or portion of the town that would be used. Prosper is only 25 sq mi, so a 2mi road weighs heavy on development, more so than much larger neighboring cities.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Thom VARS
Address: [REDACTED]
Apartment, suite, etc.: [REDACTED]
City/State/Zip: [REDACTED]

-----Original Message-----

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, March 28, 2022 10:28 AM
To: Tia Orlando [REDACTED]
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 |

https://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.txdot.gov%2F&data=04%7C01%7Cchs_mith%40burnsmcd.com%7C09a05e10b0f24e227c2f08da10cf8c0a%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637840780858396907%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&sd=hpVAMufQP3WXWGybv0X3WxQm4jbpv%2FD1ycN%2FWZmzDzg%3D&res_erved=0

-----Original Message-----

From: Tia Orlando [REDACTED] >
Sent: Monday, March 21, 2022 3:28 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
[REDACTED]

Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Tia Orlando

[REDACTED]

|

[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

[REDACTED]

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7C09a05e10b0f24e227c2f08da10cf8c0a%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C637840780858396907%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&data=HgxtNeKirTXybsEgkUiAtnR3hhgZwxofiUduoYfzUbg%3D&reserved=0>>

From: Tiffany Chen [REDACTED]
Sent: Monday, March 28, 2022 8:15 PM
To: Stephen Endres
Subject: Project 380 Bypass

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.

Mr. Endres,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Sincerely,

Tiffany Chen
[REDACTED]
[REDACTED]

From: Tiffany Conley [REDACTED]
Sent: Wednesday, March 30, 2022 3:50 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

From: Tiffany Dacosta [REDACTED]
Sent: Wednesday, March 30, 2022 11:13 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: tiffany dacosta, [REDACTED]

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Tiffany DaCosta
[REDACTED]
[REDACTED]

From: Tiffany Fluker [REDACTED]
Sent: Thursday, April 7, 2022 8:56 PM
To: Stephen Endres
Subject: Citizen of Mckinney

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

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

***It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.**

***The cost of Segment-A is \$99 million more than Segment-B.**

***It will create an overpass on 380 over Stonebridge Drive and Custer Road.**

***It will also cause the installation of water pipes (ducts) over 380.**

***It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.**

***It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.**

***380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.**

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Kind Regards,

Tiffany Fluker (Shuler) Account Executive | Convergent Technologies

-----Original Message-----

From: Stephen Endres <Stephen.Endres@txdot.gov>

Sent: Tuesday, March 22, 2022 8:54 AM

To: Tiffany Schaefer [REDACTED]

Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres

214-320-4469

-----Original Message-----

From: Tiffany Schaefer [REDACTED]

Sent: Monday, March 21, 2022 6:13 PM

To: Stephen Endres <Stephen.Endres@txdot.gov>

Cc: [REDACTED]
[REDACTED]
[REDACTED]

Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION;

FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B

Warmest regards,

Tiffany Schaefer

[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

[REDACTED]

[A Texas Department of Transportation (TxDOT)

message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7Cd2e87100569243bc75d208da0c0b64fb%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637835540336838840%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ik1haWwiLCJXVCi6Mn0%3D%7C3000&:sdata=nMJRXwRvU%2F5H6GASeYQgU9gsv%2Fb2NNb2BSmuhEys4y0%3D&:reserved=0>>

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 30, 2022 11:09 AM
To: Tim Daniel
Subject: RE: Opposition to Alignment B

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 |

<https://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.txdot.gov%2F&data=04%7C01%7Cchsmith%40burnsmcd.com%7C3c90281ff5964ddffdae08da1267a9ab%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637842533682610810%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&sdata=FE6Gld5vUM0JZu1sSRqiVGb6utdAdc4NiH0pa2HsunU%3D&reserved=0>

-----Original Message-----

From: Tim Daniel [REDACTED]
Sent: Wednesday, March 23, 2022 1:50 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Opposition to Alignment B

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.

- > Please see and consider my opposition to alignment b, which slices through my community and where my children go to school. Creating this highway in my backyard would be detrimental for these reasons:
 - >
 - > - Segment B of the proposed Gold/Brown alignment poses a significant, negative impact to both existing and future residential and commercial developments planned within the Town. The alignment would directly impact over 360 future homes and thousands of residents and indirectly impact many more;
 - >
 - > - Segment B will increase ground-level ozone impacting at least two environmentally sensitive facilities (ManeGait and Founders Academy) resulting in a conflict with Air Quality guidelines publicized by the North Central Texas Council of Governments (NCTCOG);
 - >
 - > - Segment B runs directly through a quickly developing section of the Town of Prosper causing significant environmental impacts on the human and natural environment by adding a new and unplanned interstate through Prosper versus using the existing alignment within Town limits;
 - >
 - > - Segment B has a detrimental effect on ManeGait Therapeutic Horsemanship; a unique nonprofit facility providing equine therapy to hundreds of adults and children with disabilities;
 - >
 - > - Segment B is in close proximity to existing and future schools including high schools impacting thousands of students.
 - >
- > Sincerely,

Tim Daniel



[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7C3c90281ff5964ddffdae08da1267a9ab%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637842533682610810%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCI6Mn0%3D%7C3000&data=qSRKNTdc9WVuca2cskwx5IFO1ePqDv6f4kQzIRdL3xs%3D&reserved=0>>

From: Tim Hollis [REDACTED]
Sent: Wednesday, March 30, 2022 11:00 AM
To: Stephen Endres
Subject: I Support Project 380, Segment-B

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

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- It significantly and needlessly impacts 17 small businesses West of the 380 and Custer intersection on the North side.
- The cost of Segment-A is \$99 million more than Segment-B, with costs which are incongruent to ultimate benefits.
- It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets such as Stonebridge Drive, Ridge Road, and Lake Forest Drive. This will increase traffic, noise, and pollution in our neighborhoods, needlessly reducing property values and the standard of living of thousands of neighborhood residents and McKinney homeowners.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

--
Tim Hollis
Minister (Worship)
The Parkway Church
[REDACTED]

From: Tim Jones [REDACTED]
Sent: Wednesday, April 6, 2022 9:51 AM
To: Stephen Endres
Subject: US 380 comment/feedback

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 Stephen, I'm writing to submit comments for the 380 realignment project. I own a home in McKinney approx 1 mile south of 380, so I have a vested interest in this as I drive 380 weekly and one of the proposed alignments is very close to me. I appreciate the focus of improvement in this project and also how much work is required.

With the information I have access to in the presentation, I am currently in support of Segment B.

Thanks,
Tim Jones

[REDACTED]
[REDACTED]
[REDACTED]

From: Tim Montgomery [REDACTED]
Sent: Wednesday, April 6, 2022 1:25 PM
To: Stephen Endres
Subject: Keep it Moving Dallas - 380 Expansion

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.

Good afternoon.

I've reviewed the Segment Analysis Matrix presented on the virtual public comment for 380 expansion project. After reviewing the data, I strongly oppose Segment A and believe it should not be considered due to the following information.

Segment A would result in slightly more congestion in both am and pm rush hour commutes. Segment A would require more total segment length as well as 1 more new interchange. Segment A would have 7 major utility conflicts as compared to only 2 with Segment B. This difference comes with a \$35.8m increased cost to develop Segment A. Segment A would result in 17 business displacements as compared to zero business displacements with Segment B. Even though Segment A requires less total ROW acreage, it comes with \$41m higher cost. Total estimated project cost would be \$98.8m more to develop Segment A.

It appears that the biggest disruption with Segment B would be potential future residential displacements. The keyword in that sentence being potential, as in, we don't know for sure whether those would be realized impacts or not. The data you provide in the matrix shows actual, concrete impacts to existing businesses and utilities if Segment A were to be selected as the best alternative.

For these reasons above, utilizing information from TXDOT Segment Analysis Matrix, I believe Segment B to be the best option to improve traffic flow while preserving active businesses within our community while also saving taxpayer dollars.

Please let me know if you have any questions about my interpretation of the information above or would like to discuss further. Thank you for the opportunity to comment on this project.

Thanks,
Tim Montgomery

[REDACTED]
[REDACTED]

-----Original Message-----

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Tuesday, March 15, 2022 11:24 AM
To: TIMOTHY HOBBS [REDACTED]
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
214-320-4469

-----Original Message-----

From: TIMOTHY HOBBS [REDACTED]
Sent: Tuesday, March 15, 2022 11:11 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE

TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS;
AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

REPLACE REPLACE Full Legal Name

Full Residential or Business Address

City, State, Zip

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper
Citizen Group Prosper ISD Board Prosper Town Council

[REDACTED]

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cchsmith%40burnsmcd.com%7C0b373425c4574972702108da06a03625%7Cbfbb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637829582434504535%7CUnknown%7CTWFpbGZsb3d8eyJWljoimC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikh1haWwiLCJXVCi6Mn0%3D%7C3000&sdata=66w9kLnzcK1vyDm5NPrLy1PSTJhkg%2FjVeOgpZuZsmBU%3D&reserved=0>>

From: L & T Udrys [REDACTED]
Sent: Thursday, April 21, 2022 2:48 PM
To: Stephen Endres
Subject: Read this one please- No on Segment B for Highway 380

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.

Dear Mr. Endres,

I have seen first hand that Main Gait is a rare and valuable community resource. It serves children and adults with disabilities and military veterans. They do amazing work there transforming lives. It seems like it is just a lesson but the riders' entire lives are made better by not only the physical strength, but even more importantly the confidence, freedom and positive mental impact from riding at Mane Gait.

I volunteer there and every time I am there I see how everyone is positively impacted- the riders, their parents, and the volunteers.

Segment B of highway 380 will come so close to Main Gait that the riders may not be able to ride. I have seen how the current construction has sometimes been loud enough to distract the horses. That is not safe and interrupts the classes. Their vulnerable riders can't ride and have a positive experience being 50 to 100 feet from a major street and a major highway. The construction will be so loud that some of the children won't be able to even be there, much less ride, because of the sensory issues they have. This will interrupt or end the therapy services they receive at Mane Gait.

This email is to call attention to the huge negative impact of the proposed HWY 380 Segment B because it will prevent ManeGait from serving two vulnerable and protected status populations -- the disabled and children (as identified by TxDOT).

Therefore we are strongly opposed to Segment B proposal.

Please feel free to contact me if I can be of any service or help answer any questions.

Sincerely,

Tina Udrys
[REDACTED]

From: Todd Payne [REDACTED]
Sent: Tuesday, April 5, 2022 5:04 PM
To: Stephen Endres
Subject: 380 Expansion

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

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

- *The cost of Segment-A is \$99 million more than Segment-B.

- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.

- *It will also cause the installation of water pipes (ducts) over 380.

- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Todd Payne

From: Todd Ratliff [REDACTED]
Sent: Tuesday, April 5, 2022 4:24 PM
To: Stephen Endres
Subject: Project 380 Bypass

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

As a homeowner [REDACTED] and citizen of McKinney TX **I support the Segment-B** bypass alignment option. This option will be the least disruptive to businesses with no displacements, minimal impact on existing homes (including mine since I am close to Stonebridge and 380) and the least expensive option by \$99 million.

I do not support the Segment-A option. The A option disrupts small businesses, costs more and will create overpasses at Custer and Stonebridge, which is not ideal for our neighborhood.

Thanks,
Todd Ratliff

[REDACTED]
[REDACTED]

From: Todd Woodruff [REDACTED]
Sent: Monday, March 28, 2022 8:02 PM
To: Stephen Endres
Subject: SUPPORT Section B Alignment

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

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option.

This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380.

It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A.

It should not be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than SEGMENT-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Sincerely concerned homeowner,

-Todd Woodruff

From: ParkerBiz [REDACTED]
Sent: Wednesday, April 6, 2022 1:28 PM
To: Stephen Endres
Subject: 380 Project

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Tom and Karen Parker
[REDACTED]
[REDACTED]

From: Laura Donahue [REDACTED]
Sent: Monday, March 28, 2022 5:39 PM
To: Stephen Endres
Subject: Please build Segment B - WE STONGLY OPPOSE SEGMENT A

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Tom and Laura Donahue
[REDACTED]
[REDACTED]

From: Linda Generazio [REDACTED]
Sent: Monday, March 28, 2022 5:53 PM
To: Stephen Endres
Subject: Project 380 Segment-B

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.

Dear Mr. Enders,

As homeowners and citizens of McKinney, TX., We **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

We also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Sincerely,

Tom and Linda Generazio

From: Tom Crystal [REDACTED]
Sent: Tuesday, April 5, 2022 4:02 PM
To: Stephen Endres
Subject: 380 Prosper Proposal

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.

Stephen,

Thank you for extending the deadline to allow more of us to comment.

I am not one for platitudes, and you have a job to do, so I will be direct: the current proposal is a disaster.

If the goal is to sacrifice the actual neighborhoods and residents for the value of traffic flow, then the plan is brilliant. If, however, you want to maintain the integrity of Prosper, as a viable town, then chopping it up into pieces with the roundabout path being considered, it is a non-starter.

I have, firsthand, seen the impact of a major road running through the middle of a town and the way it cuts the town, not just in 2, but in 3, culturally and economically. The Boston Post Road, or US1, runs straight through Darien, CT a small town of decent affluence.

The issue that US1 has created 3 different zones of living: the waterside community, the backcountry and the area around the road. There is no cohesion to the community; and, in fact, it created a lower end socioeconomic environment as no one wanted to live anywhere near the traffic flow.

This area of far north Dallas is trying to find its identity. The proposed plan will kill that. Please do not put this plan into motion but rather go back to the drawing board.

Best regards,

Tom Crystal

The information contained in this message is intended only for the recipient, and may be a confidential attorney-client communication or may otherwise be privileged and confidential and protected from disclosure. If the reader of this message is not the intended recipient, or an employee or agent responsible for delivering this message to the intended recipient, please be aware that any dissemination or copying of this communication is strictly prohibited. If you have received this communication in error, please immediately notify us by replying to the message and deleting it from your computer. S&P Global Inc. reserves the right, subject to applicable local law, to monitor, review and process the content of any electronic message or information sent to or from S&P Global Inc. e-mail addresses without informing the sender or recipient of the message. By sending electronic message or information to S&P Global Inc. e-mail addresses you, as the sender, are consenting to S&P Global Inc. processing any of your personal data therein.

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 16, 2022 8:28 AM
To: Tom Crystal [REDACTED]
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
214-320-4469

From: Tom Crystal [REDACTED]
Sent: Tuesday, March 15, 2022 3:43 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE

IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

[REDACTED]

[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson
Texas State Senator Springer
Prosper Citizen Group
Prosper ISD Board
Prosper Town Council

[REDACTED]

The information contained in this message is intended only for the recipient, and may be a confidential attorney-client communication or may otherwise be privileged and confidential and protected from disclosure. If the reader of this message is not the intended recipient, or an employee or agent responsible for delivering this message to the intended recipient, please be aware that any dissemination or copying of this communication is strictly prohibited. If you have received this communication in error, please immediately notify us by replying to the message and deleting it from your computer. S&P Global Inc. reserves the right, subject to applicable local law, to monitor, review and process the content of any electronic message or information sent to or from S&P Global Inc. e-mail addresses without informing the sender or recipient of the message. By sending electronic message or information to S&P Global Inc. e-mail addresses you, as the sender, are consenting to S&P Global Inc. processing any of your personal data therein.

A Texas Department of Transportation message





PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments: Option B is the Best, A major reason is that it goes the furthest west. It also affects the least people. Both of these are important items. It would be good to continue B well further to the west - to the Dallas North Toll Road or further. Congestion on 380 goes far west of the DNT

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: Tom Dover
Address: [REDACTED]
Apartment, suite, etc.: -
City/State/Zip: [REDACTED]

From: Tom Hanson [REDACTED]
Sent: Tuesday, March 29, 2022 11:22 AM
To: Stephen Endres
Subject: PROJECT 380 BYPASS

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.

Dear Mr. Endres,

As a homeowner and citizen of McKinney, TX, **I strongly support the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. I also understand that is less expensive than Segment A by about \$100,000,000.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- > 380 is even now is very heavily trafficked from downtown McKinney to Denton: **why in the world would we spend \$100,000,000 more to get less traffic relief on 380.**
- > It will destroy small businesses west of the 380 and Custer intersection on the North side.
- > It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- > It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

Sincerely,

Tom Hanson

[REDACTED]
[REDACTED]
[REDACTED]



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments: WE ARE CONCERNED ABOUT THE PROXIMITY TO OUR HOME AND NEIGHBORHOOD. DISTANCE SEEMS TO BE APPROX 500 FT: EPA DOC EPA 420-F-16-044 (August 2014) LISTS MANY DANGERS OF LIVING THAT CLOSE TO A FREEWAY INCLUDING: IMPAIRED LUNG DEVELOPMENT IN CHILDREN, PRE TERM LOW-BIRTH WEIGHT INFANTS, AND CHILDHOOD LEUKEMIA. NOISE LEVELS WILL INCREASE ALSO HOME VALUES WILL POTENTIALLY BE IMPACTED. EVEN IF WE WISE THERE ARE NO WAYS TO REMOVE THE POLLUTANTS THAT WILL BE IN THE AIR AT THE PROPOSED ROUTE. POLLUTANTS SHOULD BE MEASURED IN A SURVIVE AREA W/ APPROX DISTANCE. MOVE ROUTE "E" ABOVE ELGIN PARK. "UNIQUE BY NATURE" DOESN'T SEEM TO RESONATE WITH THIS IDEAL

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: TOM KOENIG
 Address: [REDACTED]
 Apartment, suite, etc.: _____
 City/State/Zip: [REDACTED]

From: Thomas Klein [REDACTED]
Sent: Tuesday, April 5, 2022 5:19 PM
To: Stephen Endres
Subject: I support option B

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.

I am a Stonebridge Ranch resident since 2003.

I oppose Option A because it would overload 380 west of Stonebridge Drive due to anticipated traffic from the new development going in on the SE corner of Custer and 380.

Tom Klein
[REDACTED]
[REDACTED]

From: Tom Merrill [REDACTED]
Sent: Wednesday, March 30, 2022 11:35 AM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

Hello Stephan,

I am a volunteer at ManeGait and am writing to oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Please do whatever you can find another route for the freeway and protect the special needs community.

Best Regards,

Tom Merrill

[REDACTED]
[REDACTED]
[REDACTED]

From: Tom Moneta [REDACTED]
Sent: Wednesday, March 30, 2022 1:37 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS:

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

[REDACTED]

From: Tom Pollard [REDACTED]
Sent: Tuesday, April 5, 2022 9:54 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Thomas Pollard

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Thanks so much!!

Tom Pollard
[REDACTED]

From: Tom Reidy [REDACTED]
Sent: Tuesday, April 5, 2022 4:43 PM
To: Stephen Endres
Subject: Opposition to HWY 380 Segment B

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.

Dear TXDoT:

I want to express my support for the protection of ManeGait and opposition to your proposed Segment B to the HWY 380 bypass.

Above and beyond all the passionate, credible, sincere arguments and testimonials you must be getting from all sides of this issue, I want to highlight one simple, but possibly overlooked, reason TXDoT should seriously reconsider their recent position taken on Segment B.

As citizens & humans, we must strive to protect disadvantaged populations -- those that have no voice. I doubt any of us would disagree with that statement. The 150 riders at ManeGait have conditions, challenges in life, disabilities that marginalize their ability to have a full voice in a decision such as this. They and their families have enough on their plates to deal with.

I appreciate that how TXDoT ultimately figures out how to weigh the options must be very hard -- decisions have to be made and there will always be winners and losers. But how can TXDot not give the utmost priority to the 150 children and adults with disabilities that effectively don't get a direct voice in this? For some of those riders, ManeGait is the one refuge in their life where they get a break and good things happen. In the calculus of all this, at a minimum, that plot of land called ManeGait on your map should count for 100-150 homes, and I worry that the "people in those homes" (the riders) are not getting equal representation, equal voice with TXDoT based on how Segment B was drawn.

Respectfully,

Tom

Tom Reidy
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Wednesday, April 20, 2022 4:23 PM
To: Stephen Endres
Subject: Highway 380 Project

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.

Mr. Endres,

I am sending this email to you to express my strong opposition to the construction of Segment A of the Highway 380 project. As far as I am concerned it would be insane to even consider construction of Segment A. It's my understanding that the construction of Segment A will cost taxpayers \$99 million more than Segment B. Also, I understand that at least 17 businesses will be destroyed. If you are trying to reduce the congestion along the existing 380 then you should follow a plan that takes east bound traffic off the existing road as soon as possible. According to the TXDOT Segment Map I have reviewed, Segment B would pull traffic off of the existing 380 sooner than Segment A. This fact, as supported by the TXDOT Segment Map, proves that Segment B would come closer to meeting the objective of creating a 380 bypass than Segment A.

Questions that require plain, straight answers:

- 1) Does this additional cost include the loss of ad valorem tax revenue to McKinney from the destruction of businesses and residential property, and the capture of the property by the state which removes it from the tax rolls??
- 2) Does the estimated \$99 million additional cost for Segment A include the loss of sales tax to McKinney from the closing of the business along existing 380??
- 3) How many jobs will be lost from the destruction of businesses along the existing 380 if Segment A is constructed?? What is the total payroll of those lost jobs??
- 4) It appears that your objective in constructing a 380 bypass is to reduce the congestion on the existing 380. What percent of the present traffic coming east bound into McKinney on the existing 380 continues east through McKinney at least past Highway 5??

I look forward to your response to my questions and comments.

Tom Terrall
[REDACTED]

From: Tom Timmermann [REDACTED]
Sent: Tuesday, March 29, 2022 7:56 AM
To: Stephen Endres
Subject: TX 380 Bypass

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

From: tom vandenbush [REDACTED]
Sent: Tuesday, April 5, 2022 2:02 PM
To: Stephen Endres
Subject: 380 Bypass Project , I support Segment Bces.

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.

My name is Thomas Vandenbush, a 21 year resident of Stonebridge Ranch, and as these are the choices, I support Segment B.

It makes no sense whatsoever to spend an additional \$ 99 million for Segment A, in order to satisfy some preferences. It locks you in for any future expansion or changes.

Either plan is shortsighted as both will creates a mess at the intersection of 380 and Custer, already a bottleneck. For the long term , the 380 Bypass should be tied into the Dallas tollway system. Obviously more costly today, but will probably the long term solution as time goes by. Segment B should be viewed as Stage 1 of the plan to eventually get to the Dallas tollway.

Thanks for your attention,

Regards

Tom

[REDACTED]

From: Tommy Huggins [REDACTED]
Sent: Tuesday, April 5, 2022 9:10 PM
To: Stephen Endres
Subject: US 380 Bypass Project

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.

I want to express my support for the Segment B option for this project, which will be much less disruptive than the Segment A option. Thank you.

Tommy Huggins

I would like to provide comments in opposition to segment B specifically related to TexDot conclusions regarding impacts to ManeGait.

Slide 17 indicates:

“By moving the freeway slightly to the south, we were able to fit it in a constrained area between the charter school and ManeGait Therapeutic Horsemanship. This change allows us to not directly impact either facility. “

This conclusion is flawed. Under NEPA three type of effects are considered. Direct effects, are those “caused by the action and occur at the same time and place;” As described in the presentation segment B would be squeezed in an area next to ManeGait. Just because it does not cross the facility does not mean it does not have a direct impact on the facility. My understanding is that the owners of ManeGait, who know their operation the best, have concluded the impact would be so significant they would have to relocate. This would be a direct impact.

NEPA also requires consideration of indirect impacts and cumulative effects. With regard to ManeGait I do not see a clear discussion of this. Indirect effects are those “caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable.” The cumulative effects, which result from “the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions.

Slide 20 indicates:

None of the alternatives being presented directly impact the community facility of ManeGait. Due to comments received by TxDOT about impacts to ManeGait, TxDOT further studied how the project could impact the facility. We conducted interviews with staff of similar therapeutic horsemanship facilities in Texas. Staff interviewed at these facilities noted nearby infrastructure (such as highways) did not pose an issue to their operations. Ultimately, it was found it is possible for therapeutic horsemanship facilities to function effectively in a variety of physical and environmental settings.

Again this conclusion is flawed. While interviews with staff at other facilities can give an opinion on impacts to their facilities their opinion may or may not be relevant to ManeGait. No one knows the impact on the operations at ManeGait better than ManeGait. Therefore the opinion of the operators at ManeGait is significant and relevant. By the comments on slide 20 this seems to have been ignored.

Again from what I have heard ManeGait has concluded the impacts to their facility would be so significant that they would have to relocate.

What I do not see discussed by TXDot is the impacts to the patients, which includes veterans and disable people (some who may be considered protected under ADA) who receive therapy at ManeGait.

The impacts to veterans and the disabled are the more important consideration.

While limited research is available on the benefits of equine therapy a review of the literature would indicate veterans experience significant benefits from equine therapy. Studies indicate the theoretical explanation for the benefits is in part related to features of the physical or social environment. In addition studies suggest that physical features of the equine environment (e.g., barn, stable, or natural environment) facilitated positive effects. This would seem to contradict the conclusion that there would be no direct impact to ManeGait. At the very least there would be indirect impacts. At least one study has shown attrition from a program was associated with participants moving or becoming too busy to attend sessions. Conversely one could conclude moving the facility could have the same negative impact of attrition.

If option B is approved ManeGait would move.

Would the new location be a viable option for current patients to attend?

Would a move disrupt patient's therapy? Would a move have a negative impact on the progress made by patients?

Veterans often receive care for other medical issues. Would a new location cause a conflict for the patients?

Let's not overlook the impacts to people. Veterans have made great sacrifice for our country. We should not be

asking more of them by creating avoidable negative impacts on this treatment facility.

From: Tommy Van Wolfe [REDACTED]
Sent: Wednesday, April 20, 2022 9:07 PM
To: Stephen Endres
Cc: Emily McCann
Subject: Re: Hwy 380 Update
Attachments: IMG_4803.heic; 22-4-12 US 380 Alignment.pdf; Custer Rd to SH5.pdf

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.

Mr. Endres,

I appreciate your diligence and support with this process. I wanted to follow up with you on one of our previous correspondences below from June 25, 2020. At that time, Segment A was the preferred alignment and now somehow Segment B is back on the table.

I'm asking you to please reconsider and remove Segment B from consideration all together.

I have lived in Prosper for over a decade and feel it's important to speak up about the proposed 380 bypass. Along with two other passionate Prosper Residents, we formed the 'Protect Prosper Task Force' and have been the voice and horsepower behind the coordination, posts/communication, call to action and rallies you may have heard about. I love our Town, it's values, and our amazing community. Prosper ISD is continually one of the fastest growing School Districts in our great State, while continuing to deliver excellence. I have been and will continue to be invested; I will have children in PISD schools until 2035.

I, along with an inordinate amount of Prosper residents strongly oppose any version of the proposed Segment B alignment of US 380.

We have hosted two Protect Prosper Rallies over the last two weeks and have had a combined ~700+ attendance. We've also had the full support of our Town Council, Mayor & Mayor-Elect, Town Manager, PISD Superintendent & PISD Board of Trustees, Representative Shaheen, Senator Springer and countless other local leaders. They have not only joined us, but also spoke publicly in support of our efforts to strongly oppose any form of Segment B that goes through Prosper.

As you know much better than me, Prosper has spent an incredible amount of time and resources in planning. Our Town has created and went public many years ago with a Master Thoroughfare Plan, as well as future designations of water/sewer and other infrastructure. We also have multiple developments not just shovel ready - but already in development and currently moving dirt.

We only have a mere ~27 square miles to develop, and therefore fund our Town Budget and a large portion of PISD's budget.

It makes zero sense to approve Option B through Prosper. It negatively impacts our residents, businesses, ManeGait, Prosper ISD schools, Founders Academy, and our future growth and development. It also negatively impacts the reason most people moved to Prosper in the first place — to escape the city for open spaces, solitude, and a small town feel. We have the support of the Town of Prosper, Prosper ISD, local business owners, landowners, parents, and students - who are all unified in our stance that we **OPPOSE OPTION B** in all forms.

SPECIFIC WAYS OPTION B NEGATIVELY IMPACTS PROSPER

-
-
- 12+ lane FREEWAY dividing Prosper (8 lanes & 4+ access lanes on either side) with the magnitude equal to US 75, located just south of Founders Academy
-
- US 380 Bypass Segment B options + approved Collin Outer Loop (6-8 lanes) just north, would sandwich NE & SE Prosper in between 2 major highway thoroughfares
-
-
- Significant environmental impact: pollution, emissions, & poor air quality
-
-
-
-
- Directly affects neighborhoods: Whitley Place, Whispering



Local Profile

<https://localprofile.com/2022/04/15/prosper-rallies-against-segment-b/>

Candy's Dirt Real Estate <https://candysdirt.com/2022/04/01/prosper-residents-turn-out-to-protest-u-s-380-expansion/>

Candy's Dirt Real Estate <https://candysdirt.com/2022/03/29/rally-planned-in-prosper-to-review-potential-alignments-for-u-s-380-bypass-expansion/>

Prosper Chamber of Commerce Meet the Candidates

Forum <https://www.youtube.com/watch?v=MUxugillT8U>(scroll to 14 min)

Town of Prosper https://www.youtube.com/watch?v=4e9rD_MyROW

Bisnow.com - <https://www.bisnow.com/dallas-ft-worth/news/commercial-real-estate/town-of-prosper-local-developers-say-millions-of-dollars-are-on-the-line-if-state-approves-a-proposed-bypass-of-us-380-112397>

We also had another 7+ news outlets that attended our rally recently at Silo Park that are currently assembling stories that should be out in the coming days.

RECENT VIDEOS FROM TOWN & PISD LEADERS

Mayor Ray Smith & Mayor-Elect David

Bristol: https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fwww.dropbox.com%2fs%2frl1hc8nsdndijhq%2fDavid%2520and%2520Ray%25202.m4v%3fdl%3d0&c=E,1,wbuaLe8fllqMBtS9jccKSRNEldZsc2odiqyp5R954rHrFlveozNAV_NxytOpn9JZhSOvvBh6aumaUNp4yEmI9DnPlx87DRMKMadBCbhIFGHk2a4,&typo=1

PISD Superintendent of Schools Dr. Holly

Ferguson: <https://drive.google.com/file/d/1KvoRz92dTmf2Q77K6GPJ84OI9aZvMIC/view?usp=sharing>

Letter from Representative Shaheen & Commissioner Fletcher

Thank you for your service to our community, your time and thoughtful consideration.

Thanks,

Tommy Van Wolfe

On Jun 25, 2020, at 11:03 AM, Stephen Endres <Stephen.Endres@txdot.gov> wrote:

Mr. Van Wolfe:

I am the project manager for the US 380 Feasibility Study. The alignment attached is the preferred alignment from the US 380 Feasibility Study.

We have now started the next phase of project development, schematic and environmental impact statement.

We have a consultant on board and are moving forward with the project. We will be studying the alignment in more detail and trying to confirm it is the best alignment.

Do you have any particular questions?

Stephen Endres
214-320-4469

From: Tommy Van Wolfe [REDACTED]
Sent: Wednesday, June 24, 2020 3:04 PM
To: Emily McCann <Emily.McCann@txdot.gov>
Subject: Hwy 380 Update

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.

Hey Emily,

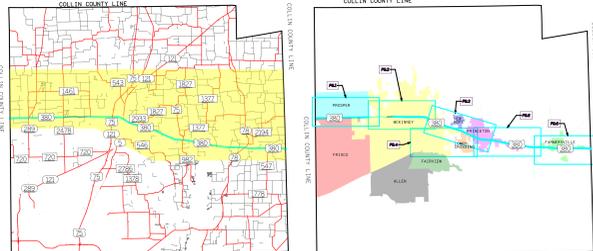
This is the latest version of the proposed 380 bypass I was able to find on the TXDOT site. Is this still the plan and is it finalized and approved? Any reason it could ever change?

<http://www.keepitmovingdallas.com/sites/default/files/docs/Custer%20Rd%20to%20SH5.pdf>

Thanks,
Tommy Van Wolfe

US 380 FEASIBILITY STUDY
 COLLIN COUNTY, TEXAS
 CSJ: 0135-02-059
 0135-03-048
 0135-04-032
 0135-05-026
 0135-11-022

RECOMMENDED ALIGNMENT
 MAY 2019
 ROLL 2 OF 6



LOCATION MAP
 NOT TO SCALE

ROLL MAP LOCATION
 NOT TO SCALE

- LEGEND**
- ALTERNATIVE ROUTES
 - RECOMMENDED ALIGNMENT
- DEVELOPMENT STATUS**
- APPROVED ZONING
 - ACTIVE
 - APPROVED
 - BUILDING PERMIT ISSUED
 - PLATS FILED
 - UNDATED PLANNED DEVELOPMENT
- ENVIRONMENTAL CONSTRAINTS**
- PARK
 - CEMETERY
 - CLOSED LANDFILL
 - ACTIVE LANDFILL
 - 100 Year Flood Plain
 - Regulatory Floodway
 - COE BOUNDARY
- TRANSPORTATION ROUTES**
- US HIGHWAY
 - STATE HIGHWAY
 - RAILROAD
- ADDITIONAL LOCATIONS OF INTEREST**
- POLICE STATION
 - FIRE STATION
 - HOSPITAL
 - AIRPORT
 - SCHOOL
 - GOLF COURSE
 - CITY LIMITS
 - UTILITIES

THIS INQUIRY SUBJECT TO CHANGE
 BASED ON PUBLIC DEVELOPMENT RESULTING
 FROM PUBLIC HEARING AND TECHNICAL REVIEW.

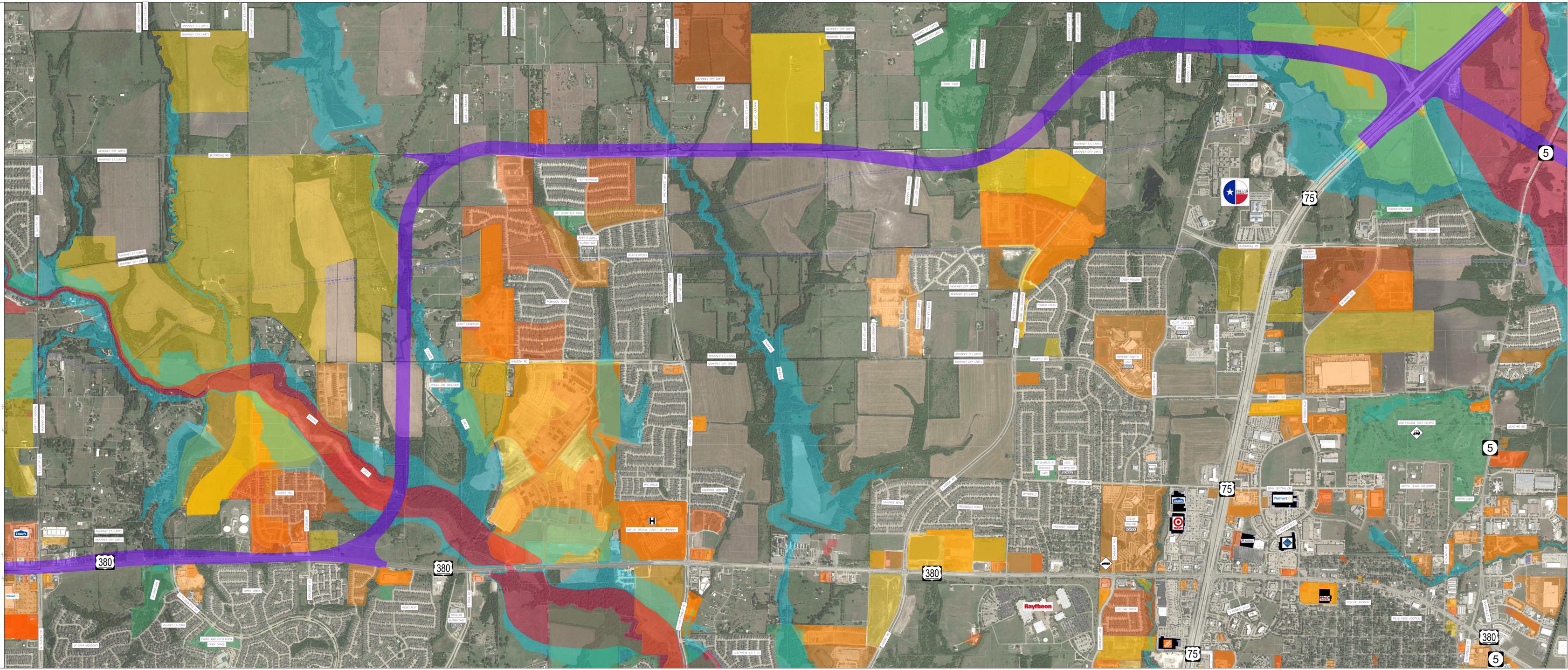
NOT INTENDED FOR
 CONSTRUCTION, BIDDING,
 OR PERMIT PURPOSES.

DATE APPROVED: _____ DATE SUBMITTED: _____

SCHEMATIC PREPARED BY:
 BRAD ENGINEERING, INC.
 REGISTRATION NUMBER F-845

NAME: JOSHUA RYAN ROBERTSON TITLE: P.E. NUMBER: 17878K
 DATE: 05/01/2019

1590 N. DALLAS PARK, SUITE 200, FURNACE ENGINEERING FIRM F-845



TEXAS HOUSE *of* REPRESENTATIVES



Matt Shaheen

District 66 • Collin County

April 12, 2022

Stephen Enders
Transportation Engineer
Texas Department of Transportation
4777 E. US Highway 80
Mesquite, Texas 75150

VIA Email: Stephen.Endres@txdot.gov

Dear Mr. Enders:

Regarding the two segments under consideration for the expansion of US 380 in the western portion of Collin County, this letter is to inform you that I, along with Collin County Commissioner Susan Fletcher, support Segment A, the preferred route originally proposed by TxDOT. Additionally, we oppose Segment B, which would cut through the heart of the Town of Prosper's economic corridor and disrupt a large portion of the town's master plan, which is already under construction.

As the County Commissioner and State Representative who represent the majority of the constituents impacted by both segments, it is clear to us that Segment A should be chosen. The reasons include the fact that landowners impacted by Segment B are unanimously opposed to the proposed segment, and it is our understanding that they are not interested in selling their property for this road alignment under any circumstance. Their strong opposition to Segment B results from the fact that the road alignment would displace an age-restricted community currently under construction, would disrupt other important residential and commercial developments and would also severely impact a very special organization called ManeGait. The ManeGait organization provides a therapeutic facility for children and adults with disabilities by using the proven healing power of horses, and they have recently expanded their therapies to include a Brain Institute with proven therapies for those with traumatic brain injuries (TBI). Their facility is making a significant difference in our community, not only for special needs adults and children, but also for our veterans and individuals with brain injuries.

Other important items that impact our decision to support Segment A and oppose Segment B is the fact that the Town of Prosper covers a small 27 square miles compared to the City of McKinney, which has a much larger footprint. Given this fact, Segment B would do considerable harm to future tax revenues for the Town of Prosper, Prosper ISD, as well as the community itself, given the residential and commercial development planned on Segment B. Additionally, we are uncomfortable with the proximity to existing and future schools with the alignment of Segment B due to safety reasons.

Those who have homes and businesses along the current 380 corridor built and moved there knowing that they were moving onto a US highway. Those that moved off of the current 380 corridor did so for a reason as well. We believe that we owe it to our constituents to keep as much of the new route on the original corridor as possible. It simply does not make sense to unnecessarily cut through an area of the Town of Prosper, when there is a perfectly good alternative to take the highway back down to the original corridor with Segment A which is simply adjacent to a neighborhood.

Thank you for your time giving our concerns consideration as we work to represent our constituents.



Matt Shaheen
State Representative
District 66 - Collin County



Susan Fletcher
County Commissioner
Precinct 1 - Collin County

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 16, 2022 9:32 AM
To: toni margolis [REDACTED]
Subject: RE: 380 project

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
214-320-4469

From: toni margolis [REDACTED]
Sent: Wednesday, March 16, 2022 9:28 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: 380 project

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.

Mr. Endres,

Almost exactly 3 years ago to the month, I wrote a similar note to you regarding the hwy 380 project. My family has lived in northeast Prosper just shy of 19 years and I would like to make it known that I STILL support the alignment between Coit and FM 1827 for the Hwy 380 expansion project.

NOT the path that cuts through Custer near Mane Gait Therapeutic Horsemanship!!!!

It is the path that makes most sense for both Prosper and Mckinney in my opinion, and is the least destructive to a beautiful portion of our town.

As the mother of a daughter who has benefited as a rider at Mane Gait, I cannot stress enough how vital that organization has been to our family and hundreds of others.

To see such a wonderful nonprofit organization be forced to possibly displace hundreds of therapeutic riders at the expense of an UNNECESSARY expansion plan such as option B on you current map plan is unacceptable.

It is my understanding that a new Prosper ISD High School is being built that would also be negatively impacted by option B as well as our newly opened Founders Academy. Young, new, inexperienced drivers on a road that will be

under construction and have high thoroughfare traffic volume makes zero sense when there are other options for your company.
I appreciate you reading this and am praying the entities involved choose option A or F.
NOT B.

Toni Margolis
[REDACTED]
[REDACTED]

A Texas Department of Transportation message



From: Tony Saporito [REDACTED]
Sent: Monday, March 28, 2022 5:45 PM
To: Stephen Endres
Subject: Project 380 Bypass: McKinney TX Citizen Comments

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.

Mr. Endres/Texas Department of Transportation,

As long standing citizens/homeowners and Taxpayers of McKinney, TX, we encourage your office/TXDOT to make a final decision for Segment-B bypass alignment option just made public for the McKinney TX 380 Project. This option seems to be the least disruptive to fellow residents, existing businesses, the most cost effective from a project cost standpoint...and projected future driver expense and aligned associated + environmental benefits due to its more horizontal design.

We oppose Segment-A for all of the reasons that are opposite to those listed above as well as the negative standard of living/certain negative economic impact that will effect both residences, schools, churches and businesses along Lake Forest, Ridge Rd., & Stonebridge Drive corridors.

We are using our Citizen Voices to respectfully ask you to consider the points made above and many others that exist to make the decision and Select Segment B as the best and final option.

Thank you.

Tony & Lisa Saporito
McKinney TX

From: Sherra Lombardo [REDACTED]
Sent: Tuesday, April 5, 2022 2:23 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Sherra & Tony Lombardo
[REDACTED]
[REDACTED]

I oppose the proposed HWY 380 Segment B because it will be disrupting & dangerous for the children attending multiple (3) schools & families living in the proposed area. It threatens the daily activity & living of these families including our own. It will take away what we have worked hard to accomplish for our family & make our current living situation impossible to maintain. It will also be detrimental to the services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to flourish without such a detrimental impact to their daily lives & success.

Sincerely

Tony & Sherra Lombardo

[REDACTED]

From: Tony Eggers [REDACTED]
Sent: Monday, March 28, 2022 10:50 PM
To: Stephen Endres
Subject: Project 380 - Support Segment B Bypass Route

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.

Stephen,

I am a homeowner in McKinney, TX. I strongly support the Project 380 Segment-B bypass alignment option. This option is the least disruptive to existing business and has minimal impact to homes and families living in neighborhoods along and adjacent to US 380. Given the length of the bypass in Segment-B and the number of businesses disrupted, it also appears to be significantly less expensive when compared to the Segment-A alignment. I strongly oppose the Segment-A alignment. The Segment-A alignment will destroy a significant number of existing businesses along 380 near Custer Rd and will increase traffic to neighborhood streets (e.g. Lake Forest & Ridge Rd) not designed to be major thoroughfares like Custer Rd.

Segment-B is the best option to improve US 380 traffic flow in our corridor while preserving businesses and residential home values. It's also the more efficient use of tax dollars due to the lower cost of the project.

Thanks for your time & consideration,
Tony Eggers

From: Tony Saporito [REDACTED]
Sent: Tuesday, April 5, 2022 6:49 PM
To: Stephen Endres
Subject: IMPORTANT Revision: Project 380 Bypass: McKinney TX Citizen Comments from 3/28/2022

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.

Mr. Endres/Texas Department of Transportation,

Since composing my original submitted communication from March 28, I have had a chance to further drill down on current Proposed 380 Bypass Options as well as those that were originally considered.

Relief to 380 is absolutely needed....not just here in McKinney but throughout beginning at 75 (and even east) in McKinney to Denton/35 and probably West...if not now, very soon. My formal position has changed, I DO NOT support Segment B. My new position is I believe there are better (yet to be identified) alternatives to Segment A & B. I retract any support for either option. While I have not been able to analyze raw data/metrics/support for conclusions of current recommendation states, my hypothesis is that the unprecedented rapid-accelerated growth that has occurred was/continues to be understated and that the best medium/long term solution is way more complex than what seems to be a short term fix. I would ask that y'all further explore additional options in an accelerated/Fast Tracked way and generate a proposal that is fact based/politically & lobby neutral...alternative that truly solves the problem/situation best for the Medium/Long Term. Bypasses are needed today...a much broader macro fix is the ultimate solution.

Respectfully,

Tony Saporito
McKinney TX

From: Tony Saporito
Sent: Monday, March 28, 2022 5:45 PM
To: Stephen.Endres@txdot.gov
Subject: Project 380 Bypass: McKinney TX Citizen Comments

Mr. Endres/Texas Department of Transportation,

As long standing citizens/homeowners and Taxpayers of McKinney, TX, we encourage your office/TXDOT to make a final decision for Segment-B bypass alignment option just made public for the McKinney TX 380 Project. This option seems to be the least disruptive to fellow residents, existing businesses, the most cost effective from a project cost standpoint...and projected future driver expense and aligned associated + environmental benefits due to its more horizontal design.

We oppose Segment-A for all of the reasons that are opposite to those listed above as well as the negative standard of living/certain negative economic impact that will effect both residences, schools, churches and businesses along Lake Forest, Ridge Rd., & Stonebridge Drive corridors.

We are using our Citizen Voices to respectfully ask you to consider the points made above and many others that exist to make the decision and Select Segment B as the best and final option.

Thank you.

Tony Saporito
McKinney TX

From: Tony Schuler [REDACTED]
Sent: Tuesday, April 5, 2022 3:56 PM
To: Stephen Endres
Subject: Hwy 380 Expansion

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.

Stephen, I'm writing to ask that you chose Option B for the 380 extension not OptionA. I have a number of reasons for this.

- 1) Option B will cause less disruption for existing businesses. Virtually no business having to be moved.
- 2) Option B as currently proposed will go thru areas that are currently undeveloped or with minimal current development.
- 3) Option B appears to offer an almost straight shot vs Option A which has two 90' turns right at the start at Stonebridge. This issue alone would seem to be less costly for the state.
- 4) Option B would have minimal impact with its current route thru less developed areas.
Option A with Current multiple subdivisions both north and south of 380 will face several years of congestion, construction traffic and added construction noise that will not be seen on OptionB.
- 5) Currently residents of the La Cima neighborhood see quite a bit of cut through traffic, the concern being this will only get worse if Option A is selected. Again, Option B going thru a less developed area will not be faced with thus.
- 6) Lastly the residents of LaCima that are within a block or so of the lake will have their yards overwhelmed by a raised highway if Option A is selected. Again with Option B this is not a factor.

Option B being a straight shot just seems like the right choice once you get away from all the fervent noise.

I understand that this is a very difficult decision, and I don't envy you having to make this choice. I will say that I hope this doesn't come down to a decision based on the squeaky wheel getting the grease.

Thank you for your time and consideration!

Tony Schuler
[REDACTED]
[REDACTED]
[REDACTED]

LaCima Haven Resident

From: Tonya Gartin [REDACTED]
Sent: Friday, April 1, 2022 8:51 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

Tonya Gartin Lubbock Tx NAME

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

I have a great nephew with special needs that this program is helping him.

Please go out to the ManeGait visit with the people and kids and see for yourself the impact this program is having on so many kids. And look for another alternative for your project. Please please do it. These kids need this.

Sincerely

Tonya Gartin

[REDACTED]

From: Tonya Riggs [REDACTED]
Sent: Wednesday, April 6, 2022 8:30 AM
To: Stephen Endres
Subject: HWY 380 Bypass-Oppose Segment A-Suport Segment B

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

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

- *The cost of Segment-A is \$99 million more than Segment-B.

- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.

- *It will also cause the installation of water pipes (ducts) over 380.

- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.



PO Box 307 • 250 W. First Street • Prosper, Texas 75078 • 972.346.2640 • Fax: 972.346.9335

Date: April 21, 2022

Mr. Stephen Endres, P.E.
Project Manager
TxDOT Dallas District Office
4777 East US Highway 80
Mesquite, TX 75150-6643

Re: Public Comments
U.S. 380 - Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065; 0135-03-053; 0135-15-002

Dear Mr. Endres

The Town of Prosper (Prosper) appreciates the opportunity to provide you with our comments associated with the referenced project affecting our community. As you are aware, Prosper has provided feedback since the inception of this project in a number of ways to include verbal and written comments associated with the Texas Department of Transportation (TxDOT) meetings, email correspondence, etc...and also more formally through Council approved Resolutions. This letter is to serve as another medium for which we offer our comments and are providing this document during the approved comment period for the Environmental Impact Study for this project.

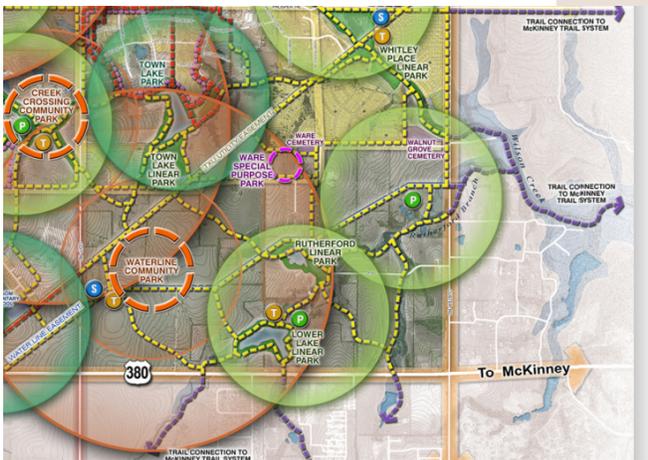
The information contained within this letter/document will be inclusive of what Prosper has done in support of the U.S. 380 project and how the Town has further identified the corridor by establishing town wide plans/master plans and coordinating clearly and often with TxDOT regarding the Town's direction. This document will also explain the overwhelmingly negative impacts that would occur if U.S. 380 were to deviate from its current alignment within and adjacent to Prosper.

History and Town Involvement

Although Prosper is a relatively small community (less than 27 square miles) in size, we are an incredibly large community when it comes to our vision. As such and in an effort to establish who we want to be and who we are swiftly becoming one of the fastest growing municipalities in Texas, Prosper established master

plans to create the framework that would guide our community into the future. The Town's Comprehensive Plan that was established in 2012 created the foundation for the future development of our community. That plan, along with the following documents: Future Land Use Plan (Amended August 2021), Thoroughfare Plan (Amended May 2021), and the Parks, Recreation and Open Space Master Plan (Adopted September 2015) support the expansion of U.S. 380 on its existing alignment. All applicable documents are attached for your information.

From a historical perspective and to ensure there is a clear understanding of Prosper's dedication to planning, the Prosper Future Land Use Plan, approved by the Town Council in October 2004, depicts U.S. 380 as a highway along its current alignment. In addition, the Prosper 2007 Parks, Recreation and Open Space Master Plan planned for this area to be developed and provide the citizens with linear parks linking the community with the natural beauty of the area.



Parks and Trail Master Plan – Chapter 7, between pages 7-1 and 7-2

Prosper has remained supportive of the need for the expansion of U.S. 380 to a Limited Access Roadway (LAR) due to the projected east-west travel demands anticipated in our region. In the early stages of the Feasibility Study conducted by TxDOT, the Town responded to the need by clearly identifying a corridor for the U.S. 380 project. The support was in the form of the first Council approved Resolution (April 11, 2017, Resolution 17-29) and provided for the future LAR to be located along the existing alignment within the Town.

Prosper remained engaged throughout the entirety of the Feasibility Study by working with TxDOT to provide information, responding to questions and participating in meetings to include numerous public meetings. During the Feasibility Study, Prosper passed three (3) additional Council approved Resolutions opposing various alignments that traversed through the town and reaffirmed their solid support of the future U.S. 380 LAR being located along its current alignment (October 15, 2018, Resolution 18-89; March 26, 2019, Resolution 19-17; May 14, 2019, Resolution 19-24).

Upon completion of the U.S. 380 Collin County Feasibility Study Final Report and Implementation Plan in March 2020, the Town expressed its support for the report. Based on the culmination of an almost 3-year study, TxDOT recommended an alignment (Recommended alignment) that upheld all of their requirements and also supported Prosper's position of keeping U.S. 380 on its current alignment within and adjacent to Prosper.

Based on the outcome of the report (Feasibility Study), Prosper was taken aback when TxDOT commenced the Environmental Impact Statement (EIS) in October 2020 (6 months later) and introduced a new alignment bisecting Prosper. The new alignment was entitled the Brown or Gold alternative Segment B alignment (Segment B). Shortly thereafter, Prosper passed the 5th resolution (November 24, 2020, Resolution 2020-87) reaffirming our support of the U.S. 380 LAR on its current alignment and opposing the newly introduced Segment B alignment. The Segment B alignment not only bisected Prosper (which was in opposition to what the Town had supported), it also ran through an existing school (Founders Classical Academy (FCA)) that had started construction in the Fall of 2020 and a residential development known as Malabar Hills that was beginning construction.

EIS Commencement

The initial public scoping meeting for the EIS was held in late January 2021 showing the Segment B alignment crossing through FCA and Malabar Hills within the Town of Prosper. Based on the comments received during the scoping meeting, the Segment B alignment was shifted to the south away from FCA and Malabar Hills and closer to ManeGait Therapeutic Horsemanship Facility located East of Custer. A facility that TxDOT had noted very specifically within the approved Feasibility Study as critically important to the region.

This last change to Segment B brings us to the current alignments being considered as part of the EIS process and subsequent development of a draft document. As such and due to the alignment shift, Prosper Town Council approved its 6th Resolution (July 13, 2021, Resolution 2021-34) opposing the new Segment B alignment and restated its support for the U.S. 380 LAR to be located within the existing corridor.

Town staff remained engaged in meetings with TxDOT throughout 2021 on the layout for U.S. 380 LAR on its current alignment. During this time, Prosper, TxDOT and their design engineer worked collaboratively on the schematic design.

EIS Public Meeting

As part of the EIS public meeting that commenced on March 22, 2022, TxDOT presented the Segment Analysis Matrix and the schematic designs for each of the segments noted below with the exception of Segment F. During the Public meeting, TxDOT noted that Segment F had been removed from the process and was no longer being considered.

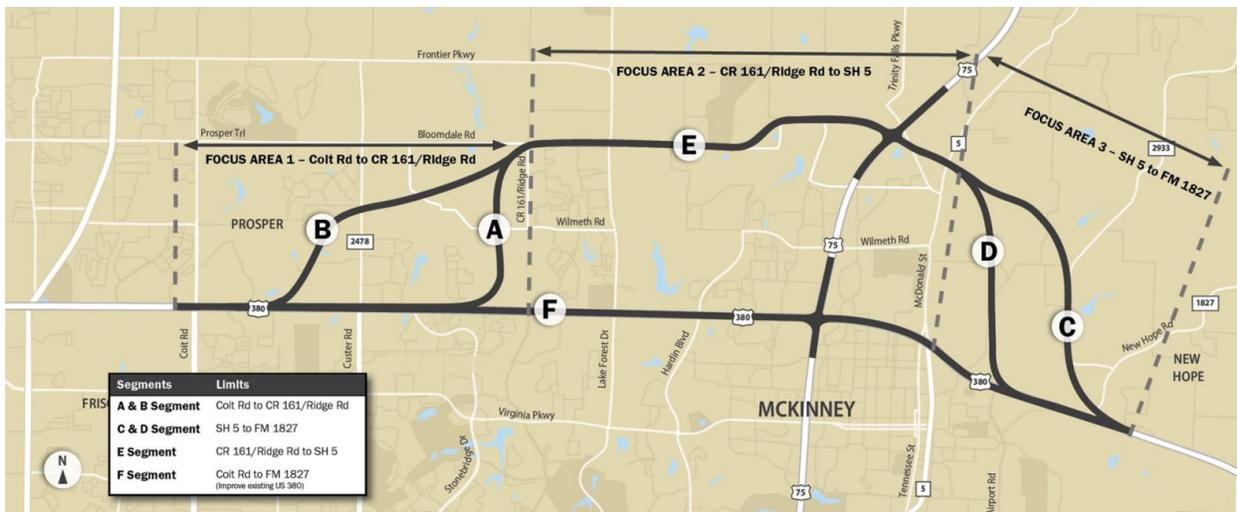


Image taken from TxDOT 3-22-22 Public Meeting

The aforementioned information documents the involvement and support offered by the Town of Prosper as it relates to the overall U.S. 380 LAR project. The following material is intended to substantiate and justify the highly negative impacts that the Segment B alignment will have on Prosper and its adjacent neighbors.

ManeGait Therapeutic Horsemanship Facility

ManeGait Therapeutic Horsemanship Facility (ManeGait), located along Prosper's Eastern boundary, is located approximately 150 feet from the proposed main lanes of Segment B and 70 feet from the associated frontage roads. The proposed Segment B alignment is detrimental to the operations of the nonprofit facility that serves the region and was referred to as "incredibly unique" and noted as a facility "that helps children and adults with physical, emotional, cognitive, sensory, and behavioral disabilities" by TxDOT (Feasibility Study). In addition, the study included that ManeGait also provides therapy programs to support wounded veterans of the U.S. Military through the healing power of equine therapy. In furtherance of ManeGait's distinctiveness, TxDOT stated that it considers the daily operation and special events held at the location to be services that benefit at least two vulnerable and protected status populations – the disabled and children. It should be noted that the specific wording used by TxDOT is referenced in the Americans with Disabilities Act (ADA) which was modeled after the Civil Rights Act of 1964 and the Rehabilitation Act of 1973. The legislation prohibits discrimination and guarantees people with disabilities the same opportunities as everyone else to participate in the mainstream of American life. And further, Presidential Executive Order 12898 was issued in 1994 to address adverse human health hazards or negative environmental effects on minority populations. The Environmental Justice (EJ) mission is to promote nondiscrimination in federal programs, including federal highway projects. As such, TxDOT must consider and give weight to the public comments that note the impacts of the proposed Segment B and those comments supporting the ManeGait community of adults and children with disabilities, a community where many cannot speak for themselves.

Impact to Schools/High Schools

In addition, the alignment of Segment B is in close proximity to three (3) existing and/or future schools/high schools, including Founders Classical Academy (FCA), opened in August, 2021 – and located four feet from proposed rights-of-way for Segment B; Prosper Independent School District (PISD) High School #3 currently under construction and planned to open in August 2024, located ¼ mile away from proposed rights-of-way; and PISD future High School #4, located ¾ mile from proposed rights-of-way. If the Segment B alignment were to be constructed, the LAR would adversely affect thousands of novice drivers due to its proximity. Teen drivers typically have limited driving experience and lack the ability to recognize risks and hazards in the same way an experienced driver would, resulting in impacts to their safety as well as those of fellow students and other drivers.

Increased Ozone/Mobile Source Air Toxics

If constructed, the Segment B Alignment would significantly increase ground-level ozone and more specifically mobile source air toxics in the vicinity and directly impacting at least two (2) environmentally sensitive facilities, FCA and ManeGait, both of which serve children and/or individuals with disabilities. Numerous studies have been conducted to determine if this type of pollution can result in respiratory, cardiovascular and neurological effects when a population lives, works and goes to school in the vicinity of a major roadway. With that said, the increase in “bad” ozone that this corridor would have is in conflict with Air Quality guidelines promulgated by the North Central Texas Council of Governments (NCTCOG). Prosper understands that traffic will increase in the region and supports improving the drivability of the existing U.S. 380 to improve east-west mobility, but strongly opposes adding another negatively impactful driving corridor to the area.

Active Development

As noted previously, Prosper is one of the fastest growing communities in North Texas. The Town has set new records year over year, for several years, related to both single family residential permits issued and commercial square footage under construction. This growth is occurring throughout Prosper; however, the proposed Segment B alignment bisects, cuts into or is in close proximity to, the residential communities of Ladera Prosper currently under construction (senior living community directly affecting 193 homes and indirectly affecting 51 homes), Rutherford Creek (directly affecting 156 homes and indirectly affecting 30 homes), Brookhollow Mixed Use (directly affecting 250 townhomes), Wandering Creek (directly affecting 6-8 homes and indirectly affecting 142 homes), Malabar Hills currently under construction (indirectly affecting 96 homes), and Brookhollow Multi-Family (indirectly affecting 300 multifamily residential units). (Prosper Development Map attached)

Corrections needed to the TxDOT Segment Analysis Matrix

Based on the Segment Analysis Matrix presented by TxDOT as part of the EIS Public Meeting, related to the screening/evaluation category for future development impacts, it does not appear the statuses and numbers of impacts are accurate, especially for the Ladera Prosper senior living community which is currently under

construction. This is a 'Lock and Leave' community catering specifically to the over 55-year-old homeowner. The Community association, since it is a "one-lot condominium community", are responsible for the entirety of the exterior space while the residents purchase the interior space. The concept is a gated community and the units are a traditional single-family homes. With that said, each individual home affects the success of the overall community. If a portion of the community is directly impacted and "removed", the viability of the remainder is in peril. Since Ladera Prosper has its own Amenities and Amenity building, which is in the path of Segment B, this would damage the community greatly and if this were to happen, then a community divided by Segment B is useless for its planned and approved use. Based on this information, the impact of the Segment B alignment should be 244 single family homes. In addition to and equally impactful is the fact that the Segment B corridor removes the only two (2) access points for the neighborhood.

Prosper has also identified another category within the Segment Analysis Matrix presented as part of the public meeting that did not appear to be accurate or at least recognize the impacts. As per the Hike and Bike Trail Plan included within the Parks, Recreation, and Open Space Master Plan, a number of trails are located along the alignment. Based upon the US DOT Act of 1966 related to 4(f) designation, as well as, the information conveyed on page 73 of the TxDOT Feasibility Study, the Segment B alignment appears to impact proposed public uses that fall into this category.



Based upon what was conveyed in the Feasibility Study, Section 4(f) requires avoidance and planning to minimize harm to publicly owned land of a public park as part of the highway/roadway project that may receive federal funding to avoid a "use" of such property. Section 4(f) Properties include city and county-owned parks, greenbelts, trails, school playgrounds, and open space. It is understood that the noted property types are to be publicly owned or have a permanent or temporary easement, and/or a lease agreement and with a major purpose of recreation to

include park, recreation, or refuge or related activities. With that said, the Town is and has been actively pursuing the implementation of the Hike and Bike Trail plan for a number of years and more precisely within the last 18-24 months as this section of the Town develops. In pursuit of providing recreational opportunities for the residents of Prosper and following through with the implementation of the Parks, Recreation and Open Space Master Plan, we will very likely construct a trail and park that the Segment B alignment will directly impact.

Community Cohesion

Finally, and most importantly, we want to speak to the Community Cohesion of the Town of Prosper. As noted earlier in the document, Prosper is a relatively small community in size, but we are an incredibly large community when it comes to our vision. We are bound on almost all sides by state roadways, are divided between two counties, have a significant transportation corridor located directly in the middle of our community (Dallas North Tollway (location planned for over 20 years); and all of these impacts have been known, planned for and supported by Prosper. With that said, it is clear that the overall planning of our community has been and will continue to be a top priority for our Council and its residents. As such, the Town will continue to oppose any and all U.S. 380 alignment variations that cut through our and divides a part of our community.

Closing Remarks

Prosper has always been actively involved in development of the area with our regional partners and felt it was important for us to lean in and support this endeavor. That is the precise reason that Prosper stepped forward so early on in the process to identify a corridor for TxDOT to use. We did not feel it was appropriate to say “No” and not offer a solution, so instead, we clearly provided support and direction to TxDOT through numerous, consistent Council approved resolutions. The 7th and most recent resolution was approved by Council during the Public Comment period on March 29, 2022 (Resolution 2022-12). And although we know the expansion of U.S. 380 will be painful to our community, we felt that it was critical that Prosper collaborated with TxDOT and clearly articulated a corridor for the U.S. 380 Limited Access Roadway. Based on all of the information provided within this document, Prosper believes it has done just that.

Prosper is aware that U.S. 380 is a regional roadway and that east-west mobility will soon become an issue. As such, Prosper will continue to be an active participant in the expansion of the U.S 380 LAR in our region and will continue to support U.S. 380 on its current alignment. Our position is the same position that TxDOT took in Denton County when they asked the affected cities to keep the proposed U.S. 380 LAR on its existing alignment.

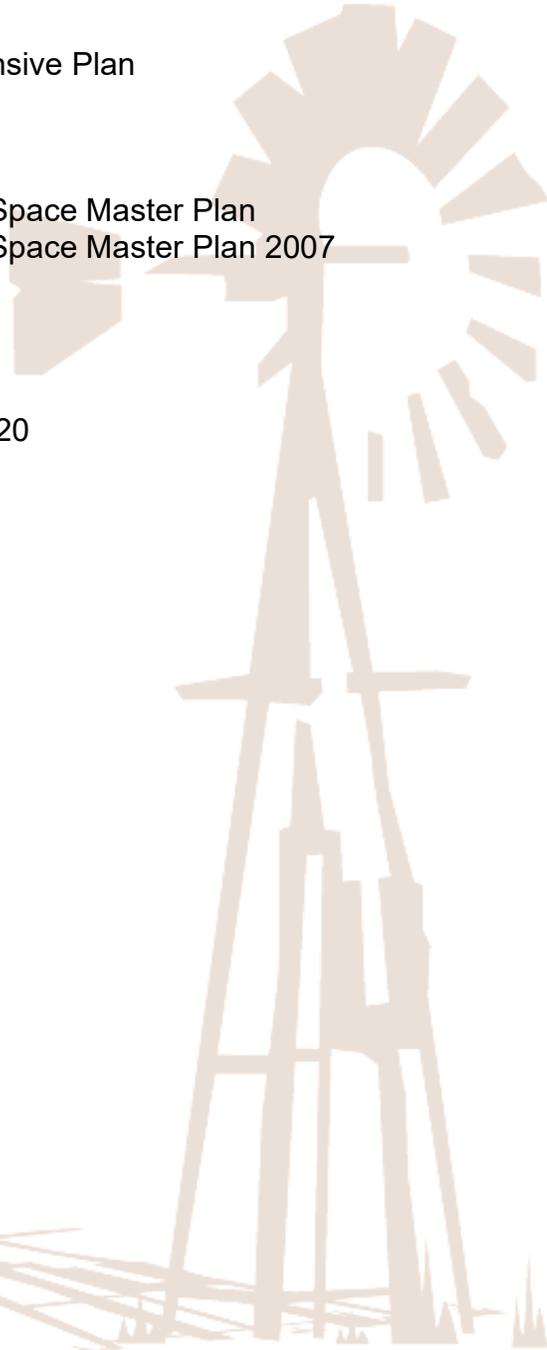
Sincerely,

Harlan Jefferson

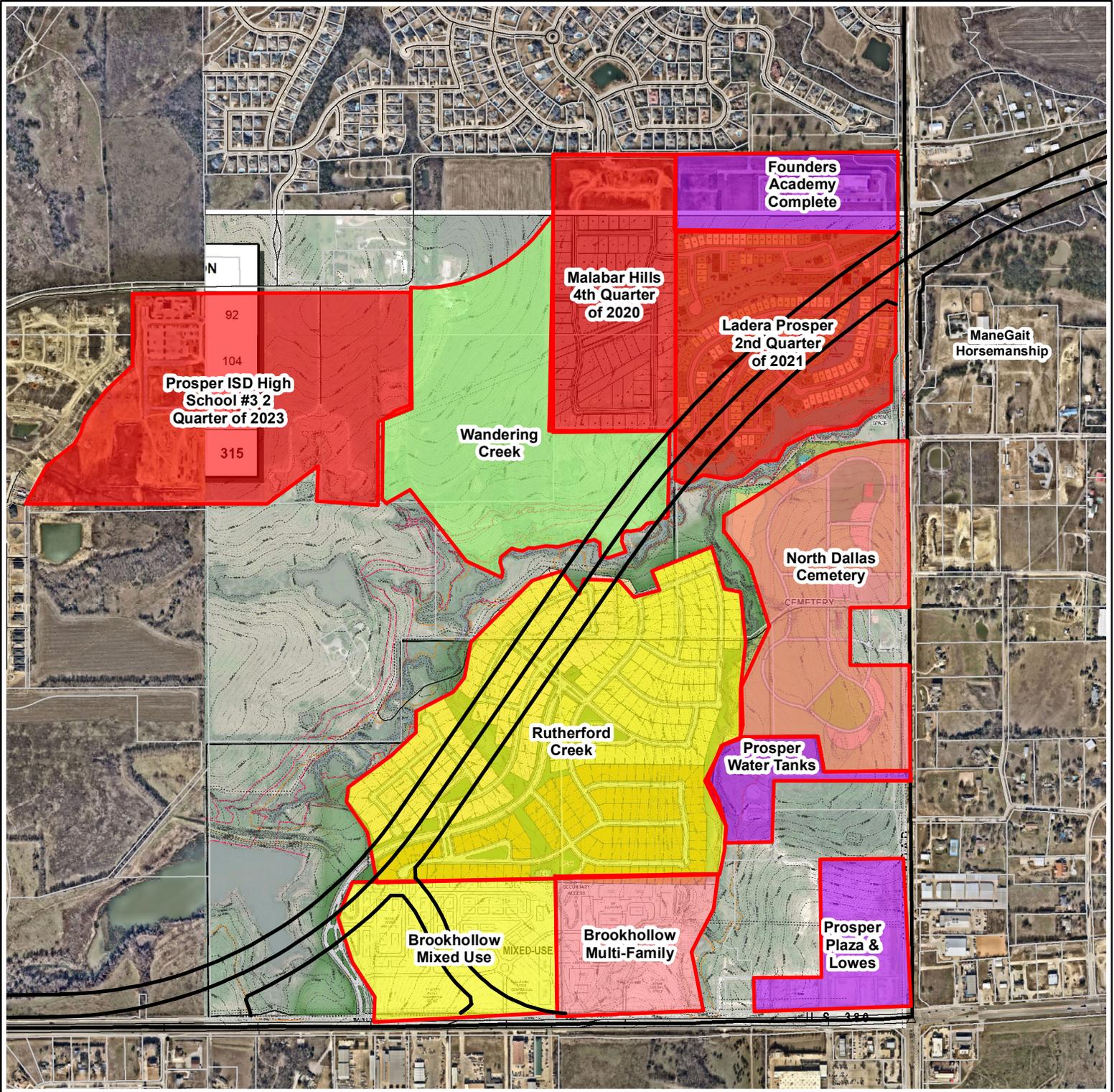
Harlan Jefferson, Town Manager

Attachments:

Town of Prosper (Prosper) Comprehensive Plan
Prosper Land Use Plan
Prosper Land Use Plan 2004
Prosper Thoroughfare Plan
Prosper Parks, Recreation and Open Space Master Plan
Prosper Parks, Recreation and Open Space Master Plan 2007
Resolution 17-29, April 11, 2017
Resolution 18-89, October 15, 2018
Resolution 19-17, March 26, 2019
Resolution 19-24, May 14, 2019
Resolution 2020-87, November 24, 2020
Resolution 2021-34, July 13, 2021
Prosper Development Map
Prosper Impact Map
Video of development

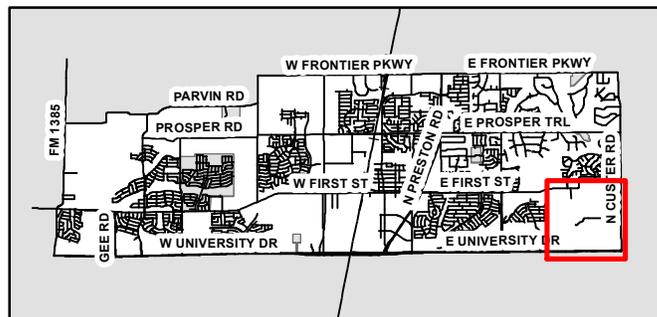


Prosper Development Map



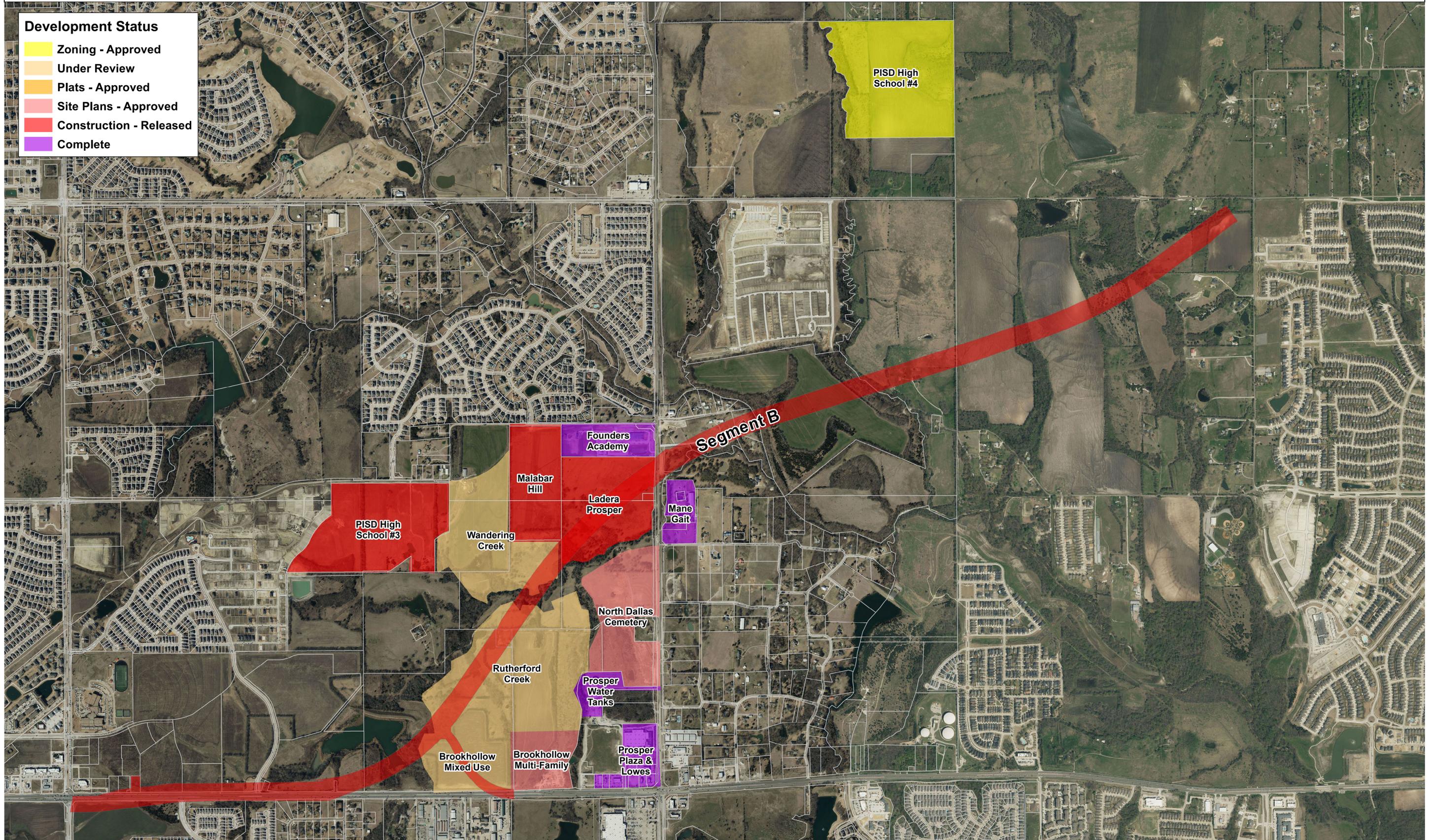
Prosper Development

- Zoning - Approved
- Under Review
- Plats - Approved
- Site Plans - Approved
- Construction - Released
- Complete



This map is for illustration purposes only.

U.S. 380 Bypass Development Impact



From: Tracy Lee [REDACTED]
Sent: Sunday, April 10, 2022 10:13 AM
To: Stephen Endres
Subject: Hello

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.

I strongly suggest option B for the 380 construction project. Please consider the homes, businesses, traffic, and cost on this project. Option B is the best option.

Thank you,

[REDACTED]

[REDACTED]

[REDACTED]

Mr. Stephen Endres, P.E.

TxDOT Dallas District Office

4777 East US Highway 80

Mesquite, TX 750150-6643

Re: US380 by-pass. **Opposition to OPTION B**

Dear Mr. Endres,

Why should the Town of Prosper be punished for McKinney's lack of foresight? McKinney caused this debate and they should be the ones to own it. **I STRONGLY OPPOSE OPTION B of the US380 by-pass.**

When I first moved to Prosper in 2013, I had the option to purchase a home along US380; I did not. I cannot believe that I may literally now have US380 in my backyard due to another city's poor decisions. I say poor decisions when, I believe, unethical practices were used by people in political positions to "influence" other routes

Not only is my home and neighbor's quality of life possibly going to be affected by McKinney's poor decisions, but businesses as well. Regardless of the "study" put in place regarding therapeutic horsemanship along highways stating that there is little to no effect, we all know this is not true. A loud car, a car horn, any loud noise can startle a horse and possibly cause injury to the rider, handlers and horse.

Sincerely,



Tracy Nuttall

■■■■■■■■■■

■■■■■■■■■■

From: [REDACTED]
Sent: Monday, April 4, 2022 9:39 AM
To: Stephen Endres
Subject: US380 By-Pass - Opposition to Option B

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.

Dear Mr. Endres,

Why should the Town of Prosper be punished for McKinney's lack of foresight? McKinney caused this debate and they should be the ones to own it. **I STRONGLY OPPOSE OPTION B of the US380 by-pass.**

When I first moved to Prosper in 2013, I had the option to purchase a home along US380; I did not. I cannot believe that I may literally now have US380 in my backyard due to another city's poor decisions. I say poor decisions when, I believe, unethical practices were used by people in political positions to "influence" other routes

Not only is my home and neighbor's quality of life possibly going to be affected by McKinney's poor decisions, but businesses as well. Regardless of the "study" put in place regarding therapeutic horsemanship along highways stating that there is little to no effect, we all know this is not true. A loud car, a car horn, any loud noise can startle a horse and possibly cause injury to the rider, handlers and horse.

Sincerely,

Tracy Nuttall

[REDACTED]
[REDACTED]

From: tracy prince [REDACTED]
Sent: Thursday, April 14, 2022 1:56 AM
To: Stephen Endres
Subject: 380 plan b seems the way to go

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.

I live in McKinney 380 is a nightmare now I've lived here for 25 years. I have looked over the plans for a while and to disrupt less business disrupt neighborhoods etc I believe that plan b is the best way to go. Also it cost less money which is always a good thing. Please consider plan b as the option for highway 380. I actually know the owners of maingate the darling family . But other land can be purchased and the facility could be rebuilt . I know that that has been a problem. But that is one business and mostly farmland still in the area not many businesses and homes being torn up. Logical choice seems to be route b thank you for reading this message

[REDACTED]

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 30, 2022 11:18 AM
To: Travis Wendte
Subject: RE: HWY 380 Expansion

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 | www.txdot.gov

From: Travis Wendte [REDACTED]
Sent: Wednesday, March 23, 2022 8:59 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: HWY 380 Expansion

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.

Mr. Endres,

I can only imagine the number of opinions being dropped into your inbox regarding the presented HWY 380 options. I do not fully understand how you guys objectively take the feedback and apply it to future plans. My hope is that it is not influenced by the ability of certain groups with shared impact to organize and flood the feedback box/meetings with volume. While groups may provide valuable feedback, I also know this isn't a vote. If it were a vote, then of course the volume would be the deciding factor. I live in Stonebridge Ranch and selfishly would pick option B as it would impact me the least. However, I also know many are saying the same about option A, as it would impact them the least. I appreciate TXdot's willingness to solicit public feedback but trust that the objective considerations will weigh most heavily in the decision, and that is all the public is owed. If you made it this far, thanks for reading. I appreciate the challenge of a project of this magnitude. Thanks for serving the community.

Travis Wendte
[REDACTED]
[REDACTED]

--
Travis Wendte
[REDACTED]
[REDACTED]
[REDACTED]

From: Trent Brown [REDACTED]
Sent: Tuesday, April 5, 2022 1:59 PM
To: Stephen Endres
Subject: TxDot - Project 380 Segment B

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.

Stephen,

I would like to express my support for Project 380 Segment B proposed bypass route. I am a homeowner in the Stonebridge Ranch community of Wren Creek [REDACTED] I strongly oppose Segment - A due to the cost, noise, increasing traffic in our neighborhoods, and reducing property values during construction.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thanks,

Trent Brown

From: Ronww1313 [REDACTED]
Sent: Wednesday, April 6, 2022 4:45 PM
To: Stephen Endres
Subject: SUPPORT the Project 380 Segment-B

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.

To: Stephen Endres, P.E.

I have reviewed much of the material on the public meeting presentation and I agree with all of the points listed below. Segment B is a more efficient and better use of resources than Segment A. Thank you for your consideration, Ronald W. Wallace [REDACTED]

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

From: [REDACTED]
Sent: Tuesday, April 5, 2022 2:26 PM
To: Stephen Endres
Subject: Bypass

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

- *The cost of Segment-A is \$99 million more than Segment-B.

- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.

- *It will also cause the installation of water pipes (ducts) over 380.

- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

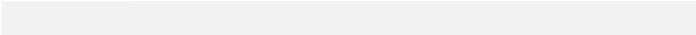
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

From: [REDACTED]
Sent: Thursday, April 14, 2022 1:54 PM
To: Stephen Endres

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.

We oppose Segment B. We need the access at the Lakewood Dr US 380 intersection. Please


T-Mobile

This message was sent to you by a T-Mobile wireless phone.

From: Val Martin [REDACTED]
Sent: Tuesday, April 5, 2022 6:33 PM
To: Stephen Endres
Subject: TxDOT Project - support of US 380 Bypass Segment B.

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

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Sincerely,

Valbona Martin



From: Val Potash [REDACTED]
Sent: Friday, April 8, 2022 3:52 PM
To: Stephen Endres
Subject: 380

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements and minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road, and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Valerie Potash
Resident of Stonebridge Ranch since 2006

[REDACTED]

From: Valerie Weadock [REDACTED]
Sent: Tuesday, April 5, 2022 12:51 PM
To: Stephen Endres
Subject: Project 380

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.

Dear Mr. Endres,

Our family has lived in McKinney since 2002, and for the last 11 years in the La Cima Haven community in Stonebridge Ranch. We chose and have stayed in McKinney because in spite of all the growth, the city has maintained green space, trees, and lakes. Unlike some of the surrounding cities, McKinney truly is "Unique by Nature." Some of our favorite time together has been at La Cima lake, currently just to the south of the intersection of U.S. 380 and Stonebridge Dr. Yes, a few businesses have moved to the area, but noise from the current Hwy 380 (lower than the lake area) is somewhat blocked by the trees, etc., and the lake continues to be beautiful and relatively peaceful. However, the proposed Segment A for the 380 Project has a raised 8-lane highway overpass right at this neighborhood intersection. How could this not destroy the aesthetic (and environment) of the whole area? One of our children attends McKinney North HS and the other Cockrill MS. They have school friends in the Auburn Hills neighborhood just north of 380. How can we build an 8-lane freeway literally through the middle of the community? This intersection is also the main way for our kids to get to school. How will that be safe during construction and after? Stonebridge Dr. is a neighborhood street--we run it regularly for exercise, our kids walk it and ride their bikes to meet friends. How safe will this road be if it's now a main arterial to a freeway?

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Sincerely,
Valerie Weadock

From: vamseedhar reddy gudur [REDACTED]
Sent: Monday, April 4, 2022 6:32 PM
To: Stephen Endres
Subject: US380EIS - No to Segment B

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.

Hello Mr. Endres,

I sincerely request TX DOT to allow east and west access at the Lakewood Dr. 380 intersection.

--

Thanks and Regards,
Vamseedhar Gudur
[REDACTED]

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 30, 2022 11:14 AM
To: Vanessa Walls
Subject: RE: 380 Bypass

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 | www.txdot.gov

From: Vanessa Walls [REDACTED]
Sent: Wednesday, March 23, 2022 6:52 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Re: 380 Bypass

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.

Hello Stephen - please let me know you have received the message below. Thanks!

From: Vanessa Walls
Sent: Saturday, March 19, 2022 9:01 PM
To: Stephen.Endres@txdot.gov <Stephen.Endres@txdot.gov>
Subject: 380 Bypass

Hello Stephen - As a resident of Lakewood at Brookhollow in Prosper, I am writing to express my opposition to the TXDOT plans for the 380 bypass. My neighborhood accesses 380 both directly via Lakewood Dr. and indirectly via Coit Road.

I agree that 380 is busy; much busier than I would like. However, the proposed bypass routes take direct aim at homes, schools and community assets. It seems clear that the bypass wouldn't be necessary if people hadn't chosen to live in this area. Yet, the bypass plans propose to destroy the investments and lives of those who came to this community to enjoy all that the Prosper area has to offer.

I'll be clear to state that I do not favor any of the proposed routes. However, the route that is labeled Route A, terminating at 380 east of Custer Road is the most tolerable. A bypass that benefits the residents of McKinney at the expense and detriment of the residents of Prosper is not acceptable. If a bypass is necessary, I suggest a farther northern route be determined in areas which, today, include fewer neighborhoods and schools. Perhaps there is a connection point to the Outer Loop Road in Celina?

I hope you will hear the voices of Prosper residents and support our town's aspirations to enjoy our lifestyle without unnecessary disruption.

Thank you - Vanessa Walls - [REDACTED]

From: Vernun Ramirez [REDACTED]
Sent: Sunday, April 3, 2022 12:17 AM
To: Stephen Endres
Subject: project 380 bypass

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.

Hello,

I live near Custer Rd. and Virginia in Mckinney and I am in favor of the segment B option for the project due to better cost for the project and the avoidance of having to remove existing business along 380 and Custer Rd.

Thank you,

Vernun Ramirez

From: Vickie Bell [REDACTED]
Sent: Tuesday, March 29, 2022 2:25 PM
To: Stephen Endres
Subject: 380 Bypass

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.

Dear Sir,

I am a current resident of East Prosper, residing in Lakewood at Brookhollow.

I am not in favor of the Segment B option for the 380 Bypass proposals.

Segment B will land literally behind my home that we just built for our retirement years. We planned for a peaceful and quiet neighborhood.

Segment B would ruin our peaceful atmosphere.

I am in favor of segment A.

Thank you for your time

Vickie Bell

[REDACTED]
[REDACTED]
[REDACTED]
|

From: Victoria U [REDACTED]
Sent: Thursday, April 21, 2022 1:13 PM
To: Stephen Endres
Subject: Opposition of segment B of Highway 380 expansion

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.

Dear Mr. Endres,

I oppose the proposed HWY 380 Segment B because it will prevent ManeGait from serving two vulnerable and protected status populations -- the disabled and children (as identified by TxDOT). Specifically:

- ManeGait operations cannot safely operate wedged 50-100 feet between 16 lanes of traffic (4-lane Custer Road and a 12-lane HWY 380).
- TxDOT's comparison of ManeGait with other riding facilities is based on centers smaller in size and scope, and NONE operate this close to a major highway.
- Many ManeGait riders have sensory issues. Construction noise, traffic, and sirens will negatively impact these individuals and disrupt the therapy services they receive at ManeGait.
- Traffic and construction noises and vibrations can scare horses, which poses a direct threat to the safety of ManeGait riders and volunteers.
- The proposed route also goes directly through the land that ManeGait uses for trail rides, fundraising events, and horse pasture.
- If Segment B is chosen, ManeGait will be forced to relocate or suspend operations.

These children and adults with disabilities and military veterans deserve a safe, high-quality, easily accessible location to receive the world-class therapy programs provided at ManeGait.

Sincerely,
Victoria Udrys

From: [REDACTED]
To: [Stephen Endres](#)
Subject: Opposition to U.S. 380 Segment B
Date: Thursday, March 31, 2022 9:41:31 AM

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.

NAME/ADDRESS: Vikki Poynter
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait as well as Farmhouse Fresh's Animal Sanctuary.

Thanks,

Vikki Poynter
[REDACTED]



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Colt Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Colt Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.

Comments: A giant "No" "Hell NO" not again!

Between the DOT and The City of McKinney since Oct. 2007 my home and farm have been a major target - Causing my family a world of stress and torment.

This road goes thru the middle of my 2 barns - my daughter's \$800k home and my \$2,200,000 residence - insured for 2.2 mil

I had a settlement for 114 sq ft with DOT 6/2020 in court records and will not accept less.

I will fight this until you lay me in my grave and thereafter,

Vincent P. Damiano

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(6)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print
 Name: Vincent & Betty Damiano
 Address: [REDACTED]
 Apartment, suite, etc.: [REDACTED]
 City/State/Zip: [REDACTED]

From: Vincent Hrenak [REDACTED]
Sent: Tuesday, April 5, 2022 2:20 PM
To: Stephen Endres
Subject: Highway 380 Bypass Resident Comment on Segment-B and Segment-A. I live at [REDACTED]
[REDACTED]

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.

I am Vincent Hrenak a 20 years resident of Stonebridge Ranch Estates. I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, March 28, 2022 12:59 PM
To: Vipul Gullapalli
Subject: RE: Proposed 380 hwy expansion plan

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 | www.txdot.gov

From: Vipul Gullapalli [REDACTED]
Sent: Tuesday, March 22, 2022 9:40 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Proposed 380 hwy expansion plan

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.

Hello Mr.Stephen,

I am a new owner of a home in Lakewood at Brook hollow community located in Prosper TX and strongly oppose the proposed Pan B option for 380 expansion which would significantly impact our lives and lose all sanctity of the new home we built with great effort. It causes severe road noise and issues losing the peaceful atmosphere. It is with great difficulty we had been able to build this home and similar to many homes located in the community where I live along with many of my neighbors I would like to bring to your attention our concern and willing to vote against the Plan B option and request you to consider Plan A instead of an Alternate plan.

If there is any further meeting or public meetings, please keep us in mind so we could voice our concern as a community.

If you have any questions, please let me know.

Sincerely,
Vipul Gullapalli
Resident of Prosper ,TX

--
Vipul Gullapalli
[REDACTED]

From: Virginia Faber [REDACTED]
Sent: Thursday, April 14, 2022 8:02 AM
To: Stephen Endres
Subject: US 380 Bypass

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.

380 is already a death trap too much traffic. Oppose this expansion.

[REDACTED]

From: Ward Eastman [REDACTED]
Sent: Wednesday, March 30, 2022 11:27 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait, a key community resource serving two vulnerable and protected status populations as identified by TxDOT, the disabled and children. These protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait. Segment B will effectively destroy a resource that has served hundreds of disabled children and adults since 2007 for many reasons, including the following:

- It is unreasonable and unsafe for 150 disabled riders and their horses to work 60 hours a week with the sounds, emissions, and vibrations of construction for 3-4 years.
- It is unreasonable and unsafe for these riders to receive therapy with a roadway/traffic equivalent to US HWY 75 towering over them and their therapy horses
- Segment B will also result in land acquisition from property that is regularly used to support ManeGait’s operations.

For these reasons I strongly oppose the Segment B proposal and urge you to consider alternate routes.



Ward Eastman
President
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[in](#) [twitter](#) [facebook](#) [instagram](#)

From: [REDACTED]
Sent: Tuesday, April 5, 2022 2:02 PM
To: Stephen Endres
Subject: Project 380 Bypass

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.

Dear Mr. Endres:

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

Best regards,

Warran Hamrick

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

March 29, 2022

TXDOT

Stephen Endres, Project Manager

4777 E US Highway 80, Mesquite Tx 75150

Stephen.Endres@txdot.gov

To whom this may concern:

My husband and I are currently homeowners and citizens of McKinney, Texas. **We are writing in support of Segment B regarding the 380 bypass review.** The reasons we feel **Segment B** is a better option than Segment A is *highway safety and cost*.

A. The first issue apparent to us are the angles of the road curves that are potential safety hazards. It is well documented that over half of fatal accidents in the US involve driving around dangerous curves. Segment A displays two sharper curves than its option Segment B. Drivers will need to slow down for each curve which then causes increased traffic congestion, air pollution, noise, and wear and tear of vehicles. If conditions require stopping on Segment A curve, the danger is increased for motorists. The visibility factor of the curves plays a role during inclement weather conditions i.e. ice and wind – and makes Plan A the poor choice. Definitely Plan B provides a smoother and more direct transition from Hwy 380 to bypass.

B. The second most important issue is being fiscally responsible with taxpayers' money. A budget of \$99 million more in Plan A does not seem fiscally responsible when it does not achieve the necessary growth criteria for the city.

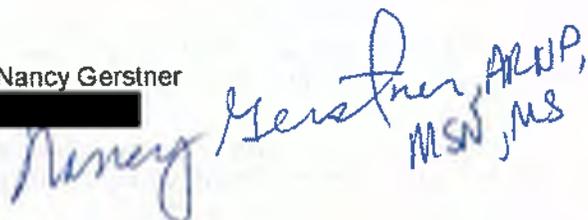
C. Accessing the bypass further north limits unnecessary congestion within the growing city as shown in Segment B. This would reduce the burden of three main roads leading south, -- Stonebridge Dr., Ridge, and Lake Forest. This definitely is a long term solution in Segment B.

The logical conclusion is Plan B that offers a smoother and safer transition for traffic with fewer burdens on the existing homeowners and established businesses, reduced safety issues for motorists, and certainly less tax money.

One last thought, we are also concerned with our local congressman Matt Shaheen stating on Channel CBSDFN if Segment B was the choice that he would step in to change it. No one wants a major highway in their area but our existing homes should take precedence to homes not even built. Hopefully Mr. Shaheen's responsibility should not be a personal preference for Prosper residents but a decision involving safety and cost for all residents that he represents.

Sincerely,

Wayne & Nancy Gerstner

A handwritten signature in blue ink that reads "Nancy Gerstner" with "ALUP, MSW, MS" written below it. The signature is written over a black redaction box.

From: Wayne & Nancy Gerstner [REDACTED]
Sent: Thursday, March 31, 2022 12:11 PM
To: Stephen Endres; News From Stonebridge Ranch Community Association

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.

March 29, 2022

TXDOT

Stephen Endres, Project Manager

4777 E US Highway 80, Mesquite Tx 75150

Stephen.Endres@txdot.gov

To whom this may concern:

My husband and I are currently homeowners and citizens of McKinney, Texas. **We are writing in support of Segment B regarding the 380 bypass review.** The reasons we feel **Segment B** is a better option than Segment A is *highway safety and cost*.

A. The first issue apparent to us are the angles of the road curves that are potential safety hazards. It is well documented that over half of fatal accidents in the US involve driving around dangerous curves. Segment A displays two sharper curves than its option Segment B. Drivers will need to slow down for each curve which then causes increased traffic congestion, air pollution, noise, and wear and tear of vehicles. If conditions require stopping on Segment A curve, the danger is increased for motorists. The visibility factor of the curves plays a role during inclement weather conditions i.e. ice and wind – and makes Plan A the poor choice. Definitely Plan B provides a smoother and more direct transition from Hwy 380 to bypass.

B. The second most important issue is being fiscally responsible with taxpayers' money. A budget of \$99 million more than Plan A does not seem fiscally responsible when it does not achieve the necessary growth criteria for the city.

C. Accessing the bypass further north limits unnecessary congestion within the growing city as shown in Segment B. This would reduce the burden of three main roads leading south, -- Stonebridge Dr., Ridge, and Lake Forest. This definitely is a long term solution in Segment B.

The logical conclusion is Plan B that offers a smoother and safer transition for traffic with fewer burdens on the existing homeowners and established businesses, reduced safety issues for motorists, and certainly less tax money.

One last thought, we are also concerned with our local congressman Matt Shaheen stating on Channel CBSDFN if Segment B was the choice that he would step in to change it. No one wants a major highway in their area but our existing homes should take precedence to homes not even built. Hopefully Mr. Shaheen's responsibility should not be a personal preference for Prosper residents but a decision involving safety and cost for all residents that he represents.

March 29, 2022

TXDOT

Stephen Endres, Project Manager

4777 E US Highway 80, Mesquite Tx 75150

Stephen.Endres@txdot.gov

To whom this may concern:

My husband and I are currently homeowners and citizens of McKinney, Texas. **We are writing in support of Segment B regarding the 380 bypass review.** The reasons we feel Segment B is a better option than Segment A is *highway safety and cost.*

A. The first issue apparent to us are the angles of the road curves that are potential safety hazards. It is well documented that over half of fatal accidents in the US involve driving around dangerous curves. Segment A displays two sharper curves than its option Segment B. Drivers will need to slow down for each curve which then causes increased traffic congestion, air pollution, noise, and wear and tear of vehicles. If conditions require stopping on Segment A curve, the danger is increased for motorists. The visibility factor of the curves plays a role during inclement weather conditions i.e. ice and wind – and makes Plan A the poor choice. Definitely Plan B provides a smoother and more direct transition from Hwy 380 to bypass.

B. The second most important issue is being fiscally responsible with taxpayers' money. A budget of \$99 million more in Plan A does not seem fiscally responsible when it does not achieve the necessary growth criteria for the city.

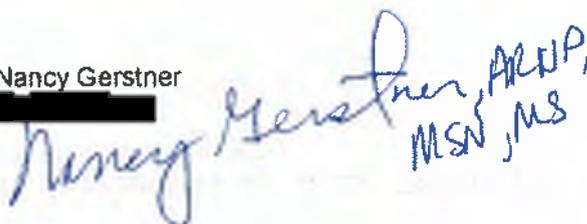
C. Accessing the bypass further north limits unnecessary congestion within the growing city as shown in Segment B. This would reduce the burden of three main roads leading south, -- Stonebridge Dr., Ridge, and Lake Forest. This definitely is a long term solution in Segment B.

The logical conclusion is Plan B that offers a smoother and safer transition for traffic with fewer burdens on the existing homeowners and established businesses, reduced safety issues for motorists, and certainly less tax money.

One last thought, we are also concerned with our local congressman Matt Shaheen stating on Channel CBSDFN if Segment B was the choice that he would step in to change it. No one wants a major highway in their area but our existing homes should take precedence to homes not even built. Hopefully Mr. Shaheen's responsibility should not be a personal preference for Prosper residents but a decision involving safety and cost for all residents that he represents.

Sincerely,

Wayne & Nancy Gerstner


MSN, JMS

Comments

3/22/2022

After looking at the proposed routes, I wish to recommend the purple route. I do not have knowledge of the proposed routes on the west end of the project; so I do not wish to comment on route A or route B, I do have knowledge of the two alternate proposed routings of the east end. (route D & route C).

Route C would have a profound effect on a large number on homes, farms, & families that live on the east side of FM 2933 where most if not all of the land to be used to construct the road is located. Route D would have little to no effect on useful land for agriculture or people's lives since there are no homes in the river flood bottoms.

Route C (as proposed) as it turns back to the west after traveling North will have to be located adjacent too Woodlawn Cemetery located [REDACTED] [REDACTED] [REDACTED] [REDACTED]. This is not a good routing.

Route D land for the most part is land that floods 4 to 5 time per year, so has little utility. The land can not be used for little else. So why not use it to assist transportation.

Wayne Browder
[REDACTED]
[REDACTED]
[REDACTED]

From: Wayne Creel [REDACTED]
Sent: Thursday, March 31, 2022 6:44 PM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Wayne Creel

[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group Prosper ISD Board Prosper Town Council

Wayne Creel

[REDACTED]
[REDACTED]

From: Welby Pinney [REDACTED]
Sent: Friday, April 1, 2022 2:10 PM
To: Stephen Endres
Subject: OPPOSITION to HWY 380 Segment B

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.

I oppose the proposed HWY Segment B because it threatens the daily services and special events of ManeGait, a key community resource as identified by TxDOT (US380 Colin County Feasibility study, March 2020). The vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive world-class therapy programs at ManeGait.

Welby Pinney, LCSW

From: wendell No ROIDS mosley [REDACTED]
Sent: Tuesday, April 5, 2022 10:58 PM
To: Angela Mosley
Cc: Stephen Endres
Subject: Re: Highway 380 Segment B

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.

Thank you!

On Tue, Apr 5, 2022 at 10:21 PM Angela Mosley [REDACTED] wrote:

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also strongly oppose Segment-A. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
 - *The cost of Segment-A is \$99 million more than Segment-B.
 - *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
 - *It will also cause the installation of water pipes (ducts) over 380.
 - *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
 - *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
 - *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.
- Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

--

Sent from an openly straight person

From: Wendy Boots [REDACTED]
Sent: Thursday, March 31, 2022 3:28 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

To whom it may concern,

I have had numerous opportunities to interact with the ManeGait facility. I am shocked that TxDOT has proposed yet another segment of HWY 380 that would threaten its daily operations. I am extremely opposed to the proposed HWY 380 Segment B. Please reconsider and do not build near ManeGait.

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

Wendy Boots

[REDACTED]
[REDACTED]
[REDACTED]

From: Wendy Perrott [REDACTED]
Sent: Monday, March 28, 2022 6:19 PM
To: Stephen Endres
Subject: I Support the Segment-B Bypass Alignment option!

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

thank you,
Wendy Perrott

From: Weston Eubanks [REDACTED]
Sent: Wednesday, April 6, 2022 12:20 AM
To: Stephen Endres
Subject: 380 expansion - In favor of B, oppose A

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.

Stephen - I wanted to take the time to submit comments to the 380 expansion.

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should not be considered for the following reasons:

- *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- *The cost of Segment-A is \$99 million more than Segment-B.
- *It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- *It will also cause the installation of water pipes (ducts) over 380.
- *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor **while also** preserving the economic business and residential vibrancy of our community.

--

Weston Eubanks Masters of Real Estate '14 Mays Business School [REDACTED]

From: Whitney McLaughlin [REDACTED]
Sent: Tuesday, April 5, 2022 6:22 PM
To: Stephen Endres
Subject: REMOVE OPTION B—KEEP 380 ON 380

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.

Dear Mr. Enders,

I oppose the proposed HWY 380 Brown and Gold Alternatives (Segment B). Not only will these routes directly and adversely affect two schools, these paths will also negatively impact the daily operations and special events held at ManeGait Therapeutic Horsemanship and the essential services provided to individuals with disabilities and children. I respectfully request that Segment B be removed from consideration due to the environmental impacts to ManeGait and schools.

Sincerely,
Whitney McLaughlin

[REDACTED]

From: Whitney Rice [REDACTED]
Sent: Tuesday, April 5, 2022 11:16 AM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Whitney Rice
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait - a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.

-Whitney Rice
[REDACTED]

From: Will Turner [REDACTED]
Sent: Saturday, April 9, 2022 6:58 AM
To: Stephen Endres
Subject: 380 Bypass

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements and minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road, and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community. Sent from my iPhone

Will Turner

From: WILLENE PETERSON [REDACTED]
Sent: Saturday, April 2, 2022 11:28 AM
To: Stephen Endres
Subject: Support for Project 380 Bypass- Segment B

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

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

From: Willena Hendley [REDACTED]
Sent: Tuesday, April 5, 2022 4:37 PM
To: Stephen Endres
Subject: 380 proposal

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.

My husband and I support Proposal B for the bypass.

William & Willena Hendley

[REDACTED]
[REDACTED]

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 30, 2022 4:58 PM
To: LoriAnn Donahoe
Subject: RE: Opposition to HWY380 Alternate Routes

Thank you for your comments. We will add them to our public meeting summary.

Stephen Endres
Transportation Engineer

Dallas District | Texas Department of Transportation
O: 214-320-4469 | www.txdot.gov

From: LoriAnn Donahoe [REDACTED]
Sent: Friday, March 25, 2022 1:49 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: [REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

HWY380 Alternate Routes

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT

SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Full Legal Name William Donahoe

[REDACTED]

[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson

Texas State Senator Springer

Prosper Citizen Group

Prosper ISD Board

Prosper Town Council

A Texas Department of Transportation message



From: Bud Dunn [REDACTED]
Sent: Friday, March 25, 2022 12:25 PM
To: Stephen Endres
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Opposition to HWY380 Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

William Dunn

[REDACTED]
[REDACTED]

CC:

Texas House Representatives: Sanford, Holland, and Patterson
Texas State Senator Springer
Prosper Citizen Group
Prosper ISD Board
Prosper Town Council

From: William Newland [REDACTED]
Sent: Thursday, April 21, 2022 10:44 AM
To: Stephen Endres
Subject: Please consider using Segment B for future road improvements

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.

The cost savings alone make the choice of segment B more attractive but the loss of the 17 businesses is so destructive to our city and neighborhoods that it cannot be calculated. The families those businesses support has far reaching consequences.

As a McKinney resident in Stonebridge I have a stake in this choice and would strongly encourage you to select the least costly and least disruptive approach to this needed improvement. That looks to me to be the plan listed as Segment B.

Thank you for your consideration

William F. Newland
[REDACTED]
[REDACTED]

From: Will Meroney [REDACTED]
Sent: Wednesday, March 30, 2022 12:37 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: William Meroney, [REDACTED]

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait. I personally benefit from services provided by ManeGait and believe this segment B plan will directly interrupt operations at ManeGait. Anyone who says otherwise is heartless, and strictly profit driven; regardless of what they want to tell people they stand for.



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

In looking at the various displacements, Segment A, which is part of the recommended alignment from the feasibility study, should be the preferred alignment. Segment B alignment cuts off a significant number of properties, separating that section from the rest of the road. I also questioned the proposed fire access to properties cut off by segment B.

I firmly believe that the alignment should follow the recommended alignment from feasibility study.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: William Ruff
Address: [REDACTED]
Apartment, suite, etc.: _____
City/State/Zip: [REDACTED]



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments: I SUPPORT OPTION A ONLY. PROSPER IS ONLY
27 SQUARE MILES WITH 380 THE ONLY REVENUE
STREAM UNTIL THE NTA FINISHES THE TOLLWAY.
PROSPER'S 27 SQ MILES VS MCKINNEY'S 60+ SQUARE
MILES AND MULTIPLE REVENUE STREAMS. THE
60+ HOMES ARE NEEDED IN PROSPER AND
OPTION B TAKES THAT AWAY. AGAIN, PLEASE
LEAVE OUR 27 SQ MILES ALONE.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: WILLIAM RUTLEDGE

Address: [REDACTED]

Apartment, suite, etc.: [REDACTED]

City/State/Zip: [REDACTED]

From: William Shelt [REDACTED]
Sent: Wednesday, April 6, 2022 11:13 AM
To: Stephen Endres
Subject: Project 380

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.

Good morning Mr. Endres,

My wife Mary and I are citizens of McKinney TX and have been homeowners there for more than 34 years. We have built 4 homes in Stonebridge Ranch and will begin construction on the 5th later this year. We strongly support the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

We also strongly oppose Segment-A. It should not be considered for the following reasons:

- It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.
- The cost of Segment-A is \$99 million more than Segment-B.
- It will create an overpass on 380 over Stonebridge Drive and Custer Road.
- It will also cause the installation of water pipes (ducts) over 380.
- It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.
- It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.
- 380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you for your time.

William Shelt

From: Bill Yackinous [REDACTED]
Sent: Wednesday, March 30, 2022 12:42 PM
To: Stephen Endres
Subject: Support for Project 380 Segment-B

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.

I would like to express my **support for Project 380 Segment-B.**

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-B** bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A.** It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Name: William S. Yackinous

Address: [REDACTED] (in Stonebridge Ranch [REDACTED])

Thank you for your consideration,

William Yackinous

From: willis sanchez [REDACTED]
Sent: Wednesday, April 20, 2022 10:35 PM
To: Stephen Endres
Subject: US380 Bypass Coit Road to FM 1827

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.

TxDOT project manager Stephen Endres, P.E.

I urge that Segment B be built.
Not only does it cost less but no businesses will be destroyed.
Segment A is much more money as well as much more detrimental to affected areas.

Sincerely,
Willis Sanchez

[REDACTED]
[REDACTED]

--

Willis D. Sanchez

PROFESSIONAL LANDSCAPE MGMT INC.

[REDACTED]
[REDACTED]

From: Wintha CHRISTIANSEN [REDACTED]
Sent: Sunday, March 27, 2022 1:20 PM
To: Stephen Endres
Subject: 380

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.

Mr Endres,

I have lived in Prosper for over 15 years. I have witnessed the work our Town Council has done to keep land adjacent to the current 380 open for further expansion. I am strongly opposed to the Bypass Segment B. I want the additional lanes of 380 to be on the current 380 through all of Prosper!

Sincerely,
Wintha Christiansen
[REDACTED]

From: Jana VanLeer [REDACTED]
Sent: Wednesday, March 30, 2022 2:03 PM
To: Stephen Endres
Subject: Keep 380 on 380

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.

March 30, 2022

TO: Mr Stephen Endres, P.E.

4777 E. US Highway 80

Mesquite, TX 75050

Stephen.Endres@txdot.gov

As a resident of Whitley Place in Prosper, TX, I am steadfast in my opposition to the building of a US Highway 380 By-Pass (Option B) that would cut through the eastern side of the Town of Prosper.

My recollection is that McKinney Mayor George Fuller, former County Judge Keith Self, and the McKinney community of Tucker Hill's collective push to have a by-pass go through Prosper wasn't even on the table until former County Judge Keith Self (who lives in Tucker Hill) asked TxDOT at a County Commissioners meeting to look at Prosper as an alternative route. He unethically used his position as the county judge to influence TxDOT to move the by-pass proposal away from Tucker Hill ("NIMBY – Not in My Back Yard"), and instead, build it in Prosper's backyard. How hypocritical of him.....

As I recall, the original TxDOT proposal had a by-pass running north-south along the east side of the Tucker Hill community where it would then merge with the existing US Highway 380. As I understand it, that east-side land is in a flood plain where no homes could be built anyway, but an elevated by-pass could be built there without depriving McKinney of potential tax revenue generated by new homes. That's when former County Judge Self wrongly opened his mouth to protect his own neighborhood.

In terms of "direct impact" on Prosper, Option B would obliterate the Ladera Prosper 55+ community being planned by the Delin brothers, just west of Custer Road, with the result that Prosper would be deprived of the taxes generated by these new homes. In terms of "indirect impact," Option B would create a negative environmental / ecological impact on:

- The Mane Gait therapeutic horsemanship program;
- The Founders Academy already built and in operation on the southwest corner of E. First Street and Custer Road;
- The existing small cemetery with plans for expansion on the west side of Custer Road;
- The Malabar Hill subdivision currently under construction on the south side of E. First Street;
- The Walnut Grove High School now under construction on the south side of E. First Street.

These are just some of the reasons why Prosper’s proper planning for the future should not be disrupted by Option B being pushed by the consortium of Fuller, Self, and Tucker Hill.

The cheapest alternative is not necessarily the best alternative, nor is it ethically the best alternative. The lack of planning on McKinney’s part (allowing homes and businesses to be built too close to the existing US Highway 380 when the city knew someday it would have to be improved and expanded) should not create an emergency for Prosper. Our town has carefully planned for its future. Prosper does not tell McKinney where to build roads in its city planning; in the same vein, McKinney should not be telling Prosper at this juncture where to build roads in its town. McKinney at 200,000 population ought not to be bullying smaller Prosper with its 30,000 population – projected to build-out at 72,000. The Town of Prosper has maintained all along for several years that it supports “Keep 380 on 380.”

The only acceptable options are:

- To build the by-pass east of Tucker Hill; or
- To “Keep 380 on 380.”

The best way to accomplish the latter is to use TxDOT’s own drawing called “Below Grade Main Lanes” with service roads at ground level. That design would put the noise factor below ground level in a “canyon.” It would be similar in design as to how the expanded Central Expressway passes by the area of SMU in Dallas.

I urge TxDOT in the strongest terms possible to not cave in to McKinney’s demands and to pursue the ethical choice of not harming the Town of Prosper and its residents.

//s//

The Wolfe Family

Whitley Place resident

██████████

██████████████████

From: Liza Gryshchenko [REDACTED]
Sent: Saturday, April 16, 2022 11:37 AM
To: Stephen Endres
Cc: [REDACTED]
Subject: Opposition to HWY380 Brown and Brown Segment B Alternate Routes

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.

Dear Mr. Endres,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT'S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN'S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Yelizaveta Gryshchenko

[REDACTED]

[REDACTED]

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper Citizen Group

[REDACTED]

From: Yvonne Engel-Lambeth [REDACTED]
Sent: Monday, April 4, 2022 6:22 PM
To: Stephen Endres
Subject: Highway 380 Bypass

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.

Mr. Endres,

As a homeowner and citizen of McKinney, TX., I **strongly SUPPORT the Project 380 Segment-Bbypass** alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.

I also **strongly oppose Segment-A**. It should **not** be considered for the following reasons:

*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.

*The cost of Segment-A is \$99 million more than Segment-B.

*It will create an overpass on 380 over Stonebridge Drive and Custer Road.

*It will also cause the installation of water pipes (ducts) over 380.

*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.

*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.

*380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.

Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.

Thank you,
Yvonne Lambeth



PUBLIC MEETING COMMENT FORM
Proposed Improvements to US 380 from Coit Road to FM 1827
Collin County, Texas
CSJs: 0135-02-065, 0135-03-053, 0135,15-002

The Texas Department of Transportation is seeking your comments on the US 380 project from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Wednesday, April 6, 2022 to be included in the formal meeting documentation.**

Comments:

We are concerned that glanes freeway which is about 500' away from our house, will impact air quality and will be too noisy. construction period will also affect quality of living and ability to work as most people (including us) work remotely from home. Also concerned that having a freeway so close to the residential area, will bring the property value down.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name: YVILIA KEENAN
Address: [REDACTED]
Apartment, suite, etc.: [REDACTED]
City/State/Zip: [REDACTED]

From: Zach Schneider [REDACTED]
Sent: Thursday, March 31, 2022 9:44 PM
To: Stephen Endres
Subject: Opposition to U.S. 380 Segment B // Support for "Route A"

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.

NAME/ADDRESS:

Zach Schneider
[REDACTED]
[REDACTED]

COMMENT:

I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. These vulnerable and protected populations deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait. I'm a City of McKinney resident. I live in Stonebridge Ranch. I oppose Route B. I strongly support Route A which is the route previously selected by TxDOT as the preferred alignment.

We look forward to seeing all of you again next week and hope to have a peaceful, productive, and fruitful discussion.

Respectfully,

Zach



Zach Schneider

President, Tradition Homes
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

I am a resident of Wren Creek, and live on Harvest Hill. I strongly oppose Segment A. It is very concerning that segment A would come so close to our homes on my street. Many retired people live in our neighborhood, and there are also many work-at-home families. Construction noise from widening and building this highway would severely impact us—and the highway noise and pollution after completion would be devastating. Our quality of life would be shattered.

Another concern with Segment A is the necessary construction closures and detours that would occur. These would undoubtedly cause huge disruptions to travel from our northern neighborhoods to our children's schools—McKinney Boyd, McKinney North, and Cockrell MS. And ambulances/emergency transportation to Baylor Scott and White would be greatly impacted. Detours finding alternate routes to Custer would likely be impacting our neighborhoods around Wilmeth Elementary. These are all very important considerations. Segment A is not a viable option for our community. McKinney is established and thriving. It is not acceptable to build a super highway through an established town, causing major disruption to every day life for so many, and displacing a combined 31 businesses, homes, and other structures.

Segment B is the only option that makes sense. It would not be passing through a highly developed area, and is the least disruptive to businesses with no displacements. There is minimal impact on existing homes and families living in neighborhoods along this route. There are fewer environmental impacts. Less cost. B is the option to choose. I support Segment B—it is the much more reasonable option.

Opposition Points to 380 ByPass, Plan B

Plan B would bisect existing, master planned residential communities, putting a major highway in the middle of neighborhoods. Plan B would ruin ManeGait, a therapeutic riding center, which provides essential services to the special needs communities of North Texas.

Given that Prosper Texas is a much smaller community in terms of physical size, a mere 25.45 square miles in comparison to McKinney's 67.7 square miles, annexing a substantial amount of land, which traverses the middle of the area, for a bypass would irrevocably damage the "community" itself.

Prosper purposefully created development easements along the existing 380 corridor to allow for expansion. They have worked in good faith to recognize the increasing transportation needs as North Texas continues to grow.

On the other hand, McKinney has purposefully chosen to accelerate development along the portion of 380 in McKinney and have purposefully left out expansion easement areas. Actions speak louder than words, and their actions clearly send the message that they intend to push a problem they have been intentionally exacerbating to the neighboring community of Prosper.

Our family used to live in far north Plano, Texas just north of McDermott Road in between Coit and Custer. We witnessed first hand how Highway 121 grew from a small 2 lane road with a turn lane into a major highway. It did not damage communities. It did not damage home values in master planned residential communities. It was done along the border of Plano, Frisco, and McKinney. It was done without segmenting communities and neighborhoods. All three communities protected expansion areas along the corridor, allowing for healthy business development while meeting the traffic flow needs of the area. It also followed along the existing 121 route.

The same approach should be taken to meet the needs for Highway 380 expansion. Allowing one community (McKinney) to purposefully legislate and develop to force another community to suffer socio-economic and physical damage is unacceptable.

I would love to see Highway 380 be able to grow as Highway 121 did... in Prosper and communities to the west, it can.

I am sorry that McKinney made the poor decisions it made, ones which have negatively impacted 380, particularly through the McKinney corridor. The solution for that problem should also lie in McKinney, and Plan A accomplishes that.

As TxDOT knows, it is able to expand 380 through Prosper, along the existing route because of wise planning decisions made by its community leaders, and supported by Prosper citizens.

Before choosing Plan B, I would encourage the organization to heed the secondary message it sends to high growth communities. Like McKinney, we can hold TxDOT hostage with poor planning and thereby dictate, manipulate, and control TxDOT transportation expansion.

I am strongly opposed to Option A for the US380 expansion project for the following reasons.

- Option A displaces a total of 17 businesses, Option B displaces ZERO
- Option A cost to relocate utilities is \$61 million, Option B is \$25 million
- Option A total cost to acquire ROW (right of way) is \$178M, Option B cost is \$137M
- Option A total cost of design/construction is \$450M, Option B is \$428M
- Option A total cost is about \$100M higher than Option B
- Option A impacts more acres of wetlands, river/streams and forest/prairies than Option B
- Option A impacts 14.9 acres of Statewide Important Farmland, Option B only 2 acres
- Option A's increase in noise would have a severe negative impact on established Stonebridge Ranch neighborhoods. Option B does not come as close to any existing neighborhoods.
- There will be considerably increased traffic on Stonebridge Ranch Dr & Ridge Rd which both have elementary schools close to 380: Wilmeth and McClure.

As residents of Prosper, my family and I strongly opposed the Segment B option for 380. We want to see 380 remain on 380 in Prosper for the reasons well outlined by our Town of Prosper leadership below. Prosper has well-developed future plans for our community and should not be penalized because McKinney did not prepare as well. We want to keep our bedroom community in tact, keep our property values increasing, and keep our tax revenue for schools from decreasing not to mention the planned communities like 55+ Laderra that create revenue for schools but do not draw as an expense on schools.

The Town of Prosper has passed six Town Council approved Resolutions strongly opposing any proposed alignment for the widening of US 380 not located along the existing US 380 corridor;

Segment B of the proposed Gold/Brown alignment poses a significant, negative impact to both existing and future residential and commercial developments planned within the Town. The alignment would directly impact over 360 future homes and thousands of residents and indirectly impact many more;

Segment B will increase ground-level ozone impacting at least two environmentally sensitive facilities (ManeGait and Founders Academy) resulting in a conflict with Air Quality guidelines publicized by the North Central Texas Council of Governments (NCTCOG);

Segment B runs directly through a quickly developing section of the Town of Prosper causing significant environmental impacts on the human and natural environment by adding a new and unplanned interstate through Prosper versus using the existing alignment within Town limits;

Segment B has a detrimental effect on ManeGait Therapeutic Horsemanship; a unique nonprofit facility providing equine therapy to hundreds of adults and children with disabilities;

Segment B is in close proximity to existing and future schools including high schools impacting thousands of students.

As residents of Prosper, my family and I strongly opposed the Segment B option for 380. We want to see 380 remain on 380 in Prosper for the reasons well outlined by our Town of Prosper leadership below. Prosper has well-developed future plans for our community and should not be penalized because McKinney did not prepare as well. We want to keep our bedroom community in tact, keep our property values increasing, and keep our tax revenue for schools from decreasing not to mention the planned communities like 55+ Laderra that create revenue for schools but do not draw as an expense on schools.

The Town of Prosper has passed six Town Council approved Resolutions strongly opposing any proposed alignment for the widening of US 380 not located along the existing US 380 corridor;

Segment B of the proposed Gold/Brown alignment poses a significant, negative impact to both existing and future residential and commercial developments planned within the Town. The alignment would directly impact over 360 future homes and thousands of residents and indirectly impact many more;

Segment B will increase ground-level ozone impacting at least two environmentally sensitive facilities (ManeGait and Founders Academy) resulting in a conflict with Air Quality guidelines publicized by the North Central Texas Council of Governments (NCTCOG);

Segment B runs directly through a quickly developing section of the Town of Prosper causing significant environmental impacts on the human and natural environment by adding a new and unplanned interstate through Prosper versus using the existing alignment within Town limits;

Segment B has a detrimental effect on ManeGait Therapeutic Horsemanship; a unique nonprofit facility providing equine therapy to hundreds of adults and children with disabilities;

Segment B is in close proximity to existing and future schools including high schools impacting thousands of students.

I am writing regarding proposed segment B option for expansion of US 380 in the Collin County. Segment B is an inequitable option for the Town of Prosper and its residents, businesses, and charitable organizations. Segment A is the vastly superior choice if a 380 bypass is needed.

The town of Prosper and its residents are strongly opposed to segment B. Segment B would do considerable harm to the Town of Prosper. For example, the proposed segment would displace a senior living community in development, go through other residential neighborhoods in development, pass in extremely close proximity to two schools and potential future schools, and impact many businesses along the proposed segment. In addition, ManeGait, an organization that provides therapy for children and adults with disabilities via the healing power of horses would be absolutely devastated. This proposed segment would run right up to the property of ManeGait, causing dire consequences for the charitable organization.

As a result, Prosper's development plan would be completely ruined. In addition, there would be severe economic hardships on the town. The tax revenues for the town (and Prosper ISD) would be severely diminished. Also, the Town of Prosper would have to pay for the policing and safety of that segment, with lower revenues.

Many residents also moved to the area directly affected by segment B to be away from the 380. This is especially the case when segment A was chosen a year and a half ago, giving current residents of Prosper the confidence to move into the neighborhoods that would be affected by segment B. Segment B seems even more inequitable when considering the potential conflict of interest by a local judge who is promoting that segment.

Given the harm to Prosper's future economic growth, the additional safety costs, the displacement of needed housing, the proximity to schools, the absolutely devastating effects on a wonderful therapeutic and charitable organization, segment B would be nothing short of a disaster for the Town of Prosper. If a 380 bypass is needed, segment A is the only logical choice.

Thank you for your consideration.

I am writing regarding proposed segment B option for expansion of US 380 in the Collin County. Segment B is an inequitable option for the Town of Prosper and its residents, businesses, and charitable organizations. Segment A is the vastly superior choice if a 380 bypass is needed.

The town of Prosper and its residents are strongly opposed to segment B. Segment B would do considerable harm to the Town of Prosper. For example, the proposed segment would displace a senior living community in development, go through other residential neighborhoods in development, pass in extremely close proximity to two schools and potential future schools, and impact many businesses along the proposed segment. In addition, ManeGait, an organization that provides therapy for children and adults with disabilities via the healing power of horses would be absolutely devastated. This proposed segment would run right up to the property of ManeGait, causing dire consequences for the charitable organization.

As a result, Prosper's development plan would be completely ruined. In addition, there would be severe economic hardships on the town. The tax revenues for the town (and Prosper ISD) would be severely diminished. Also, the Town of Prosper would have to pay for the policing and safety of that segment, with lower revenues.

Many residents also moved to the area directly affected by segment B to be away from the 380. This is especially the case when segment A was chosen a year and a half ago, giving current residents of Prosper the confidence to move into the neighborhoods that would be affected by segment B. Segment B seems even more inequitable when considering the potential conflict of interest by a local judge who is promoting that segment.

Given the harm to Prosper's future economic growth, the additional safety costs, the displacement of needed housing, the proximity to schools, the absolutely devastating effects on a wonderful therapeutic and charitable organization, segment B would be nothing short of a disaster for the Town of Prosper. If a 380 bypass is needed, segment A is the only logical choice.

Thank you for your consideration.



D2 Online Comments

US 380 from Coit Road to FM 1827 - Online Comments

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3	192209dedd6b-4ee1-8d1f-0592208231e1	3/22/2022 22:31	3/22/2022 22:31	<p>It pleases me that the RED "B" option no longer infringes on the Main Gate property. To me that make the RED "B" option the preferable route from a cost perspective, from the impact to home/family perspective, from the business relocation perspective, and from the amount of traffic moved. It occurs to me that the primary beneficiary of option "A" appears to be limited to land owners/land developers and speculators.</p> <p>Am I right? Cost/families/business and traffic volume versus the influence and interest of a few wealthy land owners/land developers.</p> <p>TxDOT, do the right thing.</p> <p>Thank you.</p>		Reynolds	Elon						
4	490aac5b-93f1-42b5-80c2-21d1f8b2b6d5	3/22/2022 22:37	3/22/2022 22:37	<p>This will be a disruption to the Prosper community right next to our future high school. We do NOT want this road going through our town. It brings heavy traffic in an area that is quiet and wants to remain that way.</p>		Hooper	Karlee						
5	13e8b1a6-afb8-4fdd-8fe8-14a7e9c0c553	3/22/2022 22:37	3/22/2022 22:37	<p>I oppose Option B.</p>		Hatting	Mark						
6	4cffadd8-7db5-40f0-870b-9ecc61bd1896	3/22/2022 22:38	3/22/2022 22:38	<p>as a resident of Prosper i would be in favor of Option A not option B</p>		Blackwell	Robert						
7	4f1528a6-0b63-4318-8c98-4091e5b093c4	3/22/2022 22:39	3/22/2022 22:39	<p>This option B that would go through a much more meaningful percentage Prosper than the other options that would inconvenience a smaller percentage of McKinney is entirely unacceptable. it is preposterous to state that the eight (8) lane expressway accompanied by frontage roads will lend itself to economic development opportunities. To the contrary, the corridor will destroy and prohibit economic development and growth in our Town.</p> <p>It appears that because of our population and land mass the route may be dictated to our community. McKinney should not be favored because they are larger. They should pay the negative consequence of a lack of planning by their leaders over the years.</p> <p>Unlike some communities adjacent to Prosper, we have spent an inordinate amount of time investing in the planning and implementation of our transportation corridors, one specific consideration has been setbacks along 380. Our Comprehensive Plan demands that those setbacks be implemented by all developers.</p>		Simms	Donald						
8	f315e047-bfd6-48cf-8bd3-02ce9cb91e11	3/22/2022 22:39	3/22/2022 22:39	<p>Hi. I live in the marked area. Around the mark, a new Prosper High School is being built, together with 3 phrases of "Lakewood at Brookhollow" development. Also in the area is another new academy. Obtaining rights of way from the "B" segment will be highly costly, and the new highway will cause property values of existing homes (including mine) to decrease dramatically. The Town of Prosper endorses the "A" segment, which I highly endorse as well. Given the verticalness of the "A" segment, because less geometric area will be affected, less homes and businesses (both existing and planned) will be affected. Citizens of the Town of Prosper will be pleased if the "A" segment is chosen (as is being recommended as of today). Thanks for your time.</p> <p>Tom Vicario [REDACTED]</p>		Vicario	Thomas						
9	681b03ed-907f-4b02-8b8a-fa072b366481	3/22/2022 22:39	3/22/2022 22:39	<p>Hi. I live in the marked area. Around the mark, a new Prosper High School is being built, together with 3 phrases of "Lakewood at Brookhollow" development. Also in the area is another new academy. Obtaining rights of way from the "B" segment will be highly costly, and the new highway will cause property values of existing homes (including mine) to decrease dramatically. The Town of Prosper endorses the "A" segment, which I highly endorse as well. Given the verticalness of the "A" segment, because less geometric area will be affected, less homes and businesses (both existing and planned) will be affected. Citizens of the Town of Prosper will be pleased if the "A" segment is chosen (as is being recommended as of today). Thanks for your time.</p> <p>Tom Vicario [REDACTED]</p>		Vicario	Thomas						
10	04d61174-975e-4510-848f-1e2e7f96acd8	3/22/2022 22:42	3/22/2022 22:42		<p>this was very deceitful to post it as a virtual meeting but have no access to a zoom call or anything live from home.</p> <p>Please make it more clear in the future that the meeting has to be attended in person to actually participate.</p> <p>PS - NO HIGHWAYS THROUGH PROSPER this is a violation of our town's zoning and planning.</p>								
11	15b6e6f1-8494-4a00-8206-bd2612f53f28	3/22/2022 22:50	3/22/2022 22:50	<p>We moved last year into the Wilmeth Ridge neighborhood. We fell in love with the City of Mckinney Unique by nature culture. We admire how McKinney value nature this much. Recently I have seen how many project are being done including the Ridge Rd expansion. All those beautiful trees being killed, all the noise pollution takes away from you Unique by Nature slogan. Please, consider the neighbors and avoid Segment A.</p> <p>If there is no option to build Segment A, please build the highway low enough and build walls to prevent noise pollution.</p> <p>Please, consider another option. What about a highway that is routed through the north. I don't see how much benefit Segment A would bring. I won't save much of time having to drive all the way North to then drive south.</p> <p>Thanks</p>		Perez	Carlamar						

US 380 from Coit Road to FM 1827 - Online Comments

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
12	a323ead4-8c1c-4430-856b-a654eb3db6c4	3/22/2022 22:52	3/22/2022 22:52	Although our home is out of the specific area, it is less than a mile from the major intersection where crosses McDonald and joins Hwy 75 at Spur 95. I am concerned about noise. We have a lot of traffic noise pollution as it is from Hwy 121 just north of us and US 75 just west of us. Is it possible to require that trucks using this new road NOT use their Jake Brakes in most of this new road. A mile is a short distance for noise to travel especially when the wind is blowing in that direction. As it is we have lots of road noise from Hwy 121 and US 75. We really don't want noise from this road more than the traffic itself will generate. Please consider noise control measures of all types.		Graham	Jo Ann						
13	9152759e-782c-4c38-8481-7cbcc9b0e550	3/22/2022 22:53	3/22/2022 22:53	The proposed Segment B makes no sense- there is currently a high school being built in that location not to mention a private school that is already been completed. Please consider an alternate. The proposed Segment A is a better alternative.		A	Stephanie						
14	91e93988-cf5d-4d17-8fcd-40823ad48bd4	3/22/2022 22:58	3/22/2022 22:58	building the roads here is going to add more traffic to infrastructure that will not support the traffic. if they hadn't waited so long and the cities hadn't allowed development along 380, Hwy 380 could have been widened like 121. When we moved here 121 was a 4 lane road. This could have been done to 380. We don't need more roads that are going to create more traffic to the neighborhoods. also pushing out our wildlife.		m	b						
15	6b1a089c-0236-48a7-89a7-76a1342f8c1f	3/22/2022 22:58	3/22/2022 22:58	building the roads here is going to add more traffic to infrastructure that will not support the traffic. if they hadn't waited so long and the cities hadn't allowed development along 380, Hwy 380 could have been widened like 121. When we moved here 121 was a 4 lane road. This could have been done to 380. We don't need more roads that are going to create more traffic to the neighborhoods. also pushing out our wildlife.		m	b						
16	21e3dd53-f9af-4c32-82bb-0d1f4c921567	3/22/2022 22:59	3/22/2022 22:59	We are fundamentally opposed to alignment B. As residents of Prosper in Whitley Place in the area directly impacted by this alignment, we do not support it. We chose our residence carefully based on its proximity to 380 and the original plans to widen 380 where it is. We moved from Tucker Hill to Whitley Place partly because alignment A was the favored alignment. We invested a great amount in establishing our long term home in a place we thought was safe until a single individual, a judge who is a resident in Tucker Hill, was able to rig this system to consider a new alignment now listed as B. The idea that our life may be disrupted due to the influence of a judge pulling strings for personal benefit rather than for the betterment of the greater community is abhorrent. A is the only acceptable alignment on the west side.		Thrasher	Richard						
17	cf74e0d5-0fc1-4543-8164-8d031fc36ea2	3/22/2022 23:07	3/22/2022 23:07	building the roads here is going to add more traffic to infrastructure that will not support the traffic. if they hadn't waited so long and the cities hadn't allowed development along 380, Hwy 380 could have been widened like 121. When we moved here 121 was a 4 lane road. This could have been done to 380. We don't need more roads that are going to create more traffic to the neighborhoods. also pushing out our wildlife.		m							
18	fd37b63c-f37f-4486-8887-650dc050ab77	3/22/2022 23:17	3/22/2022 23:17	Since Tx dot is not going to keep the widening of 380 to 75, I feel that route A is the best alternative. This was the original route until the mayor of McKinney and the influential individuals who live in Tucker Hill suggested an alternate route without the input of Prosper residents. There is little impact compared to B. B has schools, homes, cemetery and Mane Gait. This will cause too much noise for the horses and animals and animals and for the children for the schools.		Perumal	Barbara						
19	fc5b032d-9446-47bc-8e57-e98c4d41d4ee	3/22/2022 23:17	3/22/2022 23:17	Since Tx dot is not going to keep the widening of 380 to 75, I feel that route A is the best alternative. This was the original route until the mayor of McKinney and the influential individuals who live in Tucker Hill suggested an alternate route without the input of Prosper residents. There is little impact compared to B. B has schools, homes, cemetery and Mane Gait. This will cause too much noise for the horses and animals and animals and for the children for the schools.		Perumal	Barbara						
20	5ca0ef39-1d9b-4261-82bc-a4e753eca6f9	3/22/2022 23:17	3/22/2022 23:17	Since Tx dot is not going to keep the widening of 380 to 75, I feel that route A is the best alternative. This was the original route until the mayor of McKinney and the influential individuals who live in Tucker Hill suggested an alternate route without the input of Prosper residents. There is little impact compared to B. B has schools, homes, cemetery and Mane Gait. This will cause too much noise for the horses and animals and animals and for the children for the schools.		Perumal	Barbara						
21	0c175089-2d98-4dc3-8199-532071a367db	3/22/2022 23:17	3/22/2022 23:17	Since Tx dot is not going to keep the widening of 380 to 75, I feel that route A is the best alternative. This was the original route until the mayor of McKinney and the influential individuals who live in Tucker Hill suggested an alternate route without the input of Prosper residents. There is little impact compared to B. B has schools, homes, cemetery and Mane Gait. This will cause too much noise for the horses and animals and animals and for the children for the schools.		Perumal	Barbara						
22	720e3026-d5a7-49e8-86fb-19a2d20100e2	3/22/2022 23:17	3/22/2022 23:17	Since Tx dot is not going to keep the widening of 380 to 75, I feel that route A is the best alternative. This was the original route until the mayor of McKinney and the influential individuals who live in Tucker Hill suggested an alternate route without the input of Prosper residents. There is little impact compared to B. B has schools, homes, cemetery and Mane Gait. This will cause too much noise for the horses and animals and animals and for the children for the schools.		Perumal	Barbara						
23	537a68a1-e5c7-4141-8166-9cef051cc243	3/22/2022 23:17	3/22/2022 23:17	Allow me to be transparent. I support Option A. As a Prosper resident, besides noting the traffic that is causing this project is in McKinney, yet their poor planning is forcing the issue to be solved by proposing you negatively impacting Prosper's current and future economics, social influence, health, students (PISD is currently a well renowned school district that people move to North Dallas for and those individuals live in various towns in addition to Prosper), businesses, and home owners. You can say you "are not directly impacting" the Founder's Academy, Cockrell, and Walnut Grove HS, and future MS and HS sites etc., but as an educated society we know second hand smoke is just as negatively impactful as smoking. Same here. This roadway DOES have a direct impact to these areas as well as the entire town. For these reasons and many others that won't fit in this box, Option B should be removed from the feasibility study going forward.	Thank you for taking the time to collect public feedback. Certainly I respect this is a complicated issue and it is evident your team is conducting the due diligence to provide the segment A alternative. Moreover, this project and your alternatives process has caused divisions and increased tensions amongst neighborhoods and I think we could all agree that is the last thing we need right now in America, especially Texas. I do hope that the message this is having on the TDOT in the future is that these decisions are made much further in advance rather than in a reactive manner seeing as we already have a traffic issue. The lack of planning and execution at this stage is having more of an impact than was necessary and though we can't do anything to prevent this today, I would not wish other future TX neighborhoods, community members, or businesses, or anyone to have to go through this terrible situation. There is enough anxiety we all have to deal with. Appreciate you reading this.	Miller	Jessi						

US 380 from Coit Road to FM 1827 - Online Comments

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
24	b7b95b30-81bc-49a2-8d58-fa56f9edccca	3/22/2022 23:19	3/22/2022 23:19	Allow me to be transparent. I support Option A. As a Prosper resident, besides noting the traffic that is causing this project is in McKinney, yet their poor planning is forcing the issue to be solved by proposing you negatively impacting Prosper's current and future economics, social influence, health, students (PISD is currently a well renowned school district that people move to North Dallas for and those individuals live in various towns in addition to Prosper), businesses, and home owners. You can say you "are not directly impacting" the Founder's Academy, Cockrell, and Walnut Grove HS, and future MS and HS sites etc., but as an educated society we know second hand smoke is just as negatively impactful as smoking. Same here. This roadway DOES have a direct impact to these areas as well as the entire town. For these reasons and many others that won't fit in this box, Option B should be removed from the feasibility study going forward.		Miller							
25	ba47e1c7-6a4c-4de4-81eb-3303e1307db5	3/22/2022 23:19	3/22/2022 23:19	I noticed that NTMWD wants to make it's 80' pipeline easement cross under the 380 bypass just to the west of the current CR 1006. But I think it makes more sense for them to cross under the 380 bypass to the east of the current CR 1006. My organization recently purchased the lot at the NW corner of CR 164 and CR 1006. TX DOT's plans already call for the 380 bypass to eat up about 2 acres of our land, and it'd be nice if the NTMWD didn't further encumber our development plans by putting their pipeline easement on our land when they could instead put it on the city's land on the east side of CR 1006.		Ledbetter	Terry						
26	fa9393f4-4a19-4cd6-8c51-39b9c17155ce	3/22/2022 23:19	3/22/2022 23:19	We prefer Option B for a number of reasons. First, the noise, increased traffic throughput and congestion both during and after construction is objectionable. We purchased a home in Tucker Hill to enjoy a quiet neighborhood. The value of the homes would be significantly negatively impacted if Option A was chosen. Further there is not any guarantee of noise abatement with Option A and having an over the freeway Cement Culvert for water would be an eyesore and a safety hazard further diminishing the value of homes in Tucker Hill and anywhere else in this area. Option B is a better choice.		Djurdulov	Peggy & Bogda						
27	77b1bfbd-f62f-425c-8e56-9ebfc35f33d6	3/22/2022 23:20	3/22/2022 23:20	We support alignment B and C for this roadway. It is the most efficient design and will be a better long-term solution for our bypass. Thank you.		Grimes	Paul						
28	05306cde-b958-43ef-83ec-e91f4c4e258d	3/22/2022 23:20	3/22/2022 23:20	Prosper should not have to pay for poor planning from the city of McKinney. If the goal is to reduce traffic congestion on 380 the solution should be based in McKinney. I DO NOT support segment B cutting through Prosper or any other alternative going through Prosper. Residents in Whitley Place have had every main roan entry to our sub division under construction for almost two years. The unwanted noise, and inconvenience of construction vehicles, along with road debris (which has caused us to go through two broken windshields) is unpleasant. The noise from 8 lanes will cause a lot of unnecessary disruption to our quiet neighborhood. 8 lanes of traffic will cause a lot of unsightly trash, artificial illumination at night where so many want to just enjoy the evening outside. We live in a prideful neighborhood and putting a bypass in close to it will be unsightly. I Do support Segment A. Keep Mckinny's solution to their problem in Mckinney.		Strommer	Michelle						
29	f043ae32-7376-483f-895b-127480b09e95	3/22/2022 23:21	3/22/2022 23:21	Since Tx dot is not going to keep the widening of 380 to 75, I feel that route A is the best alternative. This was the original route until the mayor of McKinney and the influential individuals who live in Tucker Hill suggested an alternate route without the input of Prosper residents. There is little impact compared to B. B has schools, homes, cemetery and Mane Gait. This will cause too much noise for the horses and animals and animals and for the children for the schools.		Perumal							
30	a31a40c6-f1a7-4244-8ece-f5f8738e8c59	3/22/2022 23:21	3/22/2022 23:21	Prosper, being both dramatically smaller geographically and financially, will have a far more negative impact than McKinney would with the bypass running through it's town. I feel this should be incorporated in the decision between the two proposed routes.		Flanagan	Jeff						
31	f79be6c5-f00d-4243-87be-f540c4201127	3/22/2022 23:22	3/22/2022 23:22	I am submitting a request for alignment B to NOT be considered as an option. The option displaces future taxable income for Prosper, the number of homesites available to Prosper will be greatly decreased, and the noise that will result in option B near my home will affect my property. I moved to Prosper and selected my location based on what was approved and proposed near my home. Please do not allow a negative impact to my careful planning based on poor decision by another.		Kennedy	Aubrey						
32	b6b51ec7-04ac-4549-8ee8-ebb91fba5aeb	3/22/2022 23:22	3/22/2022 23:22	Since Tx dot is not going to keep the widening of 380 to 75, I feel that route A is the best alternative. This was the original route until the mayor of McKinney and the influential individuals who live in Tucker Hill suggested an alternate route without the input of Prosper residents. There is little impact compared to B. B has schools, homes, cemetery and Mane Gait. This will cause too much noise for the horses and animals and animals and for the children for the schools.		Perumal							
33	a23c90e6-c9ec-4005-8e1b-f1ab2998a6bc	3/22/2022 23:22	3/22/2022 23:22	I like Alignment A. This keeps 380 traffic along the existing 380 route longer before turning North. This alignment affects mostly businesses instead of residents.		Williams	Stuart						
34	8d940586-819f-45d7-88de-0b69542c7cda	3/22/2022 23:23	3/22/2022 23:23	As a resident of Whitley Place, significant concerns with proposal B which cuts across the south of Whitley Place. Concerns range from excessive noise pollution to existing residential neighborhood already impacted by increased traffic on N Custer Road. Building an intersection at this location will attract additional commercial development impacting the overall serene settings of Whitley Place and the overall Prosper community. The Gates of Prosper has already established a commercial center for Prosper and there is nothing preventing a similar development in the area between this intersection and the current 380 / N Custer intersection.	One wonders whether the true financial impact to current businesses along 380 have been assessed. By drawing usual traffic away from this route onto this new route stores usually benefiting from passing traffic will no longer benefit from these passers by. I think this will especially impact smaller stores forcing them to relocate or close up.	Dowse	Merlin						

US 380 from Coit Road to FM 1827 - Online Comments

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
35	bab284f7-2ef0-466c-88d8-f20189a19a7a	3/22/2022 23:23	3/22/2022 23:23	<p>After reviewing the two options of A and B segments, it is apparent that segment B is the best choice. First, the selection of segment B will limit the impact to the majority of the communities in the A & B neighborhoods & businesses during the construction phase. Secondly, the selection of segment B will reduce potential negative air quality issues to number of communities during the construction phase. Finally, the selection of segment B will ensure minimal impact for those whom commute daily on 380 between Ridge Rd to Custer Rd (and beyond) during the construction phase.</p> <p>The selection of the Brown Alternative is the ideal US380 Proposed Improvement approach.</p>		Cabral	Joseph						
36	ffce18d5-51ff-4b5e-87f6-b4d3defcdc91	3/22/2022 23:23	3/22/2022 23:23	<p>Allow me to be transparent. I support Option A. As a Prosper resident, besides noting the traffic that is causing this project is in McKinney, yet their poor planning is forcing the issue to be solved by proposing you negatively impacting Prosper's current and future economics, social influence, health, students (PISD is currently a well renowned school district that people move to North Dallas for and those individuals live in various towns in addition to Prosper), businesses, and home owners. You can say you "are not directly impacting" the Founder's Academy, Cockrell, and Walnut Grove HS, and future MS and HS sites etc., but as an educated society we know second hand smoke is just as negatively impactful as smoking. Same here. This roadway DOES have a direct impact to these areas as well as the entire town. For these reasons and many others that won't fit in this box, Option B should be removed from the feasibility study going forward.</p>		Miller							
37	da17f17c-c51b-4b92-8fd8-c7a1cd3b438f	3/22/2022 23:24	3/22/2022 23:24		<p>In my opinion, none of the proposed plans will alleviate problem areas along 380. Problem areas are nearer 75 after Hardin Rd. and to the west after the DNT toward FM423. My vote would be a NO BUILD option. The cost and inconvenience of a decade long build out will be worse than the traffic issues we endure.</p> <p>Marianne Jacobs [REDACTED]</p>	Jacobs	M						
38	003af906-96dd-401e-8017-8ecd447dea45	3/22/2022 23:25	3/22/2022 23:25	<p>I am submitting a request for alignment B to NOT be considered as an option. The option displaces future taxable income for Prosper, the number of homesites available to Prosper will be greatly decreased, and the noise that will result in option B near my home will affect my property. I moved to Prosper and selected my location based on what was approved and proposed near my home. Please do not allow a negative impact to my careful planning based on poor decision by another.</p>		Kennedy							
39	71bac38b-c68a-4de6-8a0b-60bab997a52a	3/22/2022 23:25	3/22/2022 23:25	<p>I am submitting a request for alignment B to NOT be considered as an option. The option displaces future taxable income for Prosper, the number of homesites available to Prosper will be greatly decreased, and the noise that will result in option B near my home will affect my property. I moved to Prosper and selected my location based on what was approved and proposed near my home. Please do not allow a negative impact to my careful planning based on poor decision by another.</p>		Kennedy							
40	930f360c-e675-440e-8191-2689ce64f033	3/22/2022 23:30	3/22/2022 23:30	<p>Prosper should not have to pay for poor planning from the city of McKinney. If the goal is to reduce traffic congestion on 380 the solution should be based in Mckinney.</p> <p>I DO NOT support segment B cutting through Prosper or any other alternative going through Prosper. Residents in Whitley Place have had every main roan entry to our sub division under construction for almost two years. The unwanted noise, and inconvenience of construction vehicles, along with road debris (which has caused us to go through two broken windshields) is unpleasant. The noise from 8 lanes will cause a lot of unnecessary disruption to our quiet neighborhood. 8 lanes of traffic will cause a lot of unsightly trash, artificial illumination at night where so many want to just enjoy the evening outside. We live in a prideful neighborhood and putting a bypass in close to it will be unsightly.</p> <p>I Do support Segment A. Keep Mckinny's solution to their problem in Mckinney.</p>		Strommer							
41	a2afc5e8-5394-466a-8d67-5cb8cf823a62	3/22/2022 23:30	3/22/2022 23:30										
42	8cc106e9-8009-45e7-8ee4-26444b148dcb	3/22/2022 23:31	3/22/2022 23:31	<p>I am submitting a request for alignment B to NOT be considered as an option. The option displaces future taxable income for Prosper, the number of homesites available to Prosper will be greatly decreased, and the noise that will result in option B near my home will affect my property. I moved to Prosper and selected my location based on what was approved and proposed near my home. Please do not allow a negative impact to my careful planning based on poor decision by another.</p>		Kennedy							
43	be92df21-bbd0-4faf-80f4-c80b0ff2d169	3/22/2022 23:37	3/22/2022 23:37	<p>There is not sufficient data comparing Gold Build to Green Build. There was a lot of data about all other segments, including data comparing Segments A to B and C to D. Yet, only half a printed page about Green Build, nor any data comparing Green Build to Gold Build.</p> <p>In fact, one consultant directed me to view a poster about the Green Build. There was no such poster for public viewing.</p> <p>Be transparent about Gold Build vs Green Build. Provide data 1) comparing traffic patterns, 2) Data about financial impacts to build both options, 3) Data about financial impacts.</p> <p>Provide data supporting Gold Build will alleviate traffic congestion along the current 380 alignment. Provide comparative traffic data that would use the Green Build. Provide traffic data showing how many people will use the Gold Build vs the existing 380 alignment.</p> <p>Substantial resources will be used to study/build a solution, if a solution is approved/funded. Do due diligence. Provide the public with all data. Thank you.</p>		Horn	Nathan						
44	138b914b-6bba-4087-8d00-608ab73215c3	3/22/2022 23:37	3/22/2022 23:37	<p>My first option is that you don't do this at all, but focus on the more direct Prosper loop farther north. But if that is not a consideration, the preferred option from above is B, E, and C.</p>		Wheelock	Roger						

US 380 from Coit Road to FM 1827 - Online Comments

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
45	1d2a91d2-991a-4170-8f05-66761c4a2874	3/22/2022 23:37	3/22/2022 23:37	My first option is that you don't do this at all, but focus on the more direct Prosper loop farther north. But if that is not a consideration, the preferred option from above is B, E, and C.		Wheelock							
46	968057fd-45c8-4719-8b9d-bf915168861e	3/22/2022 23:38	3/22/2022 23:38	We are adamantly opposed to anything along segment B that would bisect SW Prosper and encroach on the retail, residential and educational usage of that area. Multiple schools, neighborhoods and businesses would be negatively impacted by drawing the long, diagonal line across Custer. Segment A is already along the proposed TXDot path and minimizes the area of impact by going due north from 380. The ideal alternative to all of this would have been wiser city planning on the part of McKinney to keep the right of way open wider along 380, which should have been assumed long ago to be a highway in need of expansion as the area grew. Now that segment F has been excluded, any alternative will create a longer path to the major arteries in the area, but at least we should minimize impact in the process. The next best alternative is the solid orange path along segment A.		Townsend	Ryan						
47	19add15f-f417-4556-8932-5b89309801db	3/22/2022 23:40	3/22/2022 23:40	We oppose segment B because of the negative environmental impacts to Maine Gait, Founders school, the new Prosper High School, the new residential area's of Ladera and Brookhollow. We vote for segment A.		Dellinger	Robert						
48	16c9664d-37b6-4796-8c89-219b001a4db6	3/22/2022 23:41	3/22/2022 23:41	I am opposed to Option A as it will orient 380 North thru large established Neighborhoods vs. Option B which will provide options to use undeveloped land vs displacing established neighborhoods or moving noise and traffic pollution away from established neighborhoods. I am also opposed to option A since it impacts wetlands near Tucker Hill. I would suggest an alternative solution which is to build the Collin County ByPass North of 380 before development creates the same impact to future homeowners. It would move a lot of East-West Traffic that is only using 380 to transit north of Dallas. Make the necessary improvements to 380 i.e. Intersection Overpasses and side roads to avoid the traffic lights but do not attempt to create an Interstate level of traffic flow on 380 and drive more traffic to the New Bypass and 121 tollway for those transiting East and West.		Campbell	William						
49	ad14080e-ce74-4a35-8e10-c59ab8a6cfb1	3/22/2022 23:43	3/22/2022 23:43	I am opposed to Option A as it will orient 380 North thru large established Neighborhoods vs. Option B which will provide options to use undeveloped land vs displacing established neighborhoods or moving noise and traffic pollution away from established neighborhoods. I am also opposed to option A since it impacts wetlands near Tucker Hill. I would suggest an alternative solution which is to build the Collin County ByPass North of 380 before development creates the same impact to future homeowners. It would move a lot of East-West Traffic that is only using 380 to transit north of Dallas. Make the necessary improvements to 380 i.e. Intersection Overpasses and side roads to avoid the traffic lights but do not attempt to create an Interstate level of traffic flow on 380 and drive more traffic to the New Bypass and 121 tollway for those transiting East and West.		Campbell							
50	b81fce01-18fa-4a8d-8252-2005a432c83d	3/22/2022 23:46	3/22/2022 23:46	Since Tx dot is not going to keep the widening of 380 to 75, I feel that route A is the best alternative. This was the original route until the mayor of McKinney and the influential individuals who live in Tucker Hill suggested an alternate route without the input of Prosper residents and their environment. There is little impact compared to B. B has schools, homes, cemetery and Mane Gait. This will cause too much noise for the horses and animals and animals and for the children for the schools. My family has volunteered at Main Gait. These this is a safe place for these families. In order to volunteer we went through a very specific training to understand the Safety (what about startling horses), also the the sensitivity needed to understand some of the special needs individuals need a peaceful environment. Lets all be aware of not reducing the Rights of this delicate population. A people that should be protected by Country, State, and City.		Smith	Kyla						
51	f65b356e-c4eb-48d1-8882-46941eb2b945	3/22/2022 23:46	3/22/2022 23:46		The folks that were available to discuss the project were very friendly and professional, even when confronted by several disgruntled citizens. I was impressed with how they remained calm, and politely explained the different areas, where the information could be found, how comments are welcome and how they can provide them. I look forward to seeing the final outcome.	Allen	A						
52	6a3432cb-d7a0-46a0-87d0-24abbd287ae7	3/22/2022 23:48	3/22/2022 23:48	Once crossing Hwy 5 there are two alternatives route D and C. I am strongly opposed to using route C as it impacts the maximum number of homeowners along this route. Route D on the other hand is predominately along and in a flood plane and has minimal impact on homeowners. Consequently please stick to route D which impacts the least number of people.		Daniel	Bill						
53	0060c898-e33e-49a3-8f93-6a399ef00104	3/22/2022 23:49	3/22/2022 23:49	We prefer the D route that was originally set as the preferred route on the map. The C route displaces more folks and would totally wipe out our family farm as this route goes right thru the middle of our farm. We are located a 2118 CR 338. The routing seems to have changed several times and today we learned there is no preferred route. We hope and pray that the C route is eliminated and the D route is chosen.		Bruce	David						
54	45296000-b652-41ab-8273-e2c4e09f97ae	3/22/2022 23:49	3/22/2022 23:49		I adamantly and vehemently oppose section B of both the brown and orange suggested routes. It will be too close to schools and residences, and will negatively impact more residences than section A.	Schallmo	Renee						
55	2a4c9d50-1094-4fc2-835f-e6f3ab2569f1	3/22/2022 23:50	3/22/2022 23:50	We prefer the D route that was originally set as the preferred route on the map. The C route displaces more folks and would totally wipe out our family farm as this route goes right thru the middle of our farm. We are located a 2118 CR 338. The routing seems to have changed several times and today we learned there is no preferred route. We hope and pray that the C route is eliminated and the D route is chosen.		Bruce							
56	41121586-667f-49d6-8eeb-ad937e66d9ed	3/22/2022 23:51	3/22/2022 23:51	I don't like Option-B because it is no different than approving a rail-road through a town. I will change the town forever and cause unquantified economic externalities. Please don't approve a plan that cuts a town in two. Thank you.		Dietz	Hans Paul						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
57	eee745cc-f6bd-45af-8cd6-65a9db8113c3	3/22/2022 23:52	3/22/2022 23:52	I am opposed to segment B into Prosper. I support the feasibility study agreed upon alignment of segment A. Segment B negatively impacts Mane Gait, with a mere 45 feet between segment B and Mane Gait property. Mane Gait provides therapy for children with developmental difficulties. Founder's Academy is equally negatively impacted by Segment B. The negative impact to these 2 institutions that service the education and development of children is matched by the negative impact to a senior community ready to break ground, a subdivision that is currently being built, a cemetery, and the Town of Prosper which would lose tax revenue from lost residential units in Prosper.		Costa	Fred						
58	433caf5a-e2dd-4deb-85f4-cea8fe2d15d2	3/22/2022 23:53	3/22/2022 23:53	After reviewing the different alternatives, my wife and I are opposed to Segment A, the Purple and Blue Alternatives. The Brown and Gold Build Alternatives are what we approve of for our neighborhood, which is Stonebridge Ranch. We live directly off of 380 between Stonebridge Dr. and Ridge Rd. Segment A interferes with our neighborhood, and the aesthetics.		Bodin	Jeff						
59	ca973b24-5adb-4854-8355-eea6ea1148e7	3/22/2022 23:55	3/22/2022 23:55	Option B goes through the small town of Prosper which will impact residential, schools and a therapeutic center. It will also divide our town. It is upsetting to think that you would bring a major highway through a small town. I prefer Option A.		Dietz	Carmel						
60	8f158418-e0a1-4c88-80e8-f85e9b729a76	3/22/2022 23:58	3/22/2022 23:58	I have been a resident of Whitley Place since Dec. 2016. The back of my home faces First Street and the sports field of Founders Academy. When we purchased the home, there was no mention of the US 380 project and that it would potentially impact my home and neighborhood. I have the following concerns regarding segment B: - Air quality impact. I live approximately 150 yards from segment B. I suffer from severe and chronic asthma. The pollution from B will adversely impact my asthma and prevent me from being outside in my yard plus the pollution that will enter my home. - Noise impact. I have to take sleeping medicine. The noise from B will impact my ability to sleep at night. In addition, it will be difficult to enjoy sitting in my backyard with family and friends with the noise interference. - Visibility impact. An elevated section is proposed to cross Custer Rd directly behind my home. An unsightly overpass will take away from the aesthetics from the view of my backyard.		Martin	Scott						
61	5863826c-a7ef-4738-810b-e15d6b35073b	3/23/2022 0:08	3/23/2022 0:08	Route B appears to be a more logical route than Route A by providing better connectivity to existing US 380.									
62	4f07446e-765a-41e5-8f8d-6c8dd447b3bb	3/23/2022 0:08	3/23/2022 0:08	I find it fascinating that the option to utilize the existing highway (Green Build Alternative) will not be carried forward. The reasoning listed is not enough for me to fully understand the impacts and locations of such impacts. US-380 was here long before the businesses and homes that "could" be displaced. I would like to see a segment F roadway overlay depicting the reasons to not be carried forward.		Barli	Anthony						
63	35ed8bfc-1739-4977-8364-95a3c10e7a4a	3/23/2022 0:12	3/23/2022 0:12	in Collin county court, Mckinney city mayor was asked if he could live with option A and he agreed that Mckinney could live with option A. I also think that by the time that the construction starts, both Prosper and Mckinney will be built out and we should improve the main aerial roads and outer loop instead of wasting time and money on a 380 problem.		Anders	Tim						
64	1e34be21-28a2-4623-8cb7-b67435be6e23	3/23/2022 0:15	3/23/2022 0:15	The bypass through Prosper would create an economic impact for a town that is smaller in size than McKinney. This would definitely have a negative impact on Prosper. It would also impact several school district sites for Prosper ISD. As a resident of Walnut Grove, I do not want the bypass north of me, Highway 380 on the south, and Custer (which will be 6 lanes) on the west. This puts a lot of traffic noise and pollution into our neighborhood which would change the atmosphere of our unique neighborhood. I also watched the Commissioner's Court meeting for Collin County where Judge Hill asked Mayor George Fuller if the City of McKinney could live with Route A. Mayor Fuller's response was that they could live with it. So, my question is this: Why are you continuing to push for it to go through Prosper when they have made it clear they don't want the bypass in their town and Mayor Fuller said McKinney can accept it going just east of Tucker Hill? Just go with option A.		Anders	Janet						
65	e0c51750-4434-4c2d-8344-ba4ff480d267	3/23/2022 0:15	3/23/2022 0:15	In 2020 the Segment A was determined to be the best location of the proposed 380 bypass. In 2022, this still appears to be the best path for the bypass. Segment B has a much more detrimental impact on development that has already been approved and or constructed. The Segment A route, although is impactful to future residential development, is much less impactful to future educational facilities and student aged drivers. The easement acquisition of ROW along the current 380 should not be factored into the cost of Segment A due to the fact that improvements along 380 should have been taken into account in prior planning efforts. This unfortunately was not done proactively by the City of McKinney and because of that they are hoping for Segment B to be selected, thus pushing their lack of foresight into Prosper. Segment B also has a significant impact on MainGait and Founders Classical. Those two organizations are much more important to protect, than future developments on Segment B.		Brown	Joshua						
66	b5aa35f6-b85a-4ceb-8a7c-c1aff6c8f3a	3/23/2022 0:21	3/23/2022 0:21	I currently live in Whitley Place and this will directly impact my neighborhood due to increase traffic count and noise. I also currently serve on the Prosper ISD school board and this will create multiple issues for the district. First is a safety issue for our kids having to either drive or be bussed on the proposed route B. Secondly the tax revenue that will be lost due to the reduction of rooftops and commercial properties will impact the ability of the ISD to provide the best education for the district children. Third the town of Prosper is so small in area(27 sq/mi) that this will reduce the tax revenue of the town and harm services. Please keep the bypass out of the town of Prosper and on 380.	Please quit moving the proposed route into Prosper. It seems to get removed and then a new one pops up running back through Prosper.	Cavender	Kelly						
67	74c8b7c2-00bd-4c8a-8ff9-e3573c2897c6	3/23/2022 0:22	3/23/2022 0:22	Keep 380 on 380. McKinney keeps pushing this off of Prosper. Prosper is much smaller than McKinney. McKinney has created this issue of their easements being right up on 380. They continue to build right up to 380. McKinney just keeps pushing their problem back onto Prosper. Prosper needs every tax dollar available. McKinney has a much bigger area to collect their tax dollars. I'm against alignment B!!! Either go A or keep 380 on 380!!		Cavender	Tammy						

US 380 from Coit Road to FM 1827 - Online Comments

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
68	f7d675dd-52d1-44ec-873a-43646a358c5f	3/23/2022 0:23	3/23/2022 0:23	I want to leave a comment supporting Segment A, and opposing Segment B Segment B will reduce the value and opportunity for business development at a primary intersection Custer Dr. & University Dr for the town of Prosper and the city of McKinney		Dailey	Phillip						
69	eee3a7ff-6228-40cb-87a3-cc161019b3eb	3/23/2022 0:31	3/23/2022 0:31	I strongly oppose Segment B as it will be detrimental to the Town of Prosper, many quality developments in place or under development. It will lower our property values, increase crime, traffic and make our community overall less safe for our families that have selected Prosper to raise our families. Prosper has been supportive of all TXDOT needs, requests and been a good community partner. We have also been public regarding our master thoroughfare plans for many years. Prosper should not be to blame or the failure of other communities and roadways to not plan effectively as Prosper has done. Please reconsider impacting our community in such a negative way that will never be undone. I've seen how negatively this type of developments can poorly impact the communities when they come through.		V	Tommy						
70	34ddc0f3-aaf6-4740-88de-a8ad2f26549a	3/23/2022 0:32	3/23/2022 0:32	I am strongly opposed to proposal for segment B. Segment B of the proposed Gold/Brown alignment poses a significant negative impact to both existing and future residential and commercial developments planned within the Town. The alignment would directly impact over 360 future homes and thousands of residents and indirectly impact many more. It will also increase ground-level ozone impacting at least two environmentally sensitive facilities (ManeGait and Founders Academy) resulting in a conflict with Air Quality guidelines publicized by the NCTCOG. Seg B runs through quickly developing sections of the Town of Prosper causing impacts on the human and natural environment by adding a new and unplanned interstate through Prosper vs. using the existing alignment within Town limits. There's a detrimental effect on Manegait; a unique nonprofit facility providing horse therapy to hundreds of adults and children with disabilities. Seg B is in close proximity to current and future schools.		Linker	Garrett						
71	e6edecb5-e2e7-4eef-88e0-d7d928ac3a45	3/23/2022 0:36	3/23/2022 0:36	Section B, going through Prosper...it literally goes over and through neighborhoods. This will severely and negatively impact the town of Prosper. As a mother, I would not want such a large structure through/over my neighborhood; the sounds from cars, pollution from cars and extra traffic, etc. Per information given from the town of Prosper itself, this project will negatively impact air quality, I am appalled it is even being considered. My children will almost certainly be attending the new high school located very close to this proposed project. I absolutely do not want this close to where my kids will be driving and spending so much time. Again, the air quality is a huge issue for my family. We didn't settle in Prosper to have this, how can anyone even consider building a huge overpass and such a large road over entire neighborhoods?! Honestly. It is unacceptable.		Taylor	Angela						
72	ea900eb1-89c6-4237-8edf-767b9b961899	3/23/2022 0:40	3/23/2022 0:40	Please do not put the bypass through Prosper, TX. We only have 27 sq miles as a town and we do not think it would be good for this to come through Prosper. It will impact 2 different schools as well as a great above 55+ community that is about to start moving dirt for development. Please consider other options including just keeping the road on 380. Most Prosper and McKinney residents I speak with want this. The road is there and McKinney did not plan well, so fore sure this should not become Prosper's problem. Or just give more money to other east west roads north including the Collin county outer loop.		Bartley	Wayne						
73	4053a540-ead9-4c8c-8aec-cac1788b52b0	3/23/2022 0:40	3/23/2022 0:40	Please do not put the bypass through Prosper, TX. We only have 27 sq miles as a town and we do not think it would be good for this to come through Prosper. It will impact 2 different schools as well as a great above 55+ community that is about to start moving dirt for development. Please consider other options including just keeping the road on 380. Most Prosper and McKinney residents I speak with want this. The road is there and McKinney did not plan well, so fore sure this should not become Prosper's problem. Or just give more money to other east west roads north including the Collin county outer loop.		Bartley	Wayne						
74	f1cfa12d-ae20-4fa0-869f-5a923b876706	3/23/2022 0:42	3/23/2022 0:42	Opposition to this alignment is due to the fact that this negatively impacts several developments through Prosper. Founders Academy and PISD HS 3 will be negatively impacted by this 8 lane thoroughfare on young drivers. Housing developments impacted are Whitley Place (existing), Whispering Farms (existing), Parkside (existing), Ladera 55+ age restricted gated community under construction, Malabar Hills under construction, Winding Hills (permitting process), Brookhollow gated community (permitting process), Brookhollow multi-family under construction and existing commercial development such as Lowe's. Additionally, a cemetery and Manegait Therapeutic will be negatively impacted and are also opposed to this alignment. Prosper's thoroughfare plans shows the expansion of 380 on 380 through the Town of Prosper and the council has passed 6 resolutions opposing any alignment through Prosper that does not stay on 380. This alignment bisects the Town of Prosper which is 27 square miles.		Bartley	Amy						
75	c08558b3-72d9-4bfe-8d77-617e05a734f4	3/23/2022 0:45	3/23/2022 0:45	I'm an architect and Stonebridge Ranch resident, and I have serious concerns about option A for the 380 project. Chief among them is the fact that this option splits through premier McKinney neighborhoods on 3 sides, while Option B takes full advantage of nearly entirely open land, availing it a smooth, effortless transition from the outer section to the main 380 roadway. The affected McKinney neighborhoods are between \$500k-\$1million in value and would immediately be detrimentally affected, while primarily the only affected land would be for future development in Prosper. Further, Option A changes from an East-West highway to a North-South highway. This jarring move at highway speeds over such a short distance may even be dangerous as well as largely inconvenient. The data shows that this option, with its numerous shortcomings, will, at best, have only negligible improvements of average speeds and commute times, making it a dubious choice and hardly worth the public expense.		Hunt	Scot						
76	fe811e4d-3c87-4e62-86f7-2ec9c5bd04bf	3/23/2022 0:57	3/23/2022 0:57	Option A is the worst option because it directly affects residents and business in and around tucker hill, an established neighborhood that we currently occupy and have since 2014. This would adversely affect quality of life, noise pollution, air pollution/air quality, impair ingress and egress for Tucker Hill, negatively affect safety and adversely affect property values. The option B has the least impact to established commercial businesses and current homeowners and move traffic to the other side of Custer where it will flow more smoothly. Emptying traffic East of Custer will be a double whammy to traffic flow, to Tucker Hill, Stonebridge ranch and existing homes and businesses.		Remington	Stephen						
77	37e4148f-57f7-4fc8-834e-d04f570e0110	3/23/2022 0:57	3/23/2022 0:57		I support keeping 380 on 380 and do not wish for any of the bypasses to be selected. The town of Prosper will suffer immediate and long term impacts if your alignment B cuts through our town. Please keep 380 on 380.	du Plooy	Natasha						
78	fb1860ba-df4d-4ae9-897f-ccbaba9f7839	3/23/2022 0:58	3/23/2022 0:58	Option A is the worst option because it directly affects residents and business in and around tucker hill, an established neighborhood that we currently occupy and have since 2014. This would adversely affect quality of life, noise pollution, air pollution/air quality, impair ingress and egress for Tucker Hill, negatively affect safety and adversely affect property values. The option B has the least impact to established commercial businesses and current homeowners and move traffic to the other side of Custer where it will flow more smoothly. Emptying traffic East of Custer will be a double whammy to traffic flow, to Tucker Hill, Stonebridge ranch and existing homes and businesses.		Remington	Mary						

US 380 from Coit Road to FM 1827 - Online Comments

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
79	0a61e94e-5c8c-4d99-8c60-55080ce97083	3/23/2022 1:00	3/23/2022 1:00	The proposed option B has a variety of detrimental impacts- the pollution levels would exceed healthy levels for Founders Academy and the Prosper High School that is currently under construction which will be attended by 1000s of children. Option A is the more logical and less detrimental choice.		A	Taylor						
80	890dfe81-0044-458a-8bab-2525d41c0b9f	3/23/2022 1:07	3/23/2022 1:07	The new brown and gold alignments that have the new B Segments that go through Prosper too close to Founders Academy, a Cemetery that will be built this year, what looks like 5 different Residential neighborhoods, and close to a new Prosper ISD High School. Not to mention the B Segments would still be too close to Mane Gate, which serves children with Special Needs and Veterans, 2 protected classes, and a big reason why a segment through Prosper was rejected in the first place. Please only allow a Limited Access Roadway in the Town of Prosper. If McKinney wants a Bypass so much, they can have Segment A, which was the recommended option already approved by TxDOT. However, my personal vote is to keep 380 on 380 on Segment F.	In 2020, the TxDOT Feasibility Study recommended the purple alignment after many years of studies, meetings, and citizen inputs. This alignment has US 380 staying on 380 in the Town of Prosper as the Town of Prosper has continually expressed its wishes through six Resolutions. Prosper does not have a lot of commercial and residential development, especially compared to McKinney, and has been very intentional in planning for their future expansion by not building too close to 380. McKinney failed to plan for what it has known for years to need by allowing building to occur too close to 380, and now wants to shift the consequences on their failure to plan onto Prosper, which has a much smaller tax base to support our Town. I don't know why after YEARS of study and inputs you would reverse your findings and bend to a larger city's will. Please do not allow McKinney to shift their failure to plan for their future onto Prosper who has meticulously planned for our future.	Brown	Dianne						
81	a350904a-3a72-4d90-8640-dca7d8f70296	3/23/2022 1:07	3/23/2022 1:07	As a resident of Lakewood at Brookhollow, my family, neighbors, & I strongly oppose Option B.		Bauman	B						
82	49e58267-67ad-47c1-8fe1-79b4a5f75023	3/23/2022 1:46	3/23/2022 1:46	I live in Walnut Grove and I recommend and support option B. It is my belief that this would be the best option for disrupting the least amount of business and residents and would be best for most of Walnut Grove residents. In my view there are only a few number of residents making a lot of noise about option B. I don't believe the argument about Mane Gate is a valid one. It is only something the few use to push their personal agenda. In my view if the highway is too close to Mane Gate then it seems to me that moving a few houses and barns a few miles to a quieter location wouldn't be that difficult in terms of the total scope of the project. I SUPPORT OPTION B.		Graham	Harvey						
83	dbf3f5aa-9890-401e-8fb7-af06150c0138	3/23/2022 1:50	3/23/2022 1:50	I urge you to reconsider segment B passing through Prosper. This would significantly affect our growing and prosperous community, affecting ManeGate, new businesses and individuals who have planted roots here, our new high school and Founders Academy which would affect hundreds or thousands of students, impact traffic through neighborhoods. My family moved to prosper to build a life here and grow with the community and having a highway cut through our neighborhood of Brookhollow would impact our lives and potentially cause an uprooting of our family and their amazing educations prosper has given us. Please do not pass Segment B.		Ramsey	Krystle						
84	cc49bd1a-c4b4-4583-82cd-e88b8aa40ab2	3/23/2022 1:50	3/23/2022 1:50	I'm a current resident of the Brookhollow community and after attending today's open house (March 22), I'm deeply troubled by the impact this project will bring to the Town of Prosper and specifically the disruption and long term negative impact this will cause to our community. Segment B cuts off our immediate access eastbound out of the development which will cause more congestion through our community. The noise, environmental and traffic this project will inflict on our community is disheartening, not to mention, the displacements it will cause are truly devastating. I stand with the Town of Prosper in opposing this project wholeheartedly. I'm concerned about the number of residents who will relocate as a direct result of this project and the potential for our property values to decrease over the coming years as a direct result of this project. We've poured our life savings into this home for our cauldron and to have it potentially jeopardized by this project is deeply troubling.		Hillstead	Kyle						
85	06971f7a-fd3a-4000-825b-ad34b37ad239	3/23/2022 1:57	3/23/2022 1:57	Segment B would negatively impact existing and planned homes and community in Prosper.		N	K						
86	65d8dc3-eb20-47ff-8db6-99b980f011db	3/23/2022 1:59	3/23/2022 1:59	I am a resident in Prosper and continue to strongly oppose any alignment in Prosper including the proposed B alignment. I also continue to support the A alignment as it still fits within the original parameters and support of the city of prosper.		Blackmon	Phillip						
87	03641f57-7a63-478e-8bb4-7b62dde05ce4	3/23/2022 2:00	3/23/2022 2:00	I am opposed to option B and in favor of option A		Spragins	Kyle						
88	b3895477-2f54-4eda-87f3-93bf855c05f8	3/23/2022 2:02	3/23/2022 2:02		I'm greatly opposed to Option B and in favor of Option A. As option B would negatively impact our immediate neighborhood, children's schools, home value and accessibility to the surrounding area. It will also increase traffic that is already too great in our neighborhood due to location and proximity of the middle school at our Coit entrance.	Spragins	Katherine						
89	86f44a36-2f12-4feb-8467-c96571bccae9eb	3/23/2022 2:35	3/23/2022 2:35		I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper. I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.	Amezcuca	Blanca						

US 380 from Coit Road to FM 1827 - Online Comments

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
90	88cc45d8-ec47-47e8-8ce2-d310fed421fc	3/23/2022 2:43	3/23/2022 2:43	The new brown and gold alignments that have the new B Segments that go through Prosper too close to Founders Academy, a Cemetery that will be built this year, what looks like 5 different Residential neighborhoods, and close to a new Prosper ISD High School. Not to mention the B Segments would still be too close to Mane Gait, which serves children with Special Needs and Veterans, 2 protected classes, and a big reason why a segment through Prosper was rejected in the first place. Please only allow a Limited Access Roadway in the Town of Prosper. If McKinney wants a Bypass so much, they can have Segment A, which was the recommended option already approved by TxDOT. However, my personal vote is to keep 380 on 380 on Segment F.	In 2020, the TxDOT Feasibility Study recommended the purple alignment after many years of studies, meetings, and citizen inputs. This alignment has US 380 staying on 380 in the Town of Prosper as the Town of Prosper has continually expressed its wishes through six Resolutions. Prosper does not have a lot of commercial and residential development, especially compared to McKinney, and has been very intentional in planning for their future expansion by not building too close to 380. McKinney failed to plan for what it has known for years to need by allowing building to occur too close to 380, and now wants to shift the consequences on their failure to plan onto Prosper, which has a much smaller tax base to support our Town. I don't know why after YEARS of study and inputs you would reverse your findings and bend to a larger city's will. Please do not allow McKinney to shift their failure to plan for their future onto Prosper who has meticulously planned for our future.	Brown	D. Scott						
91	ec231c0a-4654-4b5b-88a8-f305189b1cec	3/23/2022 2:45	3/23/2022 2:45	The new brown and gold alignments that have the new B Segments that go through Prosper too close to Founders Academy, a Cemetery that will be built this year, what looks like 5 different Residential neighborhoods, and close to a new Prosper ISD High School. Not to mention the B Segments would still be too close to Mane Gait, which serves children with Special Needs and Veterans, 2 protected classes, and a big reason why a segment through Prosper was rejected in the first place. Please only allow a Limited Access Roadway in the Town of Prosper. If McKinney wants a Bypass so much, they can have Segment A, which was the recommended option already approved by TxDOT. However, my personal vote is to keep 380 on 380 on Segment F.	In 2020, the TxDOT Feasibility Study recommended the purple alignment after many years of studies, meetings, and citizen inputs. This alignment has US 380 staying on 380 in the Town of Prosper as the Town of Prosper has continually expressed its wishes through six Resolutions. Prosper does not have a lot of commercial and residential development, especially compared to McKinney, and has been very intentional in planning for their future expansion by not building too close to 380. McKinney failed to plan for what it has known for years to need by allowing building to occur too close to 380, and now wants to shift the consequences on their failure to plan onto Prosper, which has a much smaller tax base to support our Town. I don't know why after YEARS of study and inputs you would reverse your findings and bend to a larger city's will. Please do not allow McKinney to shift their failure to plan for their future onto Prosper who has meticulously planned for our future.	Brown	Julianne						
92	c510449b-f3f4-4b8e-8e88-c2f03bcdab0d	3/23/2022 2:46	3/23/2022 2:46	The new brown and gold alignments that have the new B Segments that go through Prosper too close to Founders Academy, a Cemetery that will be built this year, what looks like 5 different Residential neighborhoods, and close to a new Prosper ISD High School. Not to mention the B Segments would still be too close to Mane Gait, which serves children with Special Needs and Veterans, 2 protected classes, and a big reason why a segment through Prosper was rejected in the first place. Please only allow a Limited Access Roadway in the Town of Prosper. If McKinney wants a Bypass so much, they can have Segment A, which was the recommended option already approved by TxDOT. However, my personal vote is to keep 380 on 380 on Segment F.	In 2020, the TxDOT Feasibility Study recommended the purple alignment after many years of studies, meetings, and citizen inputs. This alignment has US 380 staying on 380 in the Town of Prosper as the Town of Prosper has continually expressed its wishes through six Resolutions. Prosper does not have a lot of commercial and residential development, especially compared to McKinney, and has been very intentional in planning for their future expansion by not building too close to 380. McKinney failed to plan for what it has known for years to need by allowing building to occur too close to 380, and now wants to shift the consequences on their failure to plan onto Prosper, which has a much smaller tax base to support our Town. I don't know why after YEARS of study and inputs you would reverse your findings and bend to a larger city's will. Please do not allow McKinney to shift their failure to plan for their future onto Prosper who has meticulously planned for our future.	Brown	Josh						
93	8ee7a1ce-7526-4871-8e57-7f6b2a94fc23	3/23/2022 2:47	3/23/2022 2:47	The new brown and gold alignments that have the new B Segments that go through Prosper too close to Founders Academy, a Cemetery that will be built this year, what looks like 5 different Residential neighborhoods, and close to a new Prosper ISD High School. Not to mention the B Segments would still be too close to Mane Gait, which serves children with Special Needs and Veterans, 2 protected classes, and a big reason why a segment through Prosper was rejected in the first place. Please only allow a Limited Access Roadway in the Town of Prosper. If McKinney wants a Bypass so much, they can have Segment A, which was the recommended option already approved by TxDOT. However, my personal vote is to keep 380 on 380 on Segment F.	In 2020, the TxDOT Feasibility Study recommended the purple alignment after many years of studies, meetings, and citizen inputs. This alignment has US 380 staying on 380 in the Town of Prosper as the Town of Prosper has continually expressed its wishes through six Resolutions. Prosper does not have a lot of commercial and residential development, especially compared to McKinney, and has been very intentional in planning for their future expansion by not building too close to 380. McKinney failed to plan for what it has known for years to need by allowing building to occur too close to 380, and now wants to shift the consequences on their failure to plan onto Prosper, which has a much smaller tax base to support our Town. I don't know why after YEARS of study and inputs you would reverse your findings and bend to a larger city's will. Please do not allow McKinney to shift their failure to plan for their future onto Prosper who has meticulously planned for our future.	Brown	Jason						
94	6900e593-fd24-496e-8b9a-e1a057ff21c3	3/23/2022 2:49	3/23/2022 2:49	I am in opposition to route B, prefer route A.	I am in opposition to route B, prefer route A.	Dishong	John						
95	60cb6219-0178-434f-8007-f3a3b36d8a04	3/23/2022 2:50	3/23/2022 2:50	I am opposed to segment B due to its impact on future residential development that is currently under construction and proximity to high schools.		Jefferson	Harlan						
96	a61eefc0-5c4a-4169-8f41-6af8f8ca1eaa	3/23/2022 2:55	3/23/2022 2:55	Option B is the best route because of the \$100M cost savings and less of an impact to the communities of Tucker Hill and Stonebridge Ranch. There won't be any weird backtracking that the map shows.		Wong	Gail						
97	f90fc044-e76a-4316-888b-bbcd5446f097	3/23/2022 2:57	3/23/2022 2:57	The Segment B option appears to create an issue for resident access to Lakewood Drive. Residents leaving the neighborhood to travel east on 380 will be required to turn west on 380 then cross three lanes of traffic in what appears to be about 1300ft. to get to a turn lane that takes them across to the west bound lanes. Also, how do residents of Lakewood traveling west on 380 from Coit get to Lakewood Drive? Would they have to travel to Redbud lane and make a u-turn? As a resident of Lakewood I would oppose the Segment B option and support Segment A option.		Yantzi	Ron						

US 380 from Coit Road to FM 1827 - Online Comments

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
98	55078c39-cf9c-448f-8f2a-0bc667d1c748	3/23/2022 2:58	3/23/2022 2:58	Option b seems like the best option		Shutka	Danielle						
99	1dfd93ca-7172-4683-8803-e5a92d0c95c8	3/23/2022 3:11	3/23/2022 3:11	The Segment B option appears to create an issue for resident access to Lakewood Drive. Residents leaving the neighborhood to travel east on 380 will be required to turn west on 380 then cross three lanes of traffic in what appears to be about 1300ft. to get to a turn lane that takes them across to the west bound lanes. Also, how do residents of Lakewood traveling west on 380 from Coit get to Lakewood Drive? Would they have to travel to Redbud lane and make a u-turn? As a resident of Lakewood I would oppose the Segment B option and support Segment A option.	I support Segment A and oppose Segment B for the following reasons: 1. Segment B of the proposed alignment poses a significant, negative impact to both existing and future residential and commercial developments planned within the Town of Prosper. The alignment would directly impact hundreds of future homes and thousands of residents and indirectly impact many more. 2. Segment B runs directly through a quickly developing section of the Town of Prosper causing significant environmental impacts on the human and natural environment by adding a new and unplanned interstate through Prosper versus using the existing 380 alignment within Town limits. 3. Segment B is in close proximity to existing and future schools including high schools impacting thousands of students. 4. The Town of Prosper has passed six resolutions strongly opposing any proposed alignment for the widening of US 380 not located along the existing US 380 corridor. This represents the communities opposition to Segment B.	Yantzi	Ron						
100	d7ee5de4-4f50-4ad5-8315-c0e53fd2fe6e	3/23/2022 3:34	3/23/2022 3:34	Traffic on 380 is often very congested from Custer to the east. Option b seems like it makes the most long term sense for our communities for continued growth in both mckinney and prosper.									am_a_business_owner_
101	1f663854-3307-43d7-80c5-1879a655050b	3/23/2022 4:02	3/23/2022 4:02		As a Prosper resident, I strongly oppose segment B. This segment cuts straight through a rapidly developing section of our town that will drastically change should a highway be built there. Instead of residential areas and neighborhood businesses, the area around the highway will transform into a concrete mess of fast food and gas stations, not to mention the noise and air pollution. The town of prosper is small; I moved here for the small town feel. Building a giant highway that cuts through it is not what the town is striving to build for its residents. I respectfully implore you to continue with the original feasibility aligned study of using segment A and the purple route.	Jensen	Taylor						
102	7887cf1a-770f-4cb8-8aa2-6e1882b17d2a	3/23/2022 4:49	3/23/2022 4:49	This option B is a terrible option for Prosper. It negatively impacts schools, homes, existing commercial development and housing developments that are already in progress. Please don't allow it!	This option B is a terrible option for Prosper. It negatively impacts schools, homes, existing commercial development and housing developments that are already in progress. Please don't allow it!	Rutledge	Karen						
103	270ace1b-74df-4fb3-819b-cd68aca8d50b	3/23/2022 4:49	3/23/2022 4:49	My home is a [REDACTED] in McKinney, TX. Province runs parallel to proposed option A, and my backyard already has a clear view of 380. We have a pool and spend an ample amount of time in our backyard. We can see the 380 traffic from our upstairs windows and can hear it from everywhere in our home. If 380 becomes a major freeway, the traffic will literally be looking into our backyard, noise will be multiplied, the value and desirability of our home will decrease, my kids' privacy will be breached, and our ability to enjoy our own home will be diminished. Additionally, this will make our home much more difficult to sell due to the close proximity to the freeway. This is a harsh punishment for innocent residents of McKinney when there is an option that affects far fewer businesses and saves \$100 million of tax payer money. I hope you will consider people like us who have worked extremely hard for our home. We do NOT want a freeway or years of construction IN our back yard.		Withers	Casey						
104	aba97aae-b3a5-481d-8194-43337b256c92	3/23/2022 4:55	3/23/2022 4:55			Smith	C						
105	5bbedbb5-232a-4de5-80c5-451332884c77	3/23/2022 5:07	3/23/2022 5:07	I feel this project will negatively effect the city of prosper in many ways. I can't pick just one area on the map because it effects multiple areas. This project will displace families, make neighborhoods unsafe, effect a horse farm for therapy and disabilities, and most importantly it will effect the safety and well being of our local students since it will infringe on multiple schools. There is much more space further north that has nothing in the way. Also, in my honest opinion this isn't going to fix the 380 problem but probably make it worse.		Cox	Jodi						
106	c8348f94-282f-4bc7-8dd5-19bb4eeceeb6	3/23/2022 11:07	3/23/2022 11:07		I support the no-build alternative. This project will bring more vehicle traffic and increase sprawl.	Jiang	Caleb						
107	10a0d05a-dcf6-40e0-8c55-178a6eaab93b	3/23/2022 11:31	3/23/2022 11:31	I am fully against this choice. Too many lives would be negatively impacted by this. This is not what the people of Prosper wanted when we moved here!		Jensen	N						

US 380 from Coit Road to FM 1827 - Online Comments

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
108	e44567aa-4cc6-4385-8c2e-05e9a6f416c	3/23/2022 11:46	3/23/2022 11:46	<p>Segment B</p> <p>Prosper has passed 6 resolutions AGAINST any expansion that does not align with current 380 routing through town limits. Selecting B would not allow Prosper to define its future, chart develop direction and define how its land will be utilized.</p> <p>Prosper has planned for 380 widening within town limits. The lack of zoning and foresight by McKinney should not be corrected by going against Prosper town planning.</p> <p>B would impose significant, negative impact to existing and future developments planned by Prosper. Over 360 homes and thousands of residents would be directly impacted.</p> <p>The increase in ground level ozone impacting ManeGait and Founders Academy would conflict with NCTCOG Air Quality guidelines.</p> <p>B is in close proximity to existing and future schools and would impact thousands of students negatively.</p> <p>B would have numerous adverse effects on Prosper: increased traffic, increased noise, air pollution, decreased safety and significantly decreased property values.</p>		Hansen	Craig						
109	115dd8ade7ce-4de1-8b2c-191ba58cee72	3/23/2022 11:49	3/23/2022 11:49	<p>Option B is NOT an option. It's a shame McKinney didn't plan better; however the residents of Prosper should not have to pay the price for their poor planning. This option will destroy existing homes and businesses and have a severe negative impact on the town of Prosper.</p>		H.	K.						
110	31ada8f8-f728-4dfd-8bd9-c66246078059	3/23/2022 11:50	3/23/2022 11:50	<p>I oppose option A as that will increase the amount of traffic and noise behind our house. This will decrease the value of my property.</p>		Chevalier	Peter						
111	4c185981-f5fd-4587-8acd-a26692a8b5b0	3/23/2022 12:25	3/23/2022 12:25	<p>As a resident in Prosper, I do not support route B. We have a number of schools, communities, and other plans for that space. A major thoroughfare through that area would negatively impact our city.</p>		Middleton	Christopher						
112	d95294b4-5ee9-41e2-8597-1068363378b6	3/23/2022 12:26	3/23/2022 12:26	<p>Option B is just too disruptive. It's a terrible option for 380</p>		Leland	Edwin						
113	dc49a8b1-710b-490f-8d10-e18fbc1b2f86	3/23/2022 12:52	3/23/2022 12:52	<p>I am adamantly against option B, as it would put a major thoroughfare right through where my daughter attends school. No good can come from locating the bypass that close to a school and an equine therapy facility.</p>		Zakrzewski	Joli						
114	77aa4113-2f57-4ab4-8eed-1fff899960c	3/23/2022 12:52	3/23/2022 12:52	<p>We've reviewed all proposed plans and adamantly oppose any expansion to, through or over Custer and North of 380. Noise, air quality and other highly consequential environmental impacts are of paramount concern. The state, counties and cities need to continue to work together to create smarter traffic flow plans within the current confines of 380 between DNT and 75, including more detailed and creative traffic light pacing, the use of shorter local access roads, and wider in and off ramping at the congested ends of the major highways that connect 380. There is no reason to enter into residential neighborhoods to accomplish this. Thank you.</p>		Vilade	John						
115	5d1e354f-7473-44a6-8d98-c0694982a840	3/23/2022 13:00	3/23/2022 13:00	<p>Segment A is too close to our brand new neighborhood, Wilmeth Ridge. We did not build a house here with assumption a major highway would be a stone throw away. Segment B would be the choice of all of our residents. Thanks!</p>		Wooten	Derek						
116	1e69ef3f-2042-43c9-8923-4be88f13bfa9	3/23/2022 13:03	3/23/2022 13:03	<p>Greetings We are prosper residents and our home / community is located just north of 380 off of coit Rd We oppose obtain B due to the impact (noise traffic and disruption to prosper residential and business development)</p>		Thomas Tkac	Hugh Sharon						
117	3d31d701-7298-4ad1-8148-3708d71b2fbb	3/23/2022 13:11	3/23/2022 13:11	<p>I live in Tucker hill. Option A will cause significant disruption and inconvenience to our whole neighborhood as well as affecting many more businesses and the overall setting of our neighborhood as well as surrounding neighborhoods. Option B is less costly and will disrupt fewer utilities as well as fewer businesses. Please use B</p>		White	Justin						
118	df5eae50-e26c-4352-8ccd-286a23678152	3/23/2022 13:27	3/23/2022 13:27	<p>I am unable to attend the meeting today, but I wanted to voice my (our family's) opinion that we are strongly against the proposal to have US 380 cut through the middle of the planned neighborhoods in Prosper. This area is already having homes built there. Rogers MS is located there as well, and one of our daughters attends Rogers MS. Her future high school (to be finished next year) is currently being built there as well. To have the 380 routed through that area will cause not only environmental/emissions issues, but also further crowding, safety/noise issues (especially with regard to children/teens walking, biking and driving to and from school), and will significantly reduce the quality of life and decrease property values in the area.</p> <p>Our vote is to have the US 380 remain as it is currently routed, within the normal town roads and city planning as currently constructed.</p> <p>Kind regards, Celestia and Kevin Smith and family</p>		Smith	Celestia and K						

US 380 from Coit Road to FM 1827 - Online Comments

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
119	837d7ee7-c210-4b61-8a0d-81dd32d12eca	3/23/2022 13:29	3/23/2022 13:29	I believe 380 should be kept on 380. Option b brings too much disruption to the town of prosper that already has limited space that doesn't need to be used for highways cutting through Baugh or hoods!		Adams	David						work_for_TxDOT_
120	5ce71c5a-ddcf-4b15-8ddd-16e314bee72a	3/23/2022 13:31	3/23/2022 13:31	Why in the world would you cut through an already developed city? This is unreal to even be under consideration. Obviously none of your homes or businesses are being affected by this option. Unreal.		G	D						
121	c2053a19-8358-48d3-89ea-80913d8a9b6e	3/23/2022 13:32	3/23/2022 13:32	Considering that's a flood plain area and there is a community of homes directly north, that just seems like a bad idea to have it run through there.	Secondly, why not just expand parts of 380 itself....ala I-35. This "improvement" isn't going to help 380 any, it's just going to clog up both....the current 380 and this new section. Then you have to worry about adding a 3rd "new" road somewhere else.	Scott	J						
122	8ea43aa6-91d6-475e-8848-61ae314ffad1	3/23/2022 13:39	3/23/2022 13:39	Thank you for holding the public meeting last night. I live in north McKinney, and would be affected by both Segments A and B. I oppose both, not only for the proximity of the routes to my neighborhood off of County Road 124, but also for how it would affect both areas overall. It would be far too close to homes and schools, it would adversely affect our environment in several ways, and would require using eminent domain that would displace thousands of residents. I would like to suggest alternatives, which would be to widen east-west roads like Bloomdale and Frontier Trail to either 4 or 6 lanes, and then have them lead straight to 75. That alone would lessen traffic on 380 by giving residents north of 380 a new route to 75. Those roads could also eventually link up with the Tollway in the west. I would also like for TX DOT to revisit the Green option of keeping 380 on 380, which would affect far fewer businesses, including Raytheon, who I believe would not relocate.		Gamborg	Erik						
123	6d6ddb0b-cfcf-47ff-8c92-e5a5aa1f4671	3/23/2022 13:40	3/23/2022 13:40	The Option A segment to the 380 bypass project presents significant negative impacts to traffic flow and noise pollution to pre-existing communities in McKinney (ie: Tucker Hill, Auburn Hills and Stonebridge Ranch). The Option B segment minimally impacts current and near term developments in the Town of Prosper. Far fewer impacts exist with opting for the Option B segment than the Option A segment, especially when reviewed in conjunction with the Environmental Impact Study (EIS) as presented in the 22 March TXDOT update on the 380 bypass. Long term developmental "what if" projects will always be put out in the public as argument against the Option A segment by those who simply do not want any type of a bypass through their city regardless of current or future developmental conditions.									
124	6d8f7b17-dc16-48ce-8fa3-ab618bec9b04	3/23/2022 13:42	3/23/2022 13:42	This is a horrible idea to route the road through a neighborhood and close to a newly built school.		Mathews	Shelly						
125	c3339c9f-aa15-4dae-87b8-aa95136f3308	3/23/2022 13:43	3/23/2022 13:43	I am opposed to this project which will have a significant impact on the town of Prosper and the residents along with current and future businesses.		Henriques	Sonia						
126	76d244c2-ab6c-4575-8795-c61852d7918c	3/23/2022 13:47	3/23/2022 13:47	I am opposed to the bypass going through the town of Prosper as it will have an extremely negative impact on the community.		Titus	A						
127	8493ccb3-c376-463a-8c69-8371ba54a40a	3/23/2022 13:48	3/23/2022 13:48	I am vehemently opposed to option B in any form		B	Colleen						
128	4d629c83-31dc-412d-87e9-40b64b1240ba	3/23/2022 13:52	3/23/2022 13:52	I am opposed to Option B thru Prosper. Keep 380 on 380! Thx		Hassell	Lauren						
129	8c57b430-168f-43a5-83ad-71526dd99491	3/23/2022 13:59	3/23/2022 13:59	Please DON'T implement option B. It would be way to disruptive for the small town of Prosper in which I live.		Yates	Steve						
130	9fc38ab7-36be-4c51-8ab7-4707c688abb5	3/23/2022 14:07	3/23/2022 14:07		I strongly oppose this!	P	K						
131	352beca5-0798-4846-8f1e-db1804e5a24e	3/23/2022 14:11	3/23/2022 14:11	I am for keeping 380 on 380 and absolutely against Option B for 380. This affects our family personally since our neighborhood and my daughter's future high school will now be beside an 8 lane freeway. This is on McKinney - they should have foreseen that 380 would need to be widened. We also have the Collin County Outerloop which can handle the extra traffic.		Ereno	Lainie						

US 380 from Coit Road to FM 1827 - Online Comments

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
132	a464fab9-1493-47c4-82e1-0c884be841d4	3/23/2022 14:28	3/23/2022 14:28	Section A makes better sense to me then Section B, given the progress of development in comparison. Section A would also provide a much needed alternative north south route from Frisco to McKinney for homes and businesses along Coit and Custer roads that are already congested. The areas of McKinney developing north of the existing 380 have very little options for quality road systems. Route B doesn't make as much sense because it slices through an already developed area, and I've had far fewer issues with that section of 380 than I've had beginning in McKinney near section A.		Mathews	Kaitlyn						
133	525b0872-56fe-45ad-88b4-ffb830721f05	3/23/2022 14:33	3/23/2022 14:33		I think this is a good project. I live in Prosper and I am for Option B. It really is the only thing that makes sense for a bypass. I also am for Option C n the east side. We desperately need a bypass in order to get some traffic off of 380 and also for those who are trying to go from Denton to Greenville. Thank you. Mary Kemp [REDACTED]	Kemp	Mary						
134	757c7adc-a1c5-44c5-8971-91bbd97f2ee3	3/23/2022 14:48	3/23/2022 14:48	We are residents of Proser in Whitley Place, near the area where the arrow is located. Option B would be devastating to the Town of Prosper and especially to our neighborhood. We moved to Whitley Place for the beautiful topography and small town feel of Prosper. Please do not destroy our beautiful neighborhood and our amazing town with a freeway! Prosper did a fantastic job keeping 380 on 380 in our town, and McKinney needs to do the same. But even if there is a bypass, we beg you not to ruin our town and our neighborhood by going with Option B.		Draper	Holly						
135	6781873a-3cef-49ef-84c8-293fb6eb489d	3/23/2022 14:53	3/23/2022 14:53	See my attached Word Document with my position and detailed comments on why I Oppose Segment B and Support Segment A.		Payne	Michael						
136	e3e6faac-6d1f-4297-8337-cca93497fb7	3/23/2022 14:57	3/23/2022 14:57	I oppose section B through Prosper. We moved to prosper because of the great school district, ease of access to the Dallas tollway, and small town feel. A huge interstate running right through prosper and near the future high school my son will attend will ruin the things we value as residents of prosper...not to mention a significantly decreased property value. Funnelling more traffic through prosper will only make the stretch of 380 that we use a nightmare. Why not fix/expand 380 so that all residents of neighboring cities can enjoy a better commute.		Pickel	Steven						
137	fd85d43f-b074-4f65-8215-2c7f30d855e5	3/23/2022 15:04	3/23/2022 15:04	I do not feel that option c would be the most beneficial. The congestion on 380 east of 75 is not that bad. Displacing 18 homes and 35 businesses for an issue that is not that prevalent is not a good solution. Also, if this proposed option does go through will there be walls put up along the highway to cut down on noise pollution? A 8 lane highway that is going to be .2 miles from homes is going to be an issue to current residents of willow wood. I feel that stopping the expansion at 75 would still alleviate the congestion that is being seen further west on 380. I hope you take this into consideration and if option C has to be approved, I do hope you take into consideration the quality of life for current residents. That would mean putting up a noise wall along parts of the roadway.		sanders	collin						
138	4a34436e-3861-49cb-8142-a326a15d6af0	3/23/2022 15:06	3/23/2022 15:06	I do not feel that option c would be the most beneficial. The congestion on 380 east of 75 is not that bad. Displacing 12 homes and 43 businesses for an issue that is not that prevalent is not a good solution. Also, if this proposed option does go through will there be walls put up along the highway to cut down on noise pollution? A 8 lane highway that is going to be .2 miles from homes is going to be an issue to current residents of willow wood. I feel that stopping the expansion at 75 would still alleviate the congestion that is being seen further west on 380. I hope you take this into consideration and if option C has to be approved, I do hope you take into consideration the quality of life for current residents. That would mean putting up a noise wall along parts of the roadway.		sanders	collin						
139	c96bb644-fb47-4bf7-8938-db8d52832cc4	3/23/2022 15:15	3/23/2022 15:15	There are exhausting high end homes as well as 2 schools that this will affect. Prosper is small town that will greatly be affected by the lost taxes from the from the businesses & homes that the bypass would destroy. McKinney is substantially bigger city that would only lose minimal taxes from businesses & homes it would affect.		Beesley	Riki						
140	670b8564-68fa-492d-8321-be43c11ab65d	3/23/2022 15:22	3/23/2022 15:22	Please find another way that does not cut through the town of prosper and destroy property values. There is not enough land in Prosper and McKinney has a larger amount.		Brown	Douglas						
141	4c2b3513-d47a-40d6-8d61-d6b15bf99792	3/23/2022 15:31	3/23/2022 15:31	I strongly oppose Option B and support Option A b because: The Town of Prosper has passed six Town Council-approved Resolutions strongly opposing Option B; Option B poses a significant, negative impact to both existing and future residential and commercial developments planned within Prosper. The alignment would directly impact over 360 future homes and thousands of residents and indirectly impact many more; Option B would increase ground-level ozone impacting at least two environmentally sensitive facilities (ManeGait and Founders Academy) resulting in a conflict with Air Quality guidelines publicized by the North Central Texas Council of Governments (NCTCOG); Option B would have a detrimental effect on ManeGait Therapeutic Horsemanship; a unique nonprofit facility providing equine therapy to hundreds of adults and children with disabilities; Option B is in close proximity to existing and future schools including high schools impacting thousands of students. NO TO OPTION B!		JOHNSTON	BRAD						
142	83d5c567-6d2e-4145-80b4-319c5f1db225	3/23/2022 15:45	3/23/2022 15:45		I am opposed to this alignment through Prosper. It negatively impacts schools, homes, existing commercial development and housing developments that are already in progress.	Ball	Thomas						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
143	aa9a22da-eb6a-41bb-8e67-70dfedd5ac51	3/23/2022 15:59	3/23/2022 15:59	My family and I recently relocated from Houston to Prosper. We live in the Brookhollow Community. I strongly oppose the proposed segment B. This proposed segment B will have a negative impact on the Town of Prosper and the quality of life in our community. It will lead to increased noise, traffic and crime.		Azubiike	Cheta						
144	d605fcae-4e97-44f3-8081-f590ef0169e2	3/23/2022 16:06	3/23/2022 16:06	I oppose option B because it interferes with the safety of my children's school. 380 needs to remain on 380. I am against the bypass going through Prosper!		Heistand	Kristi						
145	2fbc0a23-108c-4120-8d09-5bed4e903962	3/23/2022 16:20	3/23/2022 16:20	Strongly oppose the 8 lane going through east prosper! That'll effect existing homes and businesses. And not to mention the effect it'll have on aesthetics of the town of Prosper.		Khurram	Nadia						
146	34fa4137-43e9-4a72-84db-fa279f8cd371	3/23/2022 16:58	3/23/2022 16:58	I oppose option B. Keep 380 on 380. Protect Prosper		Johnson	Katie						
147	1e2a341c-8073-4d02-81d9-717f2954f311	3/23/2022 17:17	3/23/2022 17:17	As residents in nearby Lakewood at Brookhollow, our household at [REDACTED] strongly opposes Route B due to is potential harm for local businesses and future development.		Koca	Brandon						
148	e4045c3a-ab42-4a62-8a76-2c6a2dbd8bf9	3/23/2022 17:26	3/23/2022 17:26	As residents in nearby Lakewood at Brookhollow, our household at [REDACTED] strongly opposes Route B due to is potential harm for local businesses and future development.		Koca							
149	e425b6f3-d0ed-4ca0-81be-1f2d939ecf4b	3/23/2022 17:59	3/23/2022 17:59	I am writing to communicate my opposition to the newly suggested routes that would put the 380 Bypass to go through Prosper. This will have significant negative effects for my house property values as well as other families and businesses. I am strongly opposed to ANY bypass that does not follow the current path of existing US 380. The new Segment B that is being considered by TxDOT would have significant negative impacts on key developments in Prosper, and those that serve Prosper residents. Please listen to the concerned citizens of Prosper and do not allow either the segment B alignment to be adopted.		H.	Heather						
150	44231f77-fd56-4e27-8935-fcea92c5962f	3/23/2022 18:25	3/23/2022 18:25			Burkinshaw	Molly						
151	6a358811-7e60-43b3-8d4a-3a1ed030585b	3/23/2022 18:27	3/23/2022 18:27		As a prosper resident, I see no benefit to the community for the freeway to go through any part of Prosper.	Burkinshaw	Mly						
152	99561ec0-1c19-4fd0-81d3-6cdbdf50b67d	3/23/2022 19:15	3/23/2022 19:15	I live in Willow wood neighborhood, specifically on Bird Ct. I am not for this construction near my house as the sound, traffic and noise would be a huge problem. Not to mention looking out our window that overlooks the land to see a highway. I am 100% against Section C or D near my house.		Hanes	Lauren						
153	1cd5f9af-e395-4f97-8f06-d3006fd23c68	3/23/2022 19:34	3/23/2022 19:34	This is entirely too far outside of the current 380 corridor and will impact many of us who moved to the suburbs and ways from highways. We don't want a major bypass in our backyard, nor do we want it close to the new Prosper HS #3 that many of our children will be zoned too. It will bring noise, pollution, crime, not to mention decrease home values significantly. Please keep the 380 bypass as close to the current 380 road as possible. This is unnecessarily too far outside the needed perimeters.		H	Taralyn						
154	fec6d1bf-0dfe-4bea-8df5-e6d92012ac5d	3/23/2022 19:41	3/23/2022 19:41		We need to keep this away from the new Prosper HS in order to keep our kids safe while driving to and from school but also while art sing school during the day. More traffics cause more people coming and going for no reason.								
155	a6e302c5-c5ed-46b5-8d99-c0936a104a0a	3/23/2022 20:00	3/23/2022 20:00	I strongly oppose Route B. My family with three small children live near this area in Prosper, and the whole reason we moved out to Prosper was for the small town feel and the quiet of the country. This path for the bypass would destroy that feeling for the east side of Prosper. It would also run very close to my childrens' future high school and would impact the ManeGait facility which does amazing therapeutic work for our residents with disabilities. I beg you to please consider another route for the 380 bypass. This beautiful part of Collin County just has too much to lose if the bypass comes through our town. Thank you!		Sefton	Kimberly						
156	ee2c91d4-cf77-413e-81b8-8d6aa015514f	3/23/2022 20:36	3/23/2022 20:36	I oppose alignment B. The noise pollution, sound pollution and negative effects related to these on the disabled and se give community is unfathomable, along with decline in property values and taxes for the city of Prosper which has a small footprint due to its size. Maingait along with the 2 schools (Founders academy and the new Prosper high school on First street) will both be negatively impacted by this bypass. Please don't ruin our community by building this highway on top of our neighborhoods. Please keep 38- on 380. Please!		Du Plooy	Jacobus						

US 380 from Coit Road to FM 1827 - Online Comments

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
157	49703f94-4515-4adc-8956-3a2e33eaa03f	3/23/2022 20:39	3/23/2022 20:39	I STRONGLY OPPOSE Segment B and Support Segment A. I am absolutely disgusted that this is even an issue still. Prosper should not suffer the negative consequences of McKinney's poor planning. As a resident of Whitley Place, Segment B will increase our noise and air pollution, we will lose value for our homes and it will negatively affect the educational facilities nearby, as well as the kids going to the new high school. Segment B will increase traffic, light pollution, and will be hurtful to persons with disabilities who are helped by Main Gait. Please please consider our Town and residents of Prosper, who had the foresight to build far from 380 when planning our neighborhoods and schools, and do NOT approve Segment B.		Cardwell	Kelly						
158	f1866436-b39b-43ba-8cf4-f23dd390679	3/23/2022 21:15	3/23/2022 21:15	I am a resident of the town of Prosper and have lived here for over eight years. As a Whitley Place homeowner, I vehemently oppose Segment B running so close to our home community, through the middle of two neighboring home communities, and detrimentally close to two of our schools as well as ManeGait. Prosper is a small town and its citizens would be extremely impacted by this unnecessary dissection of our town with this segment of the bypass. Any minimally asserted benefits of this bypass through our town would be far outweighed by the costs and impacts to our town's citizens and their well-being. 380 should stay on 380 and should not be plowed through any town, uprooting and harming its families.		Baldwin	Theresa						
159	1c4b1f6e-397d-44b2-8fc5-f7952969b1ff	3/23/2022 21:41	3/23/2022 21:41	This is in regard to Option C in total. based on TXDOT own analysis' option C provides slowest traffic, has the most drawbacks to deal with & affects the more commercial, Private Citizens, & waterways than Option D. Option C fails TOTALLY & COMPLETELY in providing for the common good, degrades & disrupts quality of life of more people including veterans & senior citizens than does option D. I am both & senior & Veteran living in my last home which I have spent many years & hours working on to create the home it is today. Base don the aforementioned anlysis I can see NO clear reason why Option C is even presented as an option when Option D has much less impact & provides for faster traffic (off loading traffic quicker & faster than Option C).		Costello	Larry						
160	52d2cd52-eeda-40e3-8da9-c743ce161c7a	3/23/2022 21:45	3/23/2022 21:45	I can't even comprehend why you (DOT) would even consider Segment A. Here are my concerns implementing Segment A. 1.It is 3-5 times more expensive to build compared to Segment B and cost will likely be much higher. What happened to fiscal responsibility? 2. Tremendous impact to homeowners and residents. Stonebridge Ranch and Tucker Hill expensive property values will take a nosedive, which will also reduce the local property taxes collected, directly impacting the local economy and landscape. 3.It would create a traffic nightmare at the Custer and 380 highway intersection and near by for months or years, while the construction takes place. 4. Noise and air pollution will skyrocket forcing people to move. 380 is already bad as it is, and this will make it worst in a highly populated area. 5. Tremendous impact to business and other entities due to displacements. To me it is a no brainer. Going with Segment B is the only logical choice.		Covaci	Octavian						
161	9611706c-8e1e-41fe-8577-60da32913993	3/23/2022 21:46	3/23/2022 21:46	I prefer Route 'B' in Focus Area 1. Route A includes two tighter curves that feel like they could be problematic for a high speed roadway. Route A also bisects several well established neighborhoods in McKinney while Route B runs through mostly undeveloped property. The separation of Tucker Hill from Auburn Hills that would occur with Route A could pose transportation challenges for the students of Reeve's Elementary school in Prosper ISD.		Flom	Kim						
162	691abd33-1f83-4740-8de3-687604a2a8ad	3/23/2022 22:03	3/23/2022 22:03	Mr. Endres, My wife and I are residents of the Town of Prosper. Our children and grandchildren are as well. We understand the need for improvement to Hwy 380 and frequently experience extreme traffic issues from a point east of Custer Road to US 75. We rarely have any issues with traffic on Hwy 380 between Coit Road and Custer Road. We DO NOT see any reason for your proposed Plan "B" and if we had a VOTE would definitely vote NO to Plan "B". Please note that Plan "B" is not needed nor wanted! Best regards, Thomas C. & Mary Meneley		Meneley	Thomas						
163	d4d92245-8a0a-4a24-8193-b19f1bf24c71	3/23/2022 22:09	3/23/2022 22:09	Our family and greater neighborhood area staunchly oppose the proposition of segment B, and are in support of segment A. The infiltrator of schools and Manegait is highly detrimental to our children, especially those with special needs being serviced at Manegait. We have shed literal tears over this proposition, and can't quite understand HOW anyone in good conscience could suggest this as a safe, innocuous choice. The politics and vitriol of McKinney council and one of its judges is vile, unconstitutional and self-serving. Those of us who chose to build AWAY from 380 were thinking years ahead, and those that built in Tucker Hill directly ON 380 want us to pay the price for their mistakes. Please consider the thoughtfulness that was utilized by the residences, schools and businesses in this area and make the right choice. If for nothing, please select segment A for our children.		Ventura	Amanda						
164	b47175a8-255e-4a7a-8191-3b21e885db98	3/23/2022 22:18	3/23/2022 22:18	Section B - This is far too close to the high school that's being built that our children will all go to. Seems very dangerous and that it will have a negative impact on the residents in the area, which should be the primary concern		Sefton	Ty						
165	3079ebf4-8c1e-4200-8e1e-841f2111a25f	3/23/2022 22:27	3/23/2022 22:27		Prosper residents deserve to be heard. My understanding is that prosper has said "no way" to this project several times. No matter how you map this, no prosper resident wants a highway in their backyard. Actually, no Texas resident wants a highway in their backyard. Would you? Keep 380 on 380! Putting a highway right next to my kids high school, park, and neighbor just down the street is not the Texan way. It will turn a close community into "which side if the highway" you live situation. Prosper residents moved to prosper for the small town feel and we want it kept that way!	Christensen							
166	8fe58e10-c202-4da4-8f8f-58dc19b0886c	3/23/2022 22:50	3/23/2022 22:50	I would like to express my extreme displeasure with this option. We are residents of the La Cima neighborhood of Stonebridge Ranch. Not only would this option be unsightly and greatly affect our beautiful nature views, it is \$100 million dollars more expensive! It will also destroy at least twelve businesses and two private residences. Please do not go with Option A!		Payne	Michelle						
167	eb09f62f-2fd5-4bf9-878f-2f0631955eb3	3/23/2022 22:53	3/23/2022 22:53	We would NOT support option B. Trx		T	R						

US 380 from Coit Road to FM 1827 - Online Comments

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
168	fa0f8031-a7c6-429b-8d86-a8e417b8bd3b	3/23/2022 23:01	3/23/2022 23:01	I would prefer option B, and NOT option A. As a location resident and home owner of MCKinney I'm voting for it to be "b".		Pacinelli	Tricia						
169	80bf77f0-85b4-4243-8042-750f1b92d0ba	3/23/2022 23:06	3/23/2022 23:06	As a homeowner in La Cima Villages at Stonebridge and 380, I am heartily in favor of Option B. Option A will disfigure the beauty of our neighborhood and the very reason we chose to buy in La Cima. Our pond is beloved by all our La Cima neighbors and is a photo destination for brides, school portraits, family pics, and formal dances for all of McKinney. The wide promenades of Stonebridge Drive are a popular walking, biking, and running path for all of Stonebridge Ranch. An elevated highway at the end of it will greatly diminish the enjoyment of its beautiful landscaping and green spaces. We have a great concern about how the expansion will affect the wildlife of our La Cima undisturbed nature areas and pond. How much additional noise and dust will we endure with 3-4 years of major construction? How will an elevated highway right next door affect our home prices and ability to sell? The better Option B is far less costly and disruptive to existing neighborhoods and businesses.		Stuckmann	Joan						
170	b9725140-dbae-4405-812e-8a624dda8a3a	3/23/2022 23:12	3/23/2022 23:12	Hello, I would like to oppose segment A. I am a resident of Wren Creek which backs up to 380. Proposed segment A will greatly impact our neighborhood by increasing noise, pollution, as well as being very unsightly seeing the highway. It will also impact the lake the southwest corner of 380 and stonebridge. It also appears to be 100 million cheaper to go with segment B. Thank you! April Morris		Morris	April						
171	3e9c0a25-8c74-4d4a-8287-a34d8ae1a37b	3/23/2022 23:35	3/23/2022 23:35	We strongly oppose segment B and support segment A. Segment B literally puts the safety and well being of our children and people with disabilities at risk. Segment B cuts dangerously close to 3 schools as well as Main Gate. I personally have children at 2 of the schools that will be impacted negatively. Please leave 380 on 380 and not where it will jeopardize the health and well being of our most precious and defenseless members of our community!		Meche	Lauren						
172	ffc1cb24-07d4-4a17-8dde-c42c83813053	3/23/2022 23:38	3/23/2022 23:38	Need a parallel road to 380 from US -75 to I-35. Or make 380 a freeway without any signal.		Ch	A						
173	06842ca5-244f-496f-87d8-f52aa6a2606a	3/23/2022 23:39	3/23/2022 23:39		The alternative that I support for TxDOT's US 380 from Coit Road to FM 1827 Project is the Purple Alternative because this alternative will have the least amount of environmental impacts.	Hurst	Jackson						work_for_TxDOT_
174	ed2aad11-9675-4efd-834b-e99e42d265b9	3/23/2022 23:59	3/23/2022 23:59	To whom this concerns: I am a current prosper resident living next to the proposed route be option. I am strongly opposed of this option as I feel this is only a reason because certain individuals in the McKinney area do not want this in their own personal space and the city of Mckinney failed to properly plan. This plan makes absolutely no sense, it provides a risk to all the neighborhoods surrounding it with traffic, pollution, noise and increased crime due to access to these neighborhoods of which, were planned not to have main roads near it. Most importantly there is a therapeutic horse rehab center that will be directly affected if not eventually eliminated due to a Highway running right next to it. The fact that any committee would be interested in canceling this facility that helps veterans and disabled individuals better their life is beyond belief. The town of prosper should not have to suffer for the faults of a neighboring community. Jason Dopheide [REDACTED]		Dopheide	Jason						
175	571178a8-3f86-46d1-8d3d-e7cb9575d332	3/24/2022 0:10	3/24/2022 0:10	I am opposed to option B in this plan due to the noise, reduction in value of businesses and homes in that area and the fact that it will greatly impact schools in the area. Option A should be the only option considered.thank you.		LeGate	Kristin						work_for_TxDOT_
176	b4a098cf-7df1-4131-8110-a9e9e00530db	3/24/2022 0:26	3/24/2022 0:26	Please do not build option A as this disrupts homes and businesses and never mind how dangerous 8 lanes of 380 would be. This stretch is already incredibly dangerous more lanes won't help that issue whatsoever.	Please consider all of the homeowners and businesses in the option A area. Please build option B. I believe the safety of all drivers on 380 and especially those of us that live within a few hundred feet of this highway have a higher concern for our homes and safety as we travel this road multiple times daily. I fear for my children when they start driving in a few years if 380 were to be expanded to 8 lanes, that is not necessary and unsafe.	Correa	Wendy						
177	690d48dd-3a1c-453f-8e1c-7357d598d081	3/24/2022 0:28	3/24/2022 0:28	I chose option B, it's a better plan for several reasons. Ultimately Option A will negatively impact our quality of life and that of our neighborhoods in McKinney. Option B is what I'd like to see. I own 2 houses 1 in Stonebridge and another in Ridgecreek and they will both be affected by this decision.	chose option B, it's a better plan for several reasons. Ultimately Option A will negatively impact our quality of life and that of our neighborhoods in McKinney. Option B is what I'd like to see. I own 2 houses 1 in Stonebridge and another in Ridgecreek and they will both be affected by this decision.	Matthews	Erin						
178	8613e756-f9cc-4a40-881d-3ec11aed6ba8	3/24/2022 0:31	3/24/2022 0:31	Option A will negatively impact our quality of life and that of our Stonebridge neighbors and neighborhoods!! This option TAKES OUT 12 BUSINESSES and 2 HOMES and costs \$100 million dollars more than Option B. This will greatly impact our sightlines from Stonebridge and the pond, and will drastically alter the sightline of beautiful Stonebridge Drive. We ask you to move forward with Option B for this project. Thanks, Amy Owen		Owen	Amy						

US 380 from Coit Road to FM 1827 - Online Comments

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
179	95d811fd-e211-4491-8aaf-e72ea628132b	3/24/2022 0:36	3/24/2022 0:36	I think B is the best solution with a drop down on Coit.		L	R						
180	b44a5cf6-ef6e-4877-8f42-2cf7130acf01	3/24/2022 0:45	3/24/2022 0:45	I live near the area in question within the Stonebridge community. We have seen the area grow to beyond the capacities of the current east/west major roads. 380 in particular was very easy to travel on just 5 years ago however today that is no longer the case. This brings me to my main point of my contention for option A. In an effort to reduce the traffic problems on 380 it would be extremely short sighted to pick an option that would hamper traffic on 380 the most. Option A would disturb the traffic for the longest distance and time perspective. Option A disrupts a lot of local businesses as well. McKinney has worked hard over the past several years to attract business for the community and that would set that momentum back. Not to mention the future ability to attract businesses to an area they don't feel protect them. Option A may have been a better choice 10 years ago however time has moved us to Option B being the better of the 2 choices. Thank you		Kwolek	Greg						
181	81988ffb-a48f-464d-8ca4-26a183299404	3/24/2022 0:55	3/24/2022 0:55	I oppose Option B above, and support Option A. One of my primary concerns is regarding Main Gate Therapeutic Horsemanship, and the close proximity of Option B to this wonderful location. I have a son with disabilities, and while he currently does not attend Main Gate, I am hopeful he will be able to attend in the future. This organization is a wonderful resource for children and adults with disabilities. Option B would run entirely too close to Main Gate. It is incredibly important to have a calm and serene atmosphere for many individuals with disabilities (my son being one such individual). A massive bypass coming so close to this location would cause noise pollution and disturb the experiences of those who attend. Individuals with disabilities often have to fight for so much in their lives, and there are very few places that are created primarily for their benefit. Option B would have a catastrophic effect on the experiences of those at Main Gate - individuals who deserve support.		Bourne	A						
182	b876179c-c821-4989-8fb8-fdddbdb7d1fe	3/24/2022 0:56	3/24/2022 0:56	If given a choice, I would select B over A. I live in Auburn Hills and it would create a lot of extra noise.		Ponder	Chris						
183	1e2f30df-35c7-494c-89fa-838a0974bd4	3/24/2022 1:02	3/24/2022 1:02	I am opposed to option B. It runs directly through a neighborhood in a developing section of the Town of Prosper and in very close proximity to Whitley Place Subdivision. This option will cause significant environmental impacts on the human and natural environment of this area. It will also be too close to 2 new schools that are built and will cause road safety concerns with the increased traffic.		Riddell	Becky						
184	19504020-0d13-4b40-8cbd-92a8ea0c4e3f	3/24/2022 1:08	3/24/2022 1:08		I believe e option B is best to reduce impact to the McKinney community including homeowners and businesses that would be negatively impacted.	Lenderman	Marguerite						
185	6e5e49f2-59ad-466c-8f68-33676f4e18af	3/24/2022 1:20	3/24/2022 1:20	I don't think plan A is a good plan for the are around.		Nurhan	Laziza						
186	9a1261d2-b4ce-4dbe-8aad-344973cb4c16	3/24/2022 1:23	3/24/2022 1:23		We prefer the purple option since we live in New Hope. The road will be far enough away to hopefully not affect our community.	Neal	J						
187	3c90f803-53af-471d-8ddd-80cda8127c7e	3/24/2022 1:33	3/24/2022 1:33		My family and I currently live in Stonebridge Ranch in a neighborhood that backs up directly to HWY 380 just East of the proposed eight lane highway proposed in option A. We are one of MANY neighborhoods in this area that are full of young families as well as families with MANY student drivers. Our household alone has 4 student drivers, and in order for them to reach their schools, the only passage is traveling 380 to school. And this would put the hundreds of young drivers facing a undoubtedly more dangerous drive to school quite early in the morning. I have NO desire for my children to be faced with an eight lane highway before 7 am. Our children's safety is of utmost importance and with 380 being their only thoroughfare to arrive to their school, we don't want to increase their risk ten fold with years of construction and dangerous driving situations. The safety of our hundreds of young drivers are at stake. FOR THE SAFETY OF OUR HIGHSCHOOL DRIVERS, PLEASE CHOOSE OPTION B!	Weaver	S.						
188	3da70f25-3b9b-4394-8a98-7ad959462810	3/24/2022 1:39	3/24/2022 1:39		Option A will greatly impact the Stonebridge Ranch community, Ridgecrest and other neighborhoods around that area. It will impact the sightlines from Stonebridge and the pond, and will drastically alter the sightline of beautiful Stonebridge Drive. This option takes out 12 businesses and two homes and costs \$100 million dollars more than Option B. So I am opposing Option A and I am in favor of Option B.	Payne	Tracy						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
189	c51e94e9-9e4e-4dea-8ede-66f46b78182d	3/24/2022 1:45	3/24/2022 1:45		Our family home backs up to 380 and we face the relatively tolerable noise pollution we experience right now. I, personally, live 3 roads in from 380 and can already hear the hum of traffic at any point we step onto our back patio. I can't imagine what the families who live closer are hearing and WILL be forced to live with as the multi-year construction project begins. Polluting our views of beautiful McKinney with an 8 lane hwy, and creating an unsafe driving environment for the hundreds of student drivers who must get on 380 to go to school every single morning- option A is a danger to our drivers and to the families who you'll ask to learn to live with a view of a highway in their beautiful backyard. By choosing option B, it appears that less neighborhood centric sections of 380 are impacted in that option. Option B doesn't not seem to have the power to disrupt the precious family Lives we've been working so hard to foster in our connected and family centric neighborhood.	Weaver	Jeremy						
190	24d2c30c-7859-4996-83db-ba5e1e3c4e2b	3/24/2022 1:54	3/24/2022 1:54	Thanks for acting to reduce traffic on 380.		N	R						
191	d1364a7e-3269-41ee-8138-582076b4129f	3/24/2022 2:47	3/24/2022 2:47	Continuing the expansion/re-routed road with option B over A would make the new route shorter for trucks and reduce the truck traffic on 380 through the residential areas along 380. I live in Auburn Hills which has its entrance on 380 and the risk for accidents could be reduced with less traffic - trucks and cars, with the proposed improvements.		Mollenkopf	Sharon						
192	66f13ca9-7d94-4618-861c-fca3e070e0e4	3/24/2022 3:12	3/24/2022 3:12	The route impacting Stonebridge Ranch is not desirable, this area was developed with 380 as it currently exists and I have to believe far more persons are impacted from the noise and traffic standpoint than in the other alignment. Secondly I do not understand why the option that is \$100M dollars (real money that could be utilized by TXDOT elsewhere) is being considered, especially when far fewer residents will be affected. Please choose the alignment that heads north west of Custer Road.		Seyb	Jacob						
193	87d82a7f-66e9-4191-8fe5-32ed2c40ad81	3/24/2022 3:26	3/24/2022 3:26	My family and I just moved to La Cima Manor in Stonebridge Ranch and chose this home because of the beauty of the lake, trees, and nature. We strongly oppose option A, as this will ruin the peaceful place we call home. Our family and many other Stonebridge Ranch residents are in favor of Option B. Option B will run through Prosper and not disturb nature in the way it will here, as they do not have the beautiful trees and lakes that we do in Stonebridge Ranch. We pay a premium to live here and want to keep it this way. If we didn't want trees and lakes, we would've moved to the less expensive, flat lands of Prosper. Option A will take out 12 businesses, 2 homes, and costs \$100 million in tax payer dollars more than Option B. Please strongly consider Option B for this expansion. Thank you.		R	K						
194	f40e7e13-b460-4757-8b4e-b52460f5aa9f	3/24/2022 3:43	3/24/2022 3:43	Option A here for elevated structures between Custer and Stonebridge Drive are unacceptable.		M	KM						
195	a65af61a-324c-4284-8ff9-9b025527b5f6	3/24/2022 4:02	3/24/2022 4:02	Prefer option B	Prefer option B	Vankadari	Naga Sumanth						
196	df84e6f6-a2fc-494a-851f-237e23a84758	3/24/2022 5:12	3/24/2022 5:12		Prosper is locked in on all sides so that ANY and ALL land sucked up for this road change will do irreparable harm to Prosper and its residents. All the other surrounding cities and towns have expandable city limits while Prosper does not and can not shift its neighborhoods and businesses. They would be forever lost if Plan B is selected. Keep Hwy 380 ON 380- or run it through McKinney or Frisco. Keep your hands off the very limited acres in Prosper!!!	Turner	J.						
197	d1b53cc6-ed7a-4350-84cc-abe07ee5c655	3/24/2022 11:18	3/24/2022 11:18	Please choose option B.		M	J						
198	4bbdd8c2-f5d7-4815-8028-f2bc1a5c7e1f	3/24/2022 11:37	3/24/2022 11:37	Segment B Prosper has passed 6 resolutions AGAINST any expansion that does not align with current 380 routing through town limits. Selecting B would not allow Prosper to define its future, chart develop direction and define how its land will be utilized. Prosper has planned for 380 widening within town limits. The lack of zoning and foresight by McKinney should not be corrected by going against Prosper town planning. B would impose significant, negative impact to existing and future developments planned by Prosper. Over 360 homes and thousands of residents would be directly impacted. The increase in ground level ozone impacting ManeGait and Founders Academy would conflict with NCTCOG Air Quality guidelines. B is in close proximity to existing and future schools and would impact thousands of students negatively. B would have numerous adverse effects on Prosper: increased traffic, increased noise, air pollution, decreased safety and significantly decreased property values.		HANSEN	Craig						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
199	4008ce61-87ee-4d4b-8855-095f8b21b4c9	3/24/2022 12:05	3/24/2022 12:05	<p>Writing in opposition to Segment B.</p> <p>Choosing Segment B will have an extremely negative impact on Prosper. The route will effect over 360 future homes and severely reduce the tax base revenues from the SE corner of Prosper.</p> <p>Unilaterally choosing to ignore the 6 resolutions passed by the Prosper Town Council against Segment B violates the ability of Prosper to define future growth, developmental opportunities and revenue sources to fund needs of the Town.</p> <p>Your presentation states that you interviewed other facilities similar to ManeGait and highways are not a problem. The owner of ManeGait has publicly stated that Segment B will cause harm to his therapeutic work, and he does not concur with your assessment.</p> <p>Slide 17 states that you have worked with Prosper to minimize impacts for development along Segment A. Segment A is in McKinney, so perhaps that is a typo and you meant B. Prosper has stated 360 + homes will be impacted, so it does not appear that the impact is minimized.</p>		Hansen	V						
200	2390b9c8-b47b-402c-83de-ac6f462a3782	3/24/2022 12:25	3/24/2022 12:25	<p>Of course option B. Developing less- developed land right now will lead to less disruption over the next decade for current tax payers. Whereas I understand the need to manage congestion, we have to strive to keep these suburbs calm, and avoid developing the area to match major metro areas. Option A will absolutely further concrete over our suburb and ruin the beautiful Stonebridge road, not to mention impact those communities nearest to the intersection.</p>		Zucker	Harrison						L_am_a_business_owner_
201	e76ee82a-272a-4a22-8e38-2679e4a695aa	3/24/2022 13:06	3/24/2022 13:06		<p>Green option should still be considered even though the cost is high... the long term cost to Mckinney and Prosper with a new freeway going through their towns may be more. have you considered that...where are those numbers? keep 380 on 380. no more build around nature's highway. Wilson creek, cause you're already doing that with crossings of Stonebridge, Ridge and Custer. Build out outer loop as planned and the other 6 lane roads east/west roads as planned, Wilmeth and Bloomdale.</p>	Walker	Dawn						
202	337b295f-7a12-4615-8349-f0c156154383	3/24/2022 13:22	3/24/2022 13:22	<p>Do not choose option B running the route Thru Prosper. Either option A or widen the current route or build a similar plan as Austin's elevated road system.</p>		Herring	George						
203	effff6cd-758f-4b47-825b-1a3756ec8733	3/24/2022 13:48	3/24/2022 13:48	<p>Please do not do route A. The traffic in this area is already heavy due to all of the businesses on 380. It makes way more sense to use the proposed route B and have the bypass further away from the already heavily trafficked area. Thank you.</p>		H	K						
204	3009da7a-d49f-4642-82f3-4fec88fb72dd	3/24/2022 14:03	3/24/2022 14:03	<p>this is the preferred route</p>		richardson	steven						
205	1be1d8fe-b7af-4a6a-82ee-54064c7d96f9	3/24/2022 14:26	3/24/2022 14:26	<p>I've lived here since 2004 and never would I have thought a highway or bypass would be in my back yard. This disruption of first, all the construction involved, will disrupt the schools, neighborhoods, local charity organizations and this area as a whole. It's sad and disturbing. Building this AFTER the fact makes no since. Figure out a better way.</p>		Strickland	Tracy						
206	a0b65cbe-1605-4aca-89ce-62be561d2b53	3/24/2022 14:34	3/24/2022 14:34	<p>I oppose option B. I deliberately choose my home 11 years ago AWAY from 380. I do NOT WANT 380 coming to me. The increased noise and pollution will be a risk to the wonderful charitable Main Gate and a health hazard to the children attending Founders Academy. It will devalue homes in upscale Whitley Place and rob small Prosper of valuable residential and commercial property. Prosper has repeatedly opposed this option being inappropriately pushed by Tucker Hill resident and politician.</p>		Bodine	Paula						
207	d959a663-7986-47a9-8996-e47241bdf343	3/24/2022 14:41	3/24/2022 14:41	<p>A personal reason to choose Option B. We live at stonebridge right by 380 and we can't imagine the noise and pollution coming from the construction of the freeway. At this point, moving away is not an option, since housing is very expensive and we have been here since 2013. At the end of the day, cost consideration is still vital for TXDOT, considering how tax dollar is spent and justified. Therefore we will opt for Option B, despite the vehement protests by the Prosper community (minus Tucker hill folks). At the end of the day 50% will vote for Option A, 50% will vote for Option B. There will be opposing views no matter what, as human beings think about themselves first before others. There are nice to haves in a community, such as Maine Gait. My daughter goes to Founders Classical Prosper and we know the Bypass will be close to her school. But FCA is built there knowing that there is a risk of a bypass and we chose to have her in school there. It would be difficult to relocate for us</p>		MULYANA	MIRANDA						
208	4f206ca7-fadb-46f5-839f-f74cb5ec70b9	3/24/2022 15:09	3/24/2022 15:09	<p>I am greatly opposed to Option A on the proposed 380 expansion and in favor of Option B to better alleviate traffic on the curent 380 roadway.</p>		F	Jeremy						
209	a189e3e9-aa9e-4a1e-853a-eeab84dd35c4	3/24/2022 15:27	3/24/2022 15:27	<p>Option B would compromise the safety of walking students and new, young drivers in the new high school on 1st street, affecting more than 4000 children as well as all staff. First street already is home to a high number of accidents regarding young drivers. Additionally, seniors in the new 55 plus community on Custer would be affected by both traffic and noise, especially those who depend on walkability. This is an extremely sensitive population. Option B would bring noise that would compromise the safety of children with Autism riding horses at mane gate, as freeway noise affects both the temperament of children with autism and is a set up for spooking horses with accidents and honking. Finally, numerous studies indicate schools in close proximity to freeways produce children with lower test scores, as constant noise interferes with learning and concentration. Please consider the needs of the thousands of teenagers, special needs population, and aging adults and elongate option B.</p>		Contreras	Kristi						

US 380 from Coit Road to FM 1827 - Online Comments

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
210	c1e1b6b1-9d63-4173-814d-217bebd6ff2f	3/24/2022 15:29	3/24/2022 15:29	Please do NOT select Option A. This will put a major frontage road within a literal stone's throw of my front door. This option takes out 12 businesses and two homes and costs \$100 million dollars more than Option B. Option B is the preferred route for Stonebridge residents.		Thurrow	Jason						
211	ef4dfe7a-a2af-44cc-857d-bb83531cdefa	3/24/2022 15:52	3/24/2022 15:52		I prefer to see Route B constructed and also keep the bypass route to the East of McKinney airport. Thank you	Mazzolini	John						
212	1b41cd31-34ca-49df-83fc-55f8de3fb472	3/24/2022 15:56	3/24/2022 15:56		NO TO SEGMENT B IN PROSPER! KEEP 380 ON 380 IN PROSPER.	M	Grant						
213	d2659923-ac62-4181-89d0-c9af356e0061	3/24/2022 15:56	3/24/2022 15:56	- Section B of the proposed route poses a significant, negative impact to existing & future residential & commercial developments planned within the Prosper. The alignment would directly impact over 360 future homes as well as thousands will be indirectly impacted. - Section B will increase ground level ozone impacting both ManeGait & Founders Academy resulting in a conflict with air quality guidelines publicized by NCTCOG. - Section B runs through a development section of the Town causing environmental impacts on the human & natural environment by adding a new & unplanned interstate through Prosper versus using the existing alignment within town limits. - Section B is in close proximity to existing & future schools. - Section B has a detrimental effect on ManeGait; a unique nonprofit facility providing equine therapy to hundreds of adults & children. - We support the Town's resolutions opposing any proposed alignment for the widening of 380 not located along the existing corridor.		Bettencourt	Shannon						
214	03575233-16e6-4f8b-8214-a24f778af0a6	3/24/2022 16:05	3/24/2022 16:05	Responsive Education Solutions is the operator of the Founders Classical Academy of Prosper located [REDACTED]. It is an open-enrollment public charter school that serves over 650 students. The proposed alignment of 380 has a direct negative impact on our school and we oppose this alignment.		Tull	Austin						
215	b1481939-ba49-433d-834a-a3f0237d32d4	3/24/2022 16:15	3/24/2022 16:15	Option B would compromise the safety of walking students and new, young drivers in the new high school on 1st street, affecting more than 4000 children as well as all staff. First street already is home to a high number of accidents regarding young drivers. Additionally, seniors in the new 55 plus community on Custer would be affected by both traffic and noise, especially those who depend on walkability. This is an extremely sensitive population. Option B would bring noise that would compromise the safety of children with Autism riding horses at mane gate, as freeway noise affects both the temperament of children with autism and is a set up for spooking horses with accidents and honking. Finally, numerous studies indicate schools in close proximity to freeways produce children with lower test scores, as constant noise interferes with learning and concentration. Please consider the needs of the thousands of teenagers, special needs population, and aging adults and elongate option B.	The town of Prosper has had the foresight to preserve the space needed for the 380 expansion, knowing that a growing area along a state highway would eventually require a wider roadway. This is part of why we moved to the town. McKinney's lack of foresight and preparation has led to the need for a bypass since they are not wanting to widen along the existing 380 alignment, which is the obvious solution. Since a bypass has become a possibility, McKinney has hastened development along the proposed bypass that they did not prefer in an effort to make the one that goes through Prosper the one that appears to displace less existing homes and businesses. This tactic should be acknowledged and recognized for what it is, then the option B that negatively impacts Prosper residents should be discarded as a reasonable alternative. This would be punishing those who thought ahead and rewarding those who try to game the system.	Contreras	Anthony						
216	27a6140a-ecaf-42f7-87bc-c6593153d474	3/24/2022 16:19	3/24/2022 16:19	- Section B of the proposed route poses a significant, negative impact to existing & future residential & commercial developments planned within the Prosper. The alignment would directly impact over 360 future homes as well as thousands will be indirectly impacted. - Section B will increase ground level ozone impacting both ManeGait & Founders Academy resulting in a conflict with air quality guidelines publicized by NCTCOG. - Section B runs through a development section of the Town causing environmental impacts on the human & natural environment by adding a new & unplanned interstate through Prosper versus using the existing alignment within town limits. - Section B is in close proximity to existing & future schools. - Section B has a detrimental effect on ManeGait; a unique nonprofit facility providing equine therapy to hundreds of adults & children. - We support the Town's resolutions opposing any proposed alignment for the widening of 380 not located along the existing corridor.		Bettencourt	James						
217	63d118c5-f730-4a6c-836e-3d4beea28df3	3/24/2022 16:33	3/24/2022 16:33	I'm speaking out against The B option. I purchased in Whitley Place 11 years ago because of the quiet community. People who bought in places like Tucker Hill purchased close to the busy 380 knowing that the road would likely expand. In addition I'm very concerned about the proximity of option B to the new high school, the private school and manegait. We have young, inexperienced drivers all over this area and it will not mix well with the added traffic. The noise is also an issue for these locations. I read a study that kids test scores suffer in noisy areas. Please find a different option that won't affect these facilities. Thank you.		Gurksnis	Kristen						
218	79eff69c-108d-4fb2-8111-cb707ae9d976	3/24/2022 16:43	3/24/2022 16:43	If we have to pick between two evils going through the flood plain (D) is the more practical route. This land cannot be used for any future development's other than a road. Unclear why it needs to be eight lanes when the roads it's feeding off of are not.	The draw to McKinney is the country and slowly but surely, we are eliminating it. The virus has changed our need to go to the office on a daily basis and will continue to do so. More and more people are moving here...Is that a good thing? Not in my opinion. Everything has more than doubled in price. The housing market is out of control.	Miles	Susie						
219	99ed9bed-050d-412a-81d2-a845f4e45930	3/24/2022 16:45	3/24/2022 16:45	Routes identified as B, E, and C make the most sense from a drivers perspective and ease of transition. The starting point at B is also least detrimental to existing neighborhoods and developments.		Mazzolini	Mark						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
220	9200344e-a898-450c-888e-b72c360d41e7	3/24/2022 16:58	3/24/2022 16:58	B is a great option! I travel this route 4-8 times per day (yep!) and looking at 8-12 times per day the next several years for my kids school and after school activities. Route B will shave so much time off my commute!! Please do option B. Thank you for listening.		Thurrow	Amber						
221	aa621e83-f417-4cb4-8cbd-b7328f725359	3/24/2022 17:00	3/24/2022 17:00	My family and I are against segment B. Please take into consideration the lives that will be effected. A senior community center will be located under/near the segment B proposal, which would cause noise pollution to the elderly. I would feel bad if my mom was located near this excessive sound, especially because the outdoors mean so much to her. My children will be attending the new high school and I am aware of how road noise noise is a big distraction to students. Please choose a different option. Thank you!		Steed	Michele						
222	358f183b-057a-41e0-8b4e-20b70dc9fc7	3/24/2022 17:47	3/24/2022 17:47	"NO to segment B in Prosper. Keep 380 on 380 in Prosper."		Lewin	Jeffrey						
223	683ac557-b772-4e07-81a9-3dbdd102accf	3/24/2022 17:49	3/24/2022 17:49	"NO to segment B in Prosper. Keep 380 on 380 in Prosper."		Van Wie	Patricia						
224	00cd77b7-97cc-408a-8c00-04b7d673d8dd	3/24/2022 17:54	3/24/2022 17:54	From someone who spent ten years in surveying and working with TxDot and other similar companies outside of Texas, and just being reasonable. The best move would come be to the D+ line that connects to airport (which is the most overused road EVERY day that is entirely too small for the boom coming). Which would be D+ > E > B. You could consider A for the development of the area rather than cutting through more land/properties. But the main focus for people who live in the area of Princeton/new hope and parts of McKinney would be the streamline process to get from 380 to 121/75 asap. Most people travel south OR west for work. So though the loop on the outskirts would be used.. the majority of the traffic would be elsewhere. Keep it simple, use the flood-zone like TxDot mentioned. It requires a different approach but it does make the most sense for the McKinney front. I know this is just a formality and its unlikely to be read, but I feel all voices should be heard. Thank you		miles	taylor						
225	d4265846-21a5-4464-8f81-1e13a9e83d9f	3/24/2022 18:42	3/24/2022 18:42		I would like to strongly advocate for construction on this project to be chosen for Option/Segment B & Custer Road. The other design and plans (Segment A and Tucker Hill & SBR) are too invasive to the surrounding SBR neighborhood communities and also will take out local businesses and homes, as well as impacting the natural landscape and beauty of the area. Please continue forth with the Segment B construction. We will continue to voice our concerns and reach out to all appropriate representatives to reiterate our proposal.								
226	3e117578-0aa1-4617-86f0-c6244e3c38c4	3/24/2022 19:08	3/24/2022 19:08	As a homeowner in Stonebridge Ranch, I oppose Option A. Stonebridge has been in the area longer than any of the properties that would be affected in Prosper. This option also doesn't alleviate the traffic at Custer, where most of the eastbound traffic hassles occur. Also, it is 100 million dollars less than Option B.		Sheppard	Carrie						
227	6c7cd09c-55c9-43a6-84ed-51fae4068e9ea	3/24/2022 19:27	3/24/2022 19:27		As a residence of WILLOW WOOD community near the bypass D and especially C. I do not support the 75/380 bypass route such to residential areas. This will bring significant amount of exposure, noise and very concerning for all the kids attending school in our neighborhood. Their safety commuting to school and after school. We are worried too about the high rate of kidnapping and how easy you will be making it by having a major highway by these home. Very unacceptable, please reconsider routes very distant from willow wood residential homes. Thanks.								
228	1474ca43-5c04-42e9-89af-db5d40ab8f7b	3/24/2022 19:41	3/24/2022 19:41	I live on Rockledge Dr. Just 2 blocks south of 380 in Stonebridge and feel option B makes the most sense not only financial but appears to have the least impact to residents in the area. Please strongly consider option B. Thanks.		Tucker	Clint						
229	77482b66-5d71-4dda-8a3a-2900010e5fec	3/24/2022 20:33	3/24/2022 20:33	I oppose option B. My wife and I chose our home 11 years ago AWAY from 380. We do NOT WANT 380 coming to me. The increased noise and pollution will be a risk to the wonderful charitable Main Gate and a health hazard to the children attending Founders Academy and Cockrell Elementary. It will devalue homes in Whitley Place and rob small Prosper of valuable residential and commercial property. Prosper has repeatedly opposed this option being inappropriately pushed by Tucker Hill resident and politician. Mckinney's poor planning on 380 should not be pushed off on small Prosper.	Keep 380 on 380.	Wysor	GM						
230	196ee90d-24a8-48a5-88f0-47ca51b2535b	3/24/2022 20:59	3/24/2022 20:59	Option B makes provides a more natural flow to the traffic.	Option B makes more sense, it is cheaper less complex and provides a more natural flow to the traffic.	Deyber	Fabrice						
231	0fc31954-b161-42eb-85b6-befd6438e3ae	3/24/2022 21:13	3/24/2022 21:13	The Willow Ridge neighborhood which is located West of Coit and East of Preston Rd. Is in favor of a no-build option for this area. We would like 380 to remain as is! We have been in contact with the city and have voiced our concerns. Any additional expansion should be considered more North in Collin County, perhaps Celina which is must less populated with businesses and homes should be considered for such an expansion.		Sara	Alisto						

US 380 from Coit Road to FM 1827 - Online Comments

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
232	b47bc11c-3ed3-4883-8cbc-856c17e1c62b	3/24/2022 21:53	3/24/2022 21:53	I oppose Segment B and I support Segment A My reasons for opposing Segment B: noise, pollution, loss of values for existing and future approved homes, traffic impli6, light pollution, hurtful and discrimination against persons with disabilities. Feel free to contact me with questions Audrey Anderson		Anderson	Audrey						
233	c82dc0f5-bced-438d-894b-084273d6b339	3/24/2022 23:09	3/24/2022 23:09	I am a McKinney resident and want to vote for segment B. Segment A will negatively impact McKinney city and my beautiful neighborhood.	I am a McKinney resident and I vote for segment B. Segment A will negatively impact my beautiful city and neighborhood.	Sam	Ritu						
234	b26e1277-771c-4469-814b-7ff2107ada19	3/24/2022 23:10	3/24/2022 23:10	I am a McKinney resident and want to vote for segment B. Segment A will negatively impact McKinney city and my beautiful neighborhood.		Sam							
235	32a6dc02-36d6-450d-89e6-918a25ec2e0b	3/24/2022 23:41	3/24/2022 23:41	In my opinion spur 399 D combined with the flood plains (D) is the logical choice. Everyone traveling south already uses Airport RD. More people work in Dallas and or Frisco as opposed to Sherman. If the bypass is too far off the path no one will use it.		Gebbia	Joseph						
236	9ff73a14-7ac6-4bc2-80ea-216b63dc3e93	3/24/2022 23:46	3/24/2022 23:46	In my opinion spur 399 D combined with the flood plains (D) is the logical choice. Everyone traveling south already uses Airport RD. More people work in Dallas and or Frisco as opposed to Sherman. If the bypass is too far off the path no one will use it.		Gebbia							
237	07c53e38-8c8c-4015-8618-6ec728618d8c	3/25/2022 0:17	3/25/2022 0:17	I noticed at the public event, the intersection between Stonebridge and 380 is going to be an elevated bridge. My concern with this is the noise and air pollution will drastically increase for residents around the area ie the neighborhoods of LaCima, Wren Creek, and Kingston Ranch. This will also disturb the wildlife and water flow as a small wetland is located at the pond at LaCima. The neighborhoods around this area already experience a bit of noise from the current 380, and this would only make it worse. On top of this, the bridges at both Custer and 380 will be visible from LaCima surround the entire North Side of the property. If you go for Option A I would like to see the alignment go below grade after, or even before Custer, and build a ground level bridge across Stonebridge, and like you have already done twice in this project by Tucker Hill, build a pipe to connect the water flow of Lacima pond to the creek North of 380.	I prefer option B, as it disturbs less businesses and residents. It also makes sure the McKinney corridor of 380 is connected with each other, because there is ton of retail and shopping. And in general, the costs for TxDot are far less with Option B than A.	Stuckmann	Peter						
238	0450d8cf-df42-46a0-8849-cd8e0d41471d	3/25/2022 0:38	3/25/2022 0:38	I am opposed to segment A due to it's high cost and the disruption it causes to the Stonebridge Ranch and Tucker Hill neighborhood in McKinney. Segment B is the more sensible solution.		Ter Haar	Ferdinand						
239	4a30e630-58b9-44b4-898c-699667275bcc	3/25/2022 0:41	3/25/2022 0:41	The 380 alignment should follow the existing path as much as possible and my preference is the Purple or Blue alignment alternatives. I moved to Prosper in 2011 and live in Whitley Place, which is just south of Prosper Trail off Custer Road. Our children have grown up in this neighborhood and attended the Prosper ISD neighborhood school. In Prosper near the proposed "B" alignment exists the newly built Founders Academy, as many as 360 future homes already under development, and the MaineGait Therapeutic Center. Segment B of the proposed Gold/Brown alignment poses significant and negative impact in terms of ground level ozone impacting air quality. Prosper has passed six resolutions opposing any alignments not along existing paths in Proper. Prosper is a small community and the impact would be much greater than in a larger town like McKinney. Please follow the existing 380 path as much as possible to minimize impact when planning for this project. Thank you.		Bobbitt	Jeffrey						
240	03ac519e-a544-4c2a-888b-530ac956a4d4	3/25/2022 1:25	3/25/2022 1:25	This is our home and any option that includes segment A (brown or gold options) will cause noise pollution. We chose this location for our home because of the natural setting and quiet and isolated nature of the property. We are right next to a green belt that is inhabited by a rich population of wild animals. The proximity of option A would also decrease our property value. We prefer any option with segment B.		Crook	K						
241	b998fc47-f5fd-4acd-8ee4-b942c8194ef1	3/25/2022 1:32	3/25/2022 1:32	Hi, we would like to express our concern for option A. This option would negatively affect our neighborhood immensely! One of the best parts of our neighborhood is the lake at the north end. Adding what you're proposing right there would impact the view, the noise, the peaceful atmosphere and the quaintness of our community. We are already having to adjust to a new set of retail and apartments going in up there. PLEASE do not ruin the best part of our neighborhood!! Option B off Custer is already more industrial than Stonebridge, it makes more sense to have it there. Thank you for your time and consideration.		C	C						
242	2492e248-8a7a-43d6-8158-addfd48b463f	3/25/2022 1:57	3/25/2022 1:57		Thank you for the effort to assess this problem and for publicly sharing with the community. My greatest areas of concern are Section A and B. I am a resident of Stonebridge Ranch, and I am much more familiar with those areas. I strongly support the approval of Section B or the Brown or Gold Alternative. Though it was noted that Stonebridge and Tucker Hill would not be affected, I feel that is inaccurate. They may be unaffected by land but property values will suffer. In addition, according to your assessments, Section B would cost considerably less, reduce overall commute time, avoid the displacement of 17 local businesses (which have suffered the most during the pandemic) and prevent the need to relocate 7 Hazardous Waste sites. I understand the decision is difficult, but I strongly support building 380 through Section B. Thank you.	Hernandez	Sara						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).	
243	1858533d-c2a6-4ee7-894b-de41748be250	3/25/2022 2:18	3/25/2022 2:18	The section of Segment A between Stonebridge Drive and Custer include over passes that, according to the schematics, will rise at least 25 feet at both intersections and the roadway will be raised between those intersections. The roadway is then planned to go below grade past Tucker Hill until it veers north. The raised section of the roadway between Custer and Stonebridge is not acceptable for a number of reasons. The new raised roadway will surround the new approved planned development of West Grove on three sides, as well as, negatively impact the existing La Cima subdivision including park with pond, green belt with multiple ponds and wetlands, Wilmeth elementary school, and the Stonebridge Drive section of the Crepe Myrtle trail. The noise levels will increase significantly with the raised roadway with no effective way to incorporate sound barriers. This would ruin the enjoyment of the La Cima park/pond and the West Grove outdoor venue just feet away from the raised roadway.	The segment A alternative should not be recommended for the following reasons: - Segment A displaces a total of 17 businesses, Segment B displaces zero - Segment A cost to relocate utilities is \$61M, Segment B cost is \$25M - Segment A total cost to acquire ROW is \$178M, Segment B cost is \$137M - Segment A total cost of design/construction is \$450M, Segment B is \$428M - Segment A total cost is about \$100M higher than Segment B - Segment A impacts more acres of wetlands, rivers/streams, and forests/prairies than Segment B - Segment A impacts 14.9 acres of Statewide Important Farmland, Segment B only 2 acres Above are only some of the statistics from TxDOT's Segment Analysis Matrix that clearly indicates that Segment B is the less expensive and least disruptive alternative. Segment A's increase in noise would have a severe negative impact on the established La Cima, Wren Creek, Tucker Hill, and Ridgecrest neighborhoods. Segment B does not come as close to any existing neighborhoods.	Stuckmann	Rick							
244	c2895bcc-10bb-49ca-86ce-82290f7699b2	3/25/2022 2:18	3/25/2022 2:18	I am opposed to the blue and brown suggested routes, as well as the orange 399 Spur alternative, as all of these would displace my family from our home on County Road 332. Thank you for your consideration of my concerns,		Yoos	Amber							
245	f9616c9d-abb1-4089-84b7-69901c04fc33	3/25/2022 2:31	3/25/2022 2:31	I'd like to comment that option B would make the most sense for the most people. This being a fiduciary based decision I strongly urge to do the more cost conscious option. It accomplishes the same goal for less money and affects less businesses.		Crocker	Jonathan							
246	36ef78b1-7a60-42ac-8d2f-1773feaa95c4	3/25/2022 2:46	3/25/2022 2:46	It is unbelievable that you would even consider any of these bypass options. 380 needs to stay where it is. If you can't figure out how to work that out then leave it where it is and make the outer loop really big. You can't just go tear up neighborhoods and ruin the town of prosper just because you didn't plan ahead. It's absurd to veer off the main highway and tear up a whole town. I'm not sure who decided this might be an option but I have never seen anything like this. We are new here to prosper. We fortunately don't live in the pathway but it is just wrong.		Nichols	James							
247	5fd2f5a1-003d-45a6-8665-169473852a15	3/25/2022 3:46	3/25/2022 3:46	Option B is most economical and less disruptive!! The area around option A is more populated and has been established longer! Not to mention it's the much less expensive option!! Please choose B that goes west of Custer road.		Seyb	Katherine							
248	52a9e8e1-e81e-4ce6-850d-b74f5749982e	3/25/2022 4:16	3/25/2022 4:16	Option A will greatly drastically impact sightlines from Stonebridge Rd and surrounding homes and pond. Stonebridge Ranch is over 30 years old with approximately 9,500 homeowners. The HOA is one of the largest (if not THE largest) HOA's in Texas. This option takes out 12 businesses and two homes and costs \$100 million dollars more than Option B. Option B is less impactful to the well established Stonebridge Ranch community & HOA. Not to mention, the West Grove Project is approved for SE Corner of Custer & 380 in McKinney. Option A will drastically impact the success of the project & will keep the new local businesses from thriving. Option B is a better plan overall. Lower cost, less impact to existing residents & established businesses. More open land area to deal with the construction. AND, is less impactful to the existing traffic on 380.		Petrik	Amber							
249	60fd9223-d124-499a-81b2-3465e41fd686	3/25/2022 13:39	3/25/2022 13:39	i am very opposed to any of the alternate routes that have been shown for the relocation of 380.		Haggard	Clay							
250	5811e6da-2654-4b93-8c78-71852607e922	3/25/2022 14:54	3/25/2022 14:54	I oppose option A; I favor option B.		Vicario	J.							
251	4678e576-4c05-4094-89cc-ee1651568d5b	3/25/2022 15:06	3/25/2022 15:06	This eliminates a significant portion of our small municipality. There's no justification for not following the existing path.		Klages	Matthew							
252	7fa246ec-4d2c-4286-8df8-ca7e182024b1	3/25/2022 15:10	3/25/2022 15:10	This will cut right through our town, destroying the small town feel we all want. Option A runs along existing roads and not the town. I strongly oppose option B as a prosper resident		G	R							
253	b648aa2b-fe9c-470d-8ea4-07fda7effe5d	3/25/2022 15:11	3/25/2022 15:11	I oppose the proposed Segment B, running through Prosper. This proposed bypass would have a negative effect on current and future economic development in Prosper, as well as significant environmental impact.		Allen	Jennifer							

US 380 from Coit Road to FM 1827 - Online Comments

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
254	250d8eb8-1c45-4f22-8855-dda2407b5368	3/25/2022 15:11	3/25/2022 15:11	Minimize the impact of the expansion by choosing option A!		Kays	Michael						
255	704f9e0e-6d8a-4b30-89a3-62f643f80489	3/25/2022 15:14	3/25/2022 15:14		My family opposes the Prosper bypass, option b for 380. We are opposed to the noise congestion and construction involved	Dietz	A						
256	fa935202-3a1e-47f8-8084-5de6fbc1908b	3/25/2022 15:16	3/25/2022 15:16	I am opposing the proposed 380 bypass (Segment B) from running through Prosper.		Smith	Josh						
257	18112080-c009-4ab2-8130-d932dddceab9	3/25/2022 15:18	3/25/2022 15:18	I strongly oppose any proposed alignment for the widening of US 380 not located along the existing US 380 corridor.		Kozul	Davorin						
258	43010981-8dd6-4216-8841-e76d66994726	3/25/2022 15:19	3/25/2022 15:19	As a Prosper resident who moved here specifically to avoid traffic, highways, and overall noise, I am categorically opposed to any proposal that would direct this highway through the town limits, specifically "Option B."	As a Prosper resident who moved here specifically to avoid traffic, highways, and overall noise, I am categorically opposed to any proposal that would direct this highway through the town limits, specifically "Option B."	Wilson	Brandon						
259	6e311e6c-7ae3-4e6d-83fc-80cecf52dd8c	3/25/2022 15:21	3/25/2022 15:21	The proposed bypass segment B poses a big negative impact to Prosper. Not only to the future planned schools, but to existing businesses and homes. The increased ozone will be detrimental to ManeGait and all surrounding homes and businesses. Prosper should not have to pay for McKinney's lack of planning for growth.		Baker	Linda						
260	ddcb3d9d-cdfa-404f-8392-93a757a948b3	3/25/2022 15:22	3/25/2022 15:22	I oppose this bypass running through Prosper. This should have been planned years ago before any development took place!!!		Cudzich	Anna						
261	c6fd604-d0b9-4537-8c3a-fad0c098bbf6	3/25/2022 15:23	3/25/2022 15:23		I am a resident of prosper and greatly oppose the proposed 380 bypass for segment b. Please don't put a highway through our small town. This will greatly impact our neighborhoods and schools	A	Ashley						
262	24c966a9-0592-416e-8209-193e8d030a8b	3/25/2022 15:24	3/25/2022 15:24	Option B for the bypass that would cut through Prosper is not the answer. Prosper has been planned out and this suggestion would ruin several neighborhoods and put this bypass almost right next to the planned 3rd high school. I do not think this is fair to Prosper as a city to have to deal with something that is truly a McKinney problem.									
263	a68a68bd-f4ca-4614-8ec9-41d3c391dc33	3/25/2022 15:25	3/25/2022 15:25	I do not support the plan for Segment B as this will cut through residential areas in Prosper that will negatively impact the community.									
264	e1c256eb-9b59-4e2d-83f9-b29c417a5c4f	3/25/2022 15:28	3/25/2022 15:28		I think the proposal for running the 380 bypass through Prosper is counterproductive to the vision and concept for the town. It will be very detrimental to the ambience and family oriented type of living Prosper residents have come to love and value.	Nobles	R						
265	a5c285a2-5e97-4767-85d3-5198b359a9df3	3/25/2022 15:28	3/25/2022 15:28	Splitting Prosper in half is not acceptable. Please reconsider		Smith	George						
266	512b2dfd-7567-4317-81db-9ef82157756a	3/25/2022 15:34	3/25/2022 15:34	I greatly oppose HWY 380 redirect option B. It has significant impacts to residents, community growth, our neighborhood, schools that my children will attend, and the equestrian center that supports our special needs population and much more. Other options would have less of a direct and immediate (as well as future) impact to such a large populace and existing communities/plans/ordinances. To say I would be disappointed if option B is chosen is an understatement.		Reed	Heather						
267	71a61118-01fe-4dd7-8cab-889decba06c5	3/25/2022 15:36	3/25/2022 15:36	Thank you for the opportunity to comment. I am very concerned about the proximity of section B to the Prosper high school currently under construction. There is also an important place called Maingate that provides horse therapy for individuals with disabilities- this is very special! Please keep this area as a little bit of "country" and kindness amidst all of this new construction.		Compton	Rebecca						
268	f8688806-37f0-4ea2-8fba-494018937681	3/25/2022 15:36	3/25/2022 15:36	I oppose the 380 proposed improvements. It will go through my neighborhood		M	Ramin						

US 380 from Coit Road to FM 1827 - Online Comments

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
269	2725f0e5-347e-4266-8ae3-a5d31537d1b7	3/25/2022 15:37	3/25/2022 15:37	Oppose going through Prosper.		Hafner	Linda						
270	9402834a-4603-424a-8de8-0f4ce41f4d25	3/25/2022 15:38	3/25/2022 15:38	Segment B poses a significant, negative impact to both existing and future residential and commercial developments planned within the Town. The alignment would directly impact over 360 future homes and thousands of residents and indirectly impact many more Segment B will increase ground-level ozone impacting at least two environmentally sensitive facilities resulting in a conflict with Air Quality guidelines publicized by the North Central Texas Council of Governments Segment B runs directly through a quickly developing section of the Town of Prosper causing significant environmental impacts on the human and natural environment by adding a new and unplanned interstate through Prosper versus using the existing alignment within Town limits; Segment B has a detrimental effect on ManeGait Therapeutic Horsemanship Segment B is in close proximity to existing and future schools impacting thousands of students.		Rodas-Meeke	Maria						
271	d8c161f8-4fa7-4b51-8cbf-733f1717d8ae	3/25/2022 15:41	3/25/2022 15:41		This project will affect the learning, health of the community, and the environment of the Founders Classic Academy.	Gabriel	Limarie						
272	0dd0befd-d3e6-4ac0-8254-1af8ba04196	3/25/2022 15:46	3/25/2022 15:46	I am greatly opposed to B. I am a Whitley Place resident. These traffic patterns coming through Prosper will greatly disrupt our quality of life. Our community feel. Our children going to Cockrell and to the new High School being built. Also I have concern and empathy for Maingate which is a non for profit that helps many adults and children with disabilities along Custer road.		hill	Anne						
273	60cd1ff7-4692-4745-815a-2f9b93c4e465	3/25/2022 15:47	3/25/2022 15:47	Please do not divide our small town with the "B" route.		Jeffus	Bob and Caroly						
274	57f1f4d6-023d-4508-8612-13784cb6a167	3/25/2022 15:47	3/25/2022 15:47	Prosper does not support Route B. This route cuts Prosper in half. We are a small town of 9miles x 3 miles, go around. This is a terrible route, with major business on the route that will be forced to move out of town. Also routing 380 back to the main road through Denton County is a big problem too. Build an outer loop around Aubrey and Prosper.		Faircloth	James						
275	9140f1fb-cd54-46ae-898f-6f4a895792f8	3/25/2022 15:51	3/25/2022 15:51	There is no reason that one city that has planned and made decisions for long term growth (Prosper) should be forever crippled because of the decisions and lack of planning of another city (McKinney). To do anything other than add a bypass (or better yet keep it on 380) within McKinney city limits to account for their failure is ludicrous. Prosper is very small geographically speaking city and to take a chunk out of it (that has been slotted for growth already) because a huge neighboring city decided not to pace itself and look at the future is completely unacceptable.		G	Erin						
276	22438087-8eea-4717-8048-e9438bb42e4d	3/25/2022 15:59	3/25/2022 15:59	-The increased traffic next to ManeGait Therapeutic Horsemanship's facility would have a detrimental effect on this special non-profit facility -Option B would displace an age-restricted community under construction (Ladera), current recommended Option A does not adversely affect this protected class -Any option that bisects Prosper would be in immediate proximity to Founders Academy as well as new drivers attending Prosper's Walnut Grove High School (currently under construction) -Option B is in direct conflict with the Air-Quality Guidelines per the North Central Texas Council of Governments (NCTCOG)	Any option that goes through Prosper would have an increasingly negative impact on the environment, more so than the current recommended Option A	Shaunessy	Ellen						
277	9094c25c-4f78-4cbb-8ee8-c2667caebc7a	3/25/2022 16:01	3/25/2022 16:01	I oppose the 380 bypass through Prosper specific to sections A, B and E.		Colvin	Michael						
278	8390597e-9b9a-4e68-833a-1e1627a81b5e	3/25/2022 16:05	3/25/2022 16:05	I oppose Segment B as it will adversely affect substantial residential neighborhoods and, as a person knowledgeable about horses and the wonderful things that Mane Gait provides, will destroy that essential institution and entity. The NTTA's "report" that it would not affect the horses is laughable.		S	S						
279	37e1f16f-56d8-46b4-88af-bf145658b8d4	3/25/2022 16:05	3/25/2022 16:05	This route would have a devastating effect on Prosper. If this route was deemed necessary the state is 15-20 years too late in trying to acquire the land. We shouldn't pay for the fact that the state is just now deciding to move forward.	I'm opposed to any expansion other than along the existing corridor of 380	Roland	Chris						
280	4ca2ef08-5ad0-413d-8a7e-31318a79b467	3/25/2022 16:05	3/25/2022 16:05	Segment B in Prospect will have a significant negative impact to the surrounding area. Any slight positives in flow if traffic will be dramatically outweighed by negative impact to neighborhoods, school, families, etc. Please consider my feedback and do no bypass B in Prosper.		Waldron	Cole						
281	27a95000-8de2-4843-8ff4-b06b3bfa1053	3/25/2022 16:11	3/25/2022 16:11	Strongly oppose option B. Keep the 380 bypass in McKinney.		B	J						

US 380 from Coit Road to FM 1827 - Online Comments

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
282	0d314382-bb2c-420d-8183-db2f6f8b35ea	3/25/2022 16:12	3/25/2022 16:12	I oppose Segment B because of the negative impacts on the City of Prosper.	The bypass is needed, but I don't understand why it doesn't connect with the Dallas North Tollway instead of going through Prosper.	Mabrey	Charles						
283	127eed6b-0cda-4b69-81b9-2c65fe0df1d4	3/25/2022 16:14	3/25/2022 16:14	Prosper already has DNT running done the middle and more highways will discourage future development and growth!		Bowers	Christopher						
284	6834a18c-bd7d-4952-8e16-b194067b8ecc	3/25/2022 16:14	3/25/2022 16:14	This planned bypass will run right by the entrance to my neighborhood and greatly negatively impact our environment. I do not want this bypass in Prosper.		Nowak	Garrett						
285	5ae81f0b-4f9e-40eb-869d-4e4725844eb9	3/25/2022 16:20	3/25/2022 16:20	I am not in favor of alignment B. While it may not impact MainGate by TXDOT's definition, it certainly will negatively impact it. Many of our disabled youth utilize this facility every day and I would hate to see it ruined by this overpass when nothing of the sort would be impacted by route A.		Bradley	Greg						
286	ef6767aa-25e4-454c-81c7-17b67138a28a	3/25/2022 16:21	3/25/2022 16:21	This property has been in my family since 1955. My daughter rents the 1940's farmhouse out as a vacation rental on VRBO. The theme is get back to nature with no Wi-Fi. In addition we run cattle on the property along with most of our neighbors. It is home to a lot of wildlife...Hawks, vulture's, coyote, bobcat, deer, ducks and road runners to name a few. Most of the residences are business too. Spur 399 D with D seems the logical choice since the majority of people work south or west.		McDowell	Martha						
287	4d6d6a58-3eb5-40c7-80c0-eba624d53d75	3/25/2022 16:22	3/25/2022 16:22	I oppose any changes along segment B. This will disrupt the city of Prosper. Other cities like McKinney have passed on this because it is a bad idea. It is our wish that this project move back to McKinney.		Parker	Mashawn						
288	55d8385d-f57a-4873-8726-cc4fbd4b59f	3/25/2022 16:23	3/25/2022 16:23		Option B is ridiculous as it divides a small community. A community that has planned their developments and this comes in and destroys it all. I feel that since Prosper is smaller it will be chosen as McKinney will pull more weight. I feel that the expansion should be along the existing 380 route. There is still a lot of open land. Homeowners who have moved to Prosper for the small town that it is are being disregarded. Keep it on 380.	C	C						
289	d7811710-a9b5-480c-84d1-fe3e51df710a	3/25/2022 16:29	3/25/2022 16:29	I oppose the route B through Prosper. We have been over this time and again for several years now. Destroying homes, schools and Main Gait are not acceptable. Finish the outer loop instead.		Jung	Jeannie						
290	82a28555-7e7c-442c-80d3-5478fc569c85	3/25/2022 16:36	3/25/2022 16:36	I reside in Prosper and close to the bypass option B. Though option B doesn't affect me directly, I do not understand why, in 2019, TXDOT selected a bypass option (option A) and published their findings only to change their mind when opposed by a group of wealthy homeowners. Prosper has developed businesses and subdivisions with the understanding that 380 would be widened and allowed for the necessary frontage. McKinney didn't. It's as simple as that. In fact, McKinney encouraged development along 380 in such a way that it could not be expanded. Prosper residents should NOT suffer the consequences of poor planning and development from a neighboring town. If McKinney doesn't want 380 expanded in its existing footprint, then they should bear the brunt of the bypass. Please DO NOT use bypass option B.		Walker	Carla						
291	1b14a34e-39fc-4c4a-85f4-6a1297f2f3b2	3/25/2022 16:39	3/25/2022 16:39		I oppose the proposed Plan B having the Highway going through the town of Prosper. This would be detrimental to the economic value to property values and hurts existing homeowners and businesses. Please consider alternative options where less populated areas are affected. Thank you. Ochirkhuu Dorjsuren.	Dorjsuren	Ochirkhuu						
292	d7b7671f-a617-45f8-8ec7-0ede5934f1c3	3/25/2022 16:46	3/25/2022 16:46	I am opposed to the addition of Section B to the 380 corridor because it poses a significant, negative impact to both existing and future residential and commercial developments planned within the Town. The alignment would directly impact over 360 future homes and thousands of residents and indirectly impact many more; it is also in close proximity to existing and future schools including high schools impacting thousands of students. I am in favor of continuing to work along the existing 380 corridor.		Crawford	Casey						
293	901fcd95-371c-430b-8861-cd55a31d57c7	3/25/2022 16:50	3/25/2022 16:50	We oppose the proposed 380 bypass (Segment B) from running through Prosper.		A	D						
294	ec47425e-0d28-4cdd-8176-3faf350995bd	3/25/2022 16:53	3/25/2022 16:53	This project is a lot to ask of our small town. It will certainly have a lasting negative effect on a long time local business and future schools. Alternatives need to be considered.		Hereau	Joshua						

US 380 from Coit Road to FM 1827 - Online Comments

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
295	4df765a2-9c41-4ae7-835d-c8450376a0d8	3/25/2022 16:59	3/25/2022 16:59	The environmental impact to these areas would be substantial due to an significant increase in vehicle emissions and noise pollution. The economic impact would devstate the home values and future development plans for schools and businesses.		Levy	Edward						
296	847bcd3f-a38c-450f-8cfe-55f6998f8bcd	3/25/2022 17:00	3/25/2022 17:00			Ivey	Elysia						
297	ce68c3a2-7eb4-411b-8f15-f356479810da	3/25/2022 17:00	3/25/2022 17:00	I DO NOT approve of this plan for Proposed Improvements to US 380 from Coit Road to FM 1827 Collin County, Texas CSJs: 0135-02-065, 0135-03-053, 0135-15-002 I live in prosper and this will affect our quiet country living in addition being so close to the new high school my daughter will attend and lowering house values Corinne Blankenship		blankenship	Corinne						
298	3c6180d9-af74-4e05-8f15-593893b80067	3/25/2022 17:00	3/25/2022 17:00	<ul style="list-style-type: none"> Segment B has a detrimental effect on ManeGait Therapeutic Horsemanship; a unique nonprofit facility providing equine therapy to hundreds of adults and children with disabilities; Segment B is in close proximity to existing and future schools including high schools impacting thousands of students. 		Ivey	Elysia						
299	8ce89ad8-fe8c-4477-8e92-64797b5b1b96	3/25/2022 17:11	3/25/2022 17:11	I strongly discourage TxDOT creating a bypass here. As a resident near here and as a parent to school children, this bypass would not only create terrible noise and problems for our neighborhood and children's school. Please do not build the bypass here.		Sehnert	Scott						
300	7f97282f-8713-46c4-83c6-5f969d207a53	3/25/2022 17:20	3/25/2022 17:20	We oppose segment B. The long term planning efforts, existing homes and businesses, and planned development to Prosper Texas will suffer. Please #keep380on380		M	J						
301	7ed4a509-9017-48f6-8eb9-d6a5a7c6d4a2	3/25/2022 17:25	3/25/2022 17:25	Opposing Segment B - this is a terrible location for the town of prosper. There will be a high school built right in the same section as this proposed 8 lane highway. Cannot imagine having my teenage daughters having to drive through this mess.		Arrington	Ashley						
302	54402b74-2b54-42aa-8f31-226c8ca3b87d	3/25/2022 17:26	3/25/2022 17:26	I oppose option B.	I oppose option B.	M	E						
303	0a38be4e-5c1c-4711-85b7-398713477bb5	3/25/2022 17:30	3/25/2022 17:30	<ul style="list-style-type: none"> I am opposed to segment B of the plan. Segment B will increase ground-level ozone impacting at least two environmentally sensitive facilities (ManeGait and Founders Academy) resulting in a conflict with Air Quality guidelines publicized by the North Central Texas Council of Governments (NCTCOG); Segment B runs directly through a quickly developing section of the Town of Prosper causing significant environmental impacts on the human and natural environment by adding a new and unplanned interstate through Prosper versus using the existing alignment within Town limits; Segment B has a detrimental effect on ManeGait Therapeutic Horsemanship; a unique nonprofit facility providing equine therapy to hundreds of adults and children with disabilities; Segment B is in close proximity to existing and future schools including high schools impacting thousands of students. <p>I am also opposed to Segment E as the traffic in that area is already becoming overloaded. Keep 380 on 380.</p>		Clayton	Scott						
304	13a27529-8eb1-44b1-8a5b-a3a630ee7de4	3/25/2022 17:34	3/25/2022 17:34	I believe plan B would negatively impact prosper. I do not like the plan at all. Thank you	I believe plan B would negatively impact prosper. I do not like the plan at all. Thank you	C.	Dennis						
305	44f066bb-cffc-47ab-8c80-730333c48c63	3/25/2022 17:35	3/25/2022 17:35	I am opposed to segment B of the proposed 380 expansion. It will be detrimental to homes, businesses and schools. Please stay on the path where 380 already exists.		Oliver	Sarah						
306	729b5d5b-17f0-4f1e-8d57-9a4473306542	3/25/2022 17:42	3/25/2022 17:42			howell	stacie						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
307	0141692c-d0d6-4c67-83f0-5b422f25ee7	3/25/2022 17:43	3/25/2022 17:43			howell	Michael						
308	d2523fda-9058-4039-816d-19f733d21cb8	3/25/2022 18:01	3/25/2022 18:01		Please do not do a bypass, make improvements to 380 where it is. My kids future school will be impacted. The town of Prosper will be divided and become much less desirable to move to. I live off 380. I knew what I was buying into. The residents of Mckinney who purchased near 380 should not be able to bully our small town. I live off La Cima dr in Prosper and fully expected 380 to be developed. I know Mckinney residents near 380 aren't happy but to destroy a town because of noise is unacceptable. I will have to adapt to the new 380 near my house as should any other person who built/bought near 380. Thank you for reading John Himel ██████████ ██████████	John	Himel						I_work_for_TxDOT_
309	76e5de23-a1e5-456e-89e1-f1dd4375b3b6	3/25/2022 18:02	3/25/2022 18:02	Oppose option B as cuts thru middle of town and neighborhoods. For option A.		Surplus	Scott						
310	1b25f730-6a43-4516-880e-e015c7160387	3/25/2022 18:08	3/25/2022 18:08	Do NOT build segment B. You seriously want to eliminate a therapeutic outlet for special needs kids? Talk about a PR nightmare. McKinneys poor planning caused this mess, fix 380 on 380! Some bigwig's house in Tucker Hill should not get special protection/exemptions...the bald eagles that live in the segment A area should...We will be scouring the area for protected eaglets nests in the meantime...whatever creates chaos for environmental permitting. And please, make up your mind and stop finding other ways to try to screw Prosper in these delay, public meeting, delay, public meeting, new segment, public meeting...Prosper will not tire of opposing you mowing down Main Gait Therapeutic Horse Riding.		Wade	D						
311	3e2b0b0d-274b-4734-818c-7b2b0880eb95	3/25/2022 18:16	3/25/2022 18:16	Opposed to segment B		Newman	Eddie						
312	f5e8c249-e636-414d-8567-196d09524094	3/25/2022 18:33	3/25/2022 18:33	We strongly oppose 380 Bypass option B. This proposal has already been determined to be a detrimental option to the area and needs to be discarded permanently. Take it off the table and move on.		Spence	Greg and Jami						
313	b5b3919f-1fdd-4b12-8882-6645777457c0	3/25/2022 18:36	3/25/2022 18:36	WHAT!? I oppose Segment B	I oppose segment B.	Simone	Tracy						
314	4fa0056c-3ccf-4699-80cb-8a96273cd89e	3/25/2022 18:48	3/25/2022 18:48	I oppose the proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas.		Smith	CD						
315	9bb4966b-d58b-466c-8152-0d8775c5d5ea	3/25/2022 18:49	3/25/2022 18:49	Segment B of the proposed Gold/Brown alignment poses a significant, negative impact to both existing and future residential and commercial developments planned within the Town. The alignment would directly impact over 360 future homes and thousands of residents and indirectly impact many more; Segment B runs directly through a quickly developing section of the Town of Prosper causing significant environmental impacts on the human and natural environment by adding a new and unplanned interstate through Prosper versus using the existing alignment within Town limits; Segment B has a detrimental effect on ManeGait Therapeutic Horsemanship; a unique nonprofit facility providing equine therapy to hundreds of adults and children with disabilities; Segment B is in close proximity to existing and future schools including high schools impacting thousands of students.		S	Jennifer						
316	a932dd9b-4eee-4a5c-81f9-1e48db8de8ad	3/25/2022 18:50	3/25/2022 18:50	Please don't construct the 380 bypass through Prosper!		Barrows	David						
317	0b58e446-9fc8-4ae9-8781-1f6d6662309c	3/25/2022 19:05	3/25/2022 19:05	I oppose this proposed plan.		Raja	Ali						I_am_a_resident_
318	7d23d2c2-38b0-427f-83a6-a82ccdf3f94d	3/25/2022 19:18	3/25/2022 19:18	Proposed segment B - 380 expansion - We do NOT support this proposed segment as it will destroy our neighborhood, bring environmental issues to our community and kids, remove MainGait and impact a much smaller town in comparison to other much larger towns (Celina and McKinney), that can afford the impact. Please do not split our town in two.		Folkerts	Todd						

US 380 from Coit Road to FM 1827 - Online Comments

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
319	9c411a3f-37d3-4f7c-8c5d-2f47da8aa8c	3/25/2022 19:20	3/25/2022 19:20		As a resident of the Town of Prosper, I oppose the Segment B realignment of Hwy 380. Our town has done the preparation to be able to expand the highway along its original corridor and should not be negatively impacted by an unnecessary alignment route. Segment A seems to be a viable option that does not impact the Town of Prosper, which has already done its due diligence in planning and preparation for growth. The negative impacts of a bypass that cuts through the town include environmental, social, and fiscal impacts which have all been expressed diligently and repeatedly by residents and Town of Prosper officials.	Schultz	Courtney						
320	b091c460-749e-43a1-8aed-7acbf0a2a157	3/25/2022 19:22	3/25/2022 19:22	Choice B seems the most viable over A. It is not as close to neighborhoods as A, and it will not displace a lot of buildings off 380 from Ridge to Custer. I would support choice B.	I support choice B.	P	Kimberly						
321	34f36d03-6768-45ba-8640-d5f272c97a67	3/25/2022 19:28	3/25/2022 19:28	This project will disturb the quiet of our neighborhood. Sound barriers will not help. On cold mornings I can hear 380 and it is several miles away. It will now be behind our neighborhood and the noise will be constant.		Berendt	Eric						
322	d2f97dae-2366-464c-883c-ac13fb48ee40	3/25/2022 19:35	3/25/2022 19:35	We oppose option B as it negatively affect 2 high schools and the environment impact on housing developments existing and being constructed. This alignment bisects Prosper in a way that doesn't make sense as our thoroughfare plan has the alignment for 380 to expand on 380 through Prosper.	We oppose option B as it negatively affect 2 high schools and the environment impact on housing developments existing and being constructed. This alignment bisects Prosper in a way that doesn't make sense as our thoroughfare plan has the alignment for 380 to expand on 380 through Prosper. It would also DESTROY ManeGait!!!	Carey	Kristin						
323	3134b93a-5f5a-4c67-8b57-90caf26f854c	3/25/2022 19:37	3/25/2022 19:37	My husband and I are very much opposed to the proposed 380 by-pass Segment B. We are concerned about the impact on this established community and agree with all of the impact statements provided by the Prosper City Council. Please take our opposition in consideration in this decision. Thank you Mary and Britt Spaulding, Prosper, TX		Mary	Spaulding						
324	9efc2441-0999-476e-8a56-d2443b60cc45	3/25/2022 19:38	3/25/2022 19:38	Prosper is a small town. It is not a large city, it retains that small town, country living appeal. Everyone has fled to the area to get away from the highways & the traffic and the overcrowded cities of Plano, McKinney, Allen, & Frisco. You would not only be disturbing the peace of the residents but would cut our town in half. Destroying the sense of community we all feel. The proximity to Mane Gait is unacceptable, & frankly, appalling. The population they serve and services they provide deserve to be kept safe from the noise and additional traffic that will disrupt the horses & those seeking therapy. Segment (B) is a punishment and a hinderance to the further development and revenue of our town and will have an enormous negative impact on our future. Prosper simply can't afford to lose this amount of land and hope to continue to be prosperous in the future. The other proposed alternatives would be closer in line to the existing highways and would not hurt the cities it runs through.		Thompson	S.C.						
325	e0e7ba44-ecd1-4098-8b4e-9d0e6223da0b	3/25/2022 19:40	3/25/2022 19:40	I am opposing the proposed 380 bypass (Segment B) from running through Prosper. This bypass would generated more traffic near Rodgers Middle School and Rock Hill High School (Coit and 380) where thousands of kids are going to school each and every day. This is just not safe for them and creates a chaotic environment for them. Why not just build an overpass straight down 380 similar to 121 Sam Rayburn.		Van Assen	Rebecca						
326	4a73759d-0bce-4004-89a9-c2f7ac50813f	3/25/2022 19:50	3/25/2022 19:50	My family is completely opposed to option B. It would devastate our neighborhood, Gentle Creek, and the peaceful golf course that many come here to use especially with PGA's headquarters nearby. We sought to live on this side of Prosper for how quiet it was and how it had less traffic compared to the west side. It would plummet our property values as well.		Hubbs	Kyle and Sarah						
327	86f71a0c-aca9-445f-89b3-08270ccdeb33	3/25/2022 19:52	3/25/2022 19:52	I firmly oppose section B of the proposed 380 realignment! The route goes through the small town of Prosper and will have a negative impact on our town. That impact being the following. Removing land for new and existing businesses thus tax revenue which will increase the burden for homeowners It negativity affects our children as it's near our proposed schools and will delay the schools being built causing more overcrowding which is already decreasing the quality of their education. The section of land is 7% of the town. Considering Prosper is a very small town that is a big chunk. The area will affect the air quality for not only the citizens of Prosper but ManeGait and Founders Academy. Will remove an existing nonprofit for those with disabilities. A negative impact on the development of Prosper by directly impacting over 360 future homes and thousands of residents. and many more. We already have space along 380 to widen it there is no reason to move it.		Maloney	Cassandra						
328	29351eaa-6fd7-43cd-8483-ad2452309dd2	3/25/2022 19:53	3/25/2022 19:53	NO to segment B in any senario!		Wagnon	Shana						
329	156fd7dd-c1c1-4778-818d-21b88606ab21	3/25/2022 19:55	3/25/2022 19:55	US 380 bypass, Segment B, will cut our town in two and negatively impact our quality of life, which is why many of us choose to move to Prosper.									
330	718629f0-239a-45cd-8ff9-cd10ae7eea2e	3/25/2022 20:05	3/25/2022 20:05	Living in Heatherwood and seeing that segment E is locked even though the noise coming off the highway will be quite undesirable I would ask that TxDot explore segment A for the bypass and make McKinney instead of Prosper be the suggested alignment. it makes sense since this was the original alignment 3 years ago and Prosper had planned for 380 to be on 380 in its planning unlike McKinney who allowed sub divisions to be built without any concern for such a project.		Silver	Ben						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (Include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
331	a3072f33-229a-4fc0-87c6-99ac59297c58	3/25/2022 20:07	3/25/2022 20:07	This route is destroying what makes Prosper the town feel that so many residents have sought in moving to this area. The issues with 380 began a decade ago and shame on TXDOT and others for not having the vision and desire to find a solution back then. Why should those of us paying high prices for our homes be the ones to face the repercussions of such poor planning. You are proposing putting a major highway right through the middle of all this residential area, near schools and daycares, and in areas where equestrian and other disruptions to habitats would negatively impact our ecosystem. If we wanted major highways in our backyard, we would have bought in the center of Dallas. Shame on you for not considering the economical impact to our community. Take your highway out of Prosper!		Green	Jennifer						
332	24f18208-0172-49c7-8fab-54a33d79b579	3/25/2022 20:19	3/25/2022 20:19		This is a terrible idea for current residents of Lakewood and the surrounding area.	Kokaliare	Travis						
333	d6f78b7f-ada3-46dc-8702-c9981bea2402	3/25/2022 20:30	3/25/2022 20:30	My comments really have to do with the whole thing. We all lived through the widening and improving Highway 121 and can do the same thing with Highway 380. I realize there will be challenges with buying easements and displacing a few businesses but isn't that better than moving entire families from their homes, especially in this ridiculous real estate market. Please consider improving the existing highway.		Baker	Margaret						
334	303db766-00e0-4980-8cfb-177b8af9a4f3	3/25/2022 20:33	3/25/2022 20:33		As a Prosper resident, I STRONGLY oppose the proposed 380 bypass (Segment B) from running through Prosper. This bypass would run from Coit Road to FM 1827 and would disrupt existing businesses that have been in town for years and years and provide therapeutic services to surrounding areas. It would also interfere with the new high school and bring too much traffic around an area that needs to be kept safe due to school aged children being present.	Noffsinger	Wendy						
335	ac33cef8-4872-43bb-8184-1515317cd9cf	3/25/2022 20:37	3/25/2022 20:37	How are you going to prevent section E from affecting the Heatherwood neighborhood? This is only going to increase traffic on Lake Forest, and the vehicles that will cut through heatherwood to avoid a light at lake forest on the service road. This is a much larger proposed highway than what I was originally aware of. How to control the noise on section E and the noise it will inevitably create on Lake Forest? My home backs up to the trail which is near Lake Forest.		S	M						
336	44b388d2-3ce0-4a96-89c1-ac05620b56ec	3/25/2022 20:44	3/25/2022 20:44	This will directly cut through our neighborhood and reduce home values. This will make me move out of the city to get away from it.		Anderson	Stephanie						
337	06d124cd-3ee3-451a-849b-11f995a4e8df	3/25/2022 20:48	3/25/2022 20:48	I am in favor of Segment A for the 380 Bypass.		Van Blarcum	Hotch						
338	956ed1af-878a-45e1-8982-ab4a8d5279d7	3/25/2022 20:55	3/25/2022 20:55	I oppose bypass B through the city of Prosper. This roadway slices through several quality housing communities and will change the fabric of the neighborhoods. It also impacts schools and ManeGate. We not only live in this community but my son has benefited for several years from the wonderful work they perform at ManeGate - this community is very fragile and sensitive to their surroundings. A change of this magnitude will greatly hurt a very fragile community. ManeGate has helped so many of our special needs kids blossom and find something to be passionate about. Taking this away from not just the immediate community but the greater special needs community would be a tragedy. A bypass that impacts these areas and these communities should NOT be allowed.		Kihm	Bree						
339	c443b907-408a-421d-82a2-b40c5e64c738	3/25/2022 21:10	3/25/2022 21:10	Both options appear to create an issue for resident access to Lakewood Drive. Residents leaving the neighborhood to travel east on 380 will be required to turn west on 380 then cross three lanes of traffic in what appears to be about 1300ft. to get to a turn lane that takes them across to the west bound lanes. Also, how do residents of Lakewood traveling west on 380 from Coit get to Lakewood Drive? Would they have to travel to Independence and make a u-turn? As a resident of Lakewood I would oppose the Segment B option and support Segment A option but both options appear to create this issue at the intersection of Lakewood Drive and 380.	I am writing regarding my opposition to HWY 380 Segment B due to immediate and long-term impacts to the Town of Prosper. Segment B also has a detrimental effect on ManeGait Therapeutic Horsemanship; a unique nonprofit facility providing equine therapy to hundreds of adults and children with disabilities. Segment B will increase ground-level ozone impacting at least two environmentally sensitive facilities (ManeGait and Founders Academy) resulting in a conflict with Air Quality guidelines publicized by the North Central Texas Council of Governments (NCTCOG). Segment B of the proposed alignment poses a significant, negative impact to both existing and future residential and commercial developments planned within the Town of Prosper. I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021 which opposes Segment B.	Yantzi	Toni						
340	4e430cb4-c31c-4a68-842c-c4a9632dd1c9	3/25/2022 21:23	3/25/2022 21:23	I support Build B. I strongly OPPOSE Build A. Build A would certainly create more traffic and noise on Stonebridge Rd and affect many more residences than Build B would. Build B would keep the majority of the traffic away from the most residences in the north Stonebridge area.		Nichols	Richard						
341	b082b95b-009d-4120-863a-810c6684eca0	3/25/2022 21:27	3/25/2022 21:27	I cannot support further destruction of natural flood plain ecosystem. Too many unique and rare creatures live here. We keep destroying what makes Texas great. We should encourage traffic to use the already under construction outer loop rather than build a 380 bypass around a single city of mckinney that failed to plan		Falk	Matt						

US 380 from Coit Road to FM 1827 - Online Comments

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
342	ac810676-5c90-4000-881e-12bbeaf1956	3/25/2022 21:33	3/25/2022 21:33		I live in Prosper and am strongly opposed to the alignment of segment B through the town boundaries. I believe that segment A is the best alignment.	Saenger	Eric						
343	537d523f-331e-447c-8793-e330acd7ceb3	3/25/2022 21:35	3/25/2022 21:35	This area is right at the corner of a middle school and high school. There is already enough traffic getting kids to and from school. This is a horrible place for the bypass. Whoever decided that this was a good intersection either has no kids or has never had the responsibility of getting them to and from school safely. Unacceptable location for bypass! As far as being so close to ManeGait, you will destroy the therapy of so many people. There is absolutely no way therapy can be done that close to a bypass. I can attest to the good ManeGait has done. My child started therapy as a shy, incapable boy and has grown to have confidence, both on and off the horse, courage, pride, and strength. The benefits are extraordinary to the riders. We need to strive for a better community for ALL residents, not just a faster way home.		Wlesen	Katie						
344	d2e25740-5d0c-4918-8392-66f892480479	3/25/2022 21:38	3/25/2022 21:38		Republican politicians and their disdain for zoning and regulation led to the unbridled and chaotic growth along 380. Why should the residents of Prosper be saddled with the increased noise and traffic and disruption of a 380 bypass through our community? I think everybody should just live with the conditions of the current 380. I am strongly opposed to the bypass, all of it.	Podeschi	David						
345	1ac43b01-243b-4d03-8797-3092dde66b1c	3/25/2022 21:42	3/25/2022 21:42	As a resident of Prosper, I strongly oppose the proposed bypass section, especially the "B" section being considered. Town of Prosper planning, space availability and common sense dictate that the Town not be bifurcated with this new thoroughfare, when ample space has been allocated to the existing 380 corridor. Further development and residential impact if implemented would be not only intrusive and expensive, but may serve to actually remove the desire of residents to move to or do business in Prosper, favoring towns and communities not part of a thoroughfare. I strongly oppose any development that removes the 380 corridor from current locations, and strongly encourage the Town to keep fighting this move - as they have been.		E	Jens						
346	ef91335c-5309-41e8-83e8-5c7e487dc531	3/25/2022 21:47	3/25/2022 21:47		I am still confused how any of these options fix the traffic on 380, as population centers are south and travelers wouldn't choose to go further north to travel on these new roads. I have serious concerns about option B, as it will severely impact current residential subdivisions in Prosper, and outright obliterate many planned neighborhoods.	McNulty	Michael						
347	10c7a5cc-ecf6-458b-8813-5908613cd7eb	3/25/2022 21:47	3/25/2022 21:47		We purposely bought our house at this location to avoid highways. The last thing we want is an 8 lane bypass and all the noise and light pollution it brings. This will be a disturbance to the surrounding human and animal quality of life. There are existing roads that could be expanded upon or connected to provide relief for 380. Utilize what is there.	Callahan	Katie						
348	877ba74f-339f-455c-8b52-c61f85ad721a	3/25/2022 21:55	3/25/2022 21:55		My comment is the rout planners for TexDot had to try really hard to find worse routs for this plan. There are established houses, businesses and a handicap equine ranch that are right in the path of routs A and B. Noise pollution, gas and decal odors and unsightly bridge work will all be present for both A and B. To say nothing of the dive in value that all houses and property will sustain. A and B are losing proposals and will be fought in court.	Stallings	Winston						
349	e8570d9c-d2b2-438e-88a1-45e8f0cc1c2b	3/25/2022 21:55	3/25/2022 21:55		I'm opposed to plan B thru prosper. This would negatively affect our daily lives. Prosper has worked hard to build our community and this loop would harm property value, standard of living, increase noise and traffic. No to option B!	Martin	Mike						
350	519b104a-a4c4-4802-8572-53fb0f5cfe84	3/25/2022 21:55	3/25/2022 21:55		The by-pass has no business in Prosper. 380 should expand in its present location, but McKinney planned poorly & says that won't work for them. Fine. Then McKinney can find another route in McKinney for a by-pass, not Prosper which has planned well and doesn't deserve the negative repercussions of a sister city's poor planning.	Guernsey	William						
351	1159a3caa21-4c57-85a0-1cb4b05facbcb	3/25/2022 21:57	3/25/2022 21:57		Option B is right by multiple schools, a church, Manegait who provides services to disabled children all which would have to be disrupted or torn down. Not to mention private homes around that would need to be torn down. Please consider the other options ahead of Option B.	McCaffrey	Amanda						
352	25c067a5-84f0-4cc7-8b31-b46c77180eab	3/25/2022 21:58	3/25/2022 21:58		Option B is right by multiple schools, a church, Manegait who provides services to disabled children all which would have to be disrupted or torn down. Not to mention private homes around that would need to be torn down. Please consider the other options ahead of Option B.	McCaffrey	Amanda						
353	c1e277be-08e7-421e-8683-e3322e4e275a	3/25/2022 22:02	3/25/2022 22:02		The 380 bypass does not belong in fast growing cities. Expand the current 380 road or find an area that is not developed yet and place it there. My suggestion would be to use the Collin County Outer Bypass. The areas designated as A and B on the map are all ready developed. Keep your hands off of the homes, schools and businesses there. It is all ready too late you to use this land. Wake up and quit wasting your time and ours with options A and B.	Guernsey	Georgette						
354	67cd698e-61b6-43d1-8e8d-6de885bc5e5e	3/25/2022 22:04	3/25/2022 22:04			Katariya	Anand						am_a_business_owner_
355	07fad5d6-d980-4aef-86bb-27221b16a563	3/25/2022 22:17	3/25/2022 22:17		This is busiest shopping place in prosper...whole town economy will get disrupted. Also houses near coit and 380 intersection will be impacted. Would it be possible to just do overbeidge at coit and 380 as well as Custer and 380 instead	Katariya	Anand						am_a_business_owner_

US 380 from Coit Road to FM 1827 - Online Comments

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
356	5b766382-4419-41dd-8739-2474d1996f27	3/25/2022 22:22	3/25/2022 22:22	I oppose route B		Rafiee	Aria						
357	89dacbc7-3f3b-4648-8127-bc7fed7d6e3a	3/25/2022 22:27	3/25/2022 22:27	Segment B of the proposed Gold/Brown alignment poses a significant, negative impact to both existing and future residential and commercial developments planned within the Town. The alignment would directly impact over 360 future homes and thousands of residents and indirectly impact many more; Segment B will increase ground-level ozone impacting at least two environmentally sensitive facilities (ManeGait and Founders Academy) resulting in a conflict with Air Quality guidelines publicized by the North Central Texas Council of Governments (NCTCOG); Segment B runs directly through a quickly developing section of the Town of Prosper causing significant environmental impacts on the human and natural environment by adding a new and unplanned interstate through Prosper versus staying in McKinney. Segment B has a detrimental effect on ManeGait Therapeutic Horsemanship; a unique nonprofit facility providing equine therapy to hundreds of adults and children with disabilities;		Cave	Chris						
358	6c2daedb-9f3d-4cd7-87c8-d478906a4ddd	3/25/2022 22:49	3/25/2022 22:49	The . Brown Option seems by far the best manner to serve the highest density with least disruption		Maher	Don						
359	9cdcaa94-cfa1-4ba2-8191-97425921f765	3/25/2022 22:58	3/25/2022 22:58		I oppose the 380 Bypass through Prosper. This proposed bypass will disrupt neighborhoods, schools and a great non-profit (Mane Gait). Please work on another route that includes the already built road 380.	C	K						
360	caa83a5a-eccd-4b9d-84ff-74d58ae959c9	3/25/2022 23:00	3/25/2022 23:00		I am opposed because of the environmental impact and the impact on the schools.	Diel	Lora						
361	d3672cab-13df-4144-8b98-267647e5d40e	3/25/2022 23:31	3/25/2022 23:31	Strongly oppose option B		Hess	Nathan						
362	21112735-2d54-4ff3-8aa3-2f9f349d675d	3/26/2022 0:20	3/26/2022 0:20		My family opposes option B of the 380 expansion because it divides our small town into two distinct sides. Also it gives major disturbances to our many friends that moved to Quiet Prosper and would now have a US highway traverse their neighborhood. Please consider expansion within the existing 380 boundaries.	Castle	Chris						
363	0a96aac2-4710-46db-8c2e-1d6367ca63b9	3/26/2022 0:28	3/26/2022 0:28		Option B, in my opinion, is shifting McKinney problem to the much smaller town of Prosper and doesn't really solve the current or future traffic issues. It has a potentially heavy impact on Prosper lost revenue from home and business taxes. It has a very negative impact on housing development that has already been approved and released to development. It has potential environmental impact on surrounding already developed housing areas, schools, and a successful Rehab facility. Given the displayed options my preference would be oprion A. None of these options, however,, provide a long range solution to 380 traffic issues. We need a plan that connects 380 from east of McKinney to the existing major highways. Utilize the Collin County outer loop or Connect to Rt5 and to 121 and limit 380 through McKinney and Prosper to local traffic only..	Koffroth	Barry						
364	cb68b748-8c9b-4608-84da-50c42cccc942	3/26/2022 1:18	3/26/2022 1:18		I strongly oppose the segment B. That will be detrimental to our beautiful town of Prosper! We can't ruin our town and homes, parks with a freeway bypass running right through it. We moved to Prosper bc of its beauty and family community. A freeway running right through homes isn't what we pictured when moving here.	A	Julie						
365	232c27ef-407f-4b95-8b4f-59816d62f619	3/26/2022 1:20	3/26/2022 1:20		I thought the outer loop was supposed to relieve 380 congestion. 380 should go under ground or above ground like 635.	Holmquest	Chuck						
366	d61b0249-f626-4f73-8f76-7a5ed6e3405f	3/26/2022 1:33	3/26/2022 1:33		Option B just has too many negative impacts on Prosper and the responsible planning Prosper has done to keep residential areas away from 380. We moved to the east side of Prosper to have our own little piece of the country, not be next to a highway. In addition, this option would have a huge impact on Mane Gait Therapeutic Horsemanship. My wife has volunteered here and seen firsthand the benefit MainGait has on children and adults with disabilities. Putting a highway right next to this location would be downright painful to see. Prosper also has plans to open a new high school very close to this option, and this option goes right through a planned residential area. Keeping 380 on 380, or Option A, an option TxDOT already recognized as the preferred western option, are much better fits for the area now and in the future. Thank you Please move forward with Option B. It is best for our beautiful community and you could either save the \$100 million or spend it more wisely.	Shaunessy	Brian						
367	cc6b4b0e-6599-47e5-8136-233997b17327	3/26/2022 1:52	3/26/2022 1:52			Brydges	Pat						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
368	e1248300-96c5-40df-841b-85930de82be1	3/26/2022 2:23	3/26/2022 2:23	I strongly oppose segment B of the US 380 expansion. I believe that segment A is the proper expansion route.		Cochran	Linda						
369	d81817e0-a3e6-4c1e-8c74-b9906d11e199	3/26/2022 3:21	3/26/2022 3:21	There are hundreds of homes here, two schools, and a huge new development that just began building also. This would have a huge impact to the community, and senselessly so since Prosper already planned for 380 expansion on 380. PLEASE GO WITH OPTION A OR LEAVE 380 EXPANSION ON 380!! Option B adds significantly more land area being affected than option A		Bishop	T						
370	4746fe7b-32bd-4f0e-8225-9a28b54c4d05	3/26/2022 3:50	3/26/2022 3:50		Since the obvious solution to keep 380 on 380, like what is being done in Denton isn't being considered anymore as a solution, I don't understand why the Town of Prosper has to be severely impacted in the Bypass Solution (B) when the Town of Prosper will not receive any benefit from the Project but instead will lose future revenue sources for the Town of Prosper. If keeping 380 on 380 is no longer a solution for McKinney, then the Proposed Route of A/E/D or C seems to be the most appropriate solution to this traffic situation. It provides McKinney with the needed relief of traffic on 380 and impacts the fewest existing homes along the route. If the Bypass is meant to relieve the congestion in McKinney on 380 then McKinney should provide the land and right-away for the Bypass, not the Town of Prosper. I lived in McKinney from 2006 to 2013 but moved to Prosper in 2013 to get away from the traffic. If Bypass B is selected, I will again have to move as I now live in Whitley Place.	Verrelli	David						
371	52ae394e-0e81-4f39-8211-30edd833a67e	3/26/2022 4:06	3/26/2022 4:06		- Use of existing 380 path connecting to 75 makes the most sense for future efficient commute times. A deviation adds commute time that will impact thousands of commuters each year. - Prosper is disproportionately impacted with undue division and elimination of commercial and residential real estate when the best path is existing 380 highway.	Solomon	Ryan						
372	1c8a17d7-219e-4795-894a-0082216c1c7a	3/26/2022 4:12	3/26/2022 4:12		This is my back yard. Immediately next to the Walnut Creek Cemetary. We built our home with the anticipation of having quiet neighbors (those who have been interred are as quiet as they get). Having a large road immediately behind us, running next to a school will significantly impact the ground-level ozone impacting environmentally sensitive facilities (ManeGait and Founders Academy) and our home and neighborhood which we and 100's of others chose to be away from 380 when we built our home 10 years ago. Increasing ozone levels will conflict with Air Quality guidelines publicized by the North Central Texas Council of Governments (NCTCOG); Segment B runs directly through a quickly developing section of the Town of Prosper causing significant environmental impacts on the human and natural environment by adding a new and unplanned interstate through Prosper versus using the existing alignment within Town limits.	R	Jonathan						
373	5ba8700a-e123-4c29-8993-2f58253651c7	3/26/2022 4:15	3/26/2022 4:15		You need to fix the problem, not create another one. The simple fact is that McKinney did not plan accordingly for future growth with enough setback. This is their problem to solve. If eminent domain needs to be used to acquire the land necessary then that should be done. Same goes for Raytheon. Move them. Why are you imposing on Prosper, a city that has planned for its expansion properly, by running a bypass to take care of another cities problem. It is quite apparent what you are doing by looking at the map and who you are trying to take advantage of.	Fukuchi	Kevin						
374	286d98e9-1989-4391-8967-16764552ec6b	3/26/2022 4:21	3/26/2022 4:21		Very concerned about the proximity of proposed segment B, a heavily traveled route, to two high schools and a private school particularly the level of emissions that will be generated by heavy traffic.	Pruitt	Joseph						
375	989305e9-474c-4399-887c-8c00bd1e2848	3/26/2022 4:41	3/26/2022 4:41		I am highly against option B segment of Hwy 380 coming thru.	Randle	Melissa						
376	74586147-1f59-463c-8686-5fa23035da7d	3/26/2022 5:03	3/26/2022 5:03		Cutting through Prosper would have a negative impact that I'm not sure we can measure. Homes values and property taxes would go down. This would affect Town services as well as our exemplary school district. Noise and air pollution, as well as litter, would go up. Our zoning has been planned for our future based on 380 staying on 380. As a local business owner and 20 year resident, I oppose this option (Option B).	Sanchez	Jen						
377	cfe296eb-617c-41d4-837b-fe0004e2adcb	3/26/2022 5:17	3/26/2022 5:17		Please do not run 380 traffic through Prosper except on 380. My children will be attending high school in that area and many businesses and community places like Maingate have build positive and needed locations that would be compromised or ruined with an interstate type road running through there. In Prosper, keep 380 on 380 as has been built and projected for in our community.	Dellenbach	Stephenie						
378	8254bc21-5b2b-4ec5-8fbc-898dd8f8d338	3/26/2022 5:44	3/26/2022 5:44		We oppose segment B, as it will go through our neighborhood. WE OPPOSE.	dasari	bhoomi						

US 380 from Coit Road to FM 1827 - Online Comments

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
379	6d4017ad-f578-41e5-8ef8-f27505fee684	3/26/2022 6:03	3/26/2022 6:03	No! Do not build, we will lose too much of ur homes value, this will run too close to heatherwood and the elementary school that's not safe!		C	Amber						
380	dacb8def-54b3-4594-8fd1-d86cee2f1546	3/26/2022 11:53	3/26/2022 11:53		I am very opposed to option B.	Crumley	G						
381	e82deb4d-8256-4b28-8427-773c6f4fca32	3/26/2022 12:07	3/26/2022 12:07		I strongly oppose the TXDot proposed segment B. Please adopt one of the Town of Prosper proposed locations.	HUBBELL	CALLE						
382	cfb88849-53cf-42a3-8080-6469547e9ff4	3/26/2022 12:15	3/26/2022 12:15		I am completely opposed to Segment B. You would be ruining a beautiful small town. It's too late for this option. My parents live in Prosper and so do many of our friends.	Rippinger	Stephanie						
383	08eb40c7-8758-4550-8475-6d377b1c01d0	3/26/2022 13:25	3/26/2022 13:25		I live in Whitley Place, Prosper, TX. I absolutely oppose Segment B. The town of Prosper has passed six Town Council Resolutions strongly opposing. The Segment B poses a significant and negative impact to both existing and future residential and commercial developments planned with in the town. Please consider my strong opposition to Segment B	Baumli	Greg						
384	072c9379-5383-482a-881e-47f4f4922275	3/26/2022 13:31	3/26/2022 13:31		OPTION A clearly is the most sensible choice over any other option. Fewer homes and businesses will be displaced or disturbed. It is SHORTER by almost 50% and would therefore be a more cost-effective use of taxpayer money. It could even be tied into the already existing Ridge Road intersection on 380! Take the local politics off the table and use construction math 101. Expansion = Least disruptive path + most cost-effective path! Don't complicate it, make the right decision with Option A and move on already. I am a Prosper homeowner AND a McKinney Business Owner so I am being completely sensible, logical and unbiased.	Clay	Steven						
385	b62d5911-62b5-4dac-876c-2633c220df3b	3/26/2022 13:42	3/26/2022 13:42		From what I have researched and understood the issue to be, McKinney did not appropriately plan for their rise in population along 380. However instead it approved new neighborhoods, commercial, and multifamily homes without regard to the infrastructure it will need after it was all built out. And due to their poor planning, Prosper who has been planning around the issues of 380 is being targeted to lose a significant part of their land. Option B is not supported or viable. Prosper is a much smaller land mass and by using this option, the harm it hit is a couple things. First, it will effect our town revenue due to lack of square feet available to build homes or commercial entities. It will effect the feel of the town. We have done a great job of keeping 380 on the edge of town and building the town within the borders. We have small communities that create the small town feel many move here for. We oppose option B. McKinney needs to fix their issue in their town.	Lutes	Jennifer						
386	82558854-c961-478a-8198-c18006947f5a	3/26/2022 13:54	3/26/2022 13:54		I am opposed to option B, which would cut through existing and future development in Prosper. Prosper has already preserved sufficient right-of-way for 380 to be expanded along its current alignment. Prosper should not suffer the consequences of McKinney's failure to do so.	B	J						
387	3b196c93-c27e-4b3f-8fcf-32cc5f8173bc	3/26/2022 13:54	3/26/2022 13:54		I am firmly opposed to option B as it would negatively impact Prosper.	Astie	Sebastien						
388	ba4c69f8-e359-4cbb-83cd-4cc497096f7a	3/26/2022 14:38	3/26/2022 14:38		Resident of Prosper. Recommend not to go thru the east side of Prosper. Very noisy Dangerous for families and students with the school plus the Expensive houses in the area.	Guthrie	John						
389	4fcbd771-1114-4d4c-8f8b-9070e49d5e33	3/26/2022 14:40	3/26/2022 14:40		I am opposed to segment B going through Prosper. This will negatively impact on our community, neighborhoods, city planning of what we want and need in Prosper, and remove key tax revenue from the city. Darrin Hendley ██████████ 16 Yr Prosper resident.	Hendley	Darrin						
390	9b25c192-eb48-4491-840d-d2e8cd817c45	3/26/2022 14:45	3/26/2022 14:45		We oppose segment B of the project. This will cost Prosper a significant amount of tax revenue and increase our costs at the same time. This will also divide our community and negatively impact our environment and schools.	Wallace	Ryan						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
391	b53edea5-3217-4750-80ea-707406a4ee64	3/26/2022 14:50	3/26/2022 14:50		It is astonishing that TXDOT is considering the 380 Segment B option at all. Prosper currently includes a relatively small amount of land, as compared to most cities/towns. Segment B would run an extremely high volume of traffic right through the middle of our community, changing forever the quality of life currently enjoyed, and already planned, for our town. And what happens after another 10 years and the pressure to expand that very segment even more. Segment B does not adequately address the short term nor long term needs for 380 without huge negative impacts to the Town of Prosper. The environmental impacts as well as negative property implications make Segment B an extremely poor choice. There are other more viable options and I strongly implore TXDOT to make the informed choice. Prosper should be made to pay the price due to the absence of planning for 380 that should have started 5-10 years ago. Thank you.	Griz	Mike						
392	26b2e30f-adcd-469e-8dfb-f58d5d8b607f	3/26/2022 14:51	3/26/2022 14:51	Prosper is one of the fastest growing communities in the nation. Any road dumping out traffic at Coit Road will create massive congestion in an area with an ever-increasing number of wrecks already. Go around Prosper as well as McKinney. If not, you'll be doing this exercise again in a very few years. Don't lower the property values of the homes just west of Coit.		Hudson	Janet						
393	f66b99d0-34bf-4511-87d5-1fae59236166	3/26/2022 15:04	3/26/2022 15:04	I have concerns about Plan B, which is proposed to run through Prosper. This option would have a deleterious effects on the surrounding communities. More specifically the Brook Hollow community and ManeGate therapeutic riding center. It seems there are other options (Option A) that would have less of an impact on the community. Please consider that option and others as opposed to option B.		Hahn	Jeff						
394	5b386c7a-952e-479b-87ce-fb452d329fbd	3/26/2022 15:04	3/26/2022 15:04	I have concerns about Plan B, which is proposed to run through Prosper. This option would have a deleterious effects on the surrounding communities. More specifically the Brook Hollow community and ManeGate therapeutic riding center. It seems there are other options (Option A) that would have less of an impact on the community. Please consider that option and others as opposed to option B.		Hahn	Jeff						
395	3d5daf3d-2dec-4406-8bb3-b018267f7bd2	3/26/2022 15:04	3/26/2022 15:04	I have concerns about Plan B, which is proposed to run through Prosper. This option would have a deleterious effects on the surrounding communities. More specifically the Brook Hollow community and ManeGate therapeutic riding center. It seems there are other options (Option A) that would have less of an impact on the community. Please consider that option and others as opposed to option B.		Hahn	Jeff						
397	cb79bc93-e192-439d-8030-fa45c559d692	3/26/2022 15:23	3/26/2022 15:23	This is where my chided go to school. And we live just north of prosper trail. This will completely disrupt our lives and make the area not as safe as it is today.		B	B						
398	27d18a3f-0b0d-4fa1-8869-9d477a8cc305	3/26/2022 15:33	3/26/2022 15:33	I 100% Oppose the (B) Brown or Gold alternative as this would negatively impact economic growth of The Town of prosper as well as my property value by placing a highway in a residential area!! This is ridiculous and can't believe that TXDOT would do this.	I 100% Oppose the (B) Brown or Gold alternative as this would negatively impact economic growth of The Town of prosper as well as my property value by placing a highway in a residential area!! This is ridiculous and can't believe that TXDOT would do this.	Ruiz	Juan						
399	6d632b97-08a2-43d1-8fbf-22273d6bbd66	3/26/2022 15:35	3/26/2022 15:35		I oppose the proposed Improvements to US 380 from Coit Road to FM 1827 as it will detrimentally effect my town.	Hirst	B						
400	eb1e0669-1fa8-42c3-8a1c-e1bdc068b3eb	3/26/2022 16:20	3/26/2022 16:20		As a Prosper resident I strongly oppose Proposal B that cuts through Prosper. We are a small community that should not be penalized because of poor planning on the part of Denton and McKinney. 380 was the intended major thoroughfare for this area and it should continue to be so. This proposal will have devastating impacts on ManeGait and I resent the statements in the proposal that they are able to continue providing services. My son is 14 years old and has been utilizing these services for over two years. He is Autistic and has sound sensory issues. There is absolutely no possible way the 8 lane highway with side streets and an overpass is not going to cause an immense amount of noise and emissions pollution. There are greater risks for an 8 lane highway with potential noises that could cause a horse to panic and throw a disabled child. This highway will limit Prosper's ability to grow earn taxes, create pollution and lower our property values. We do not want Proposal B.	Rahner	Leigh						
401	f7284941-28bd-4c17-8c43-49dd6412564c	3/26/2022 16:43	3/26/2022 16:43	As a proud resident, I am opposed to the proposed bypass option through the Town of Prosper. There are more responsible and less detrimental options available. Prosper residents should not bear the impact of poor long-term planning in McKinney and surrounding areas. Our communities in Prosper deserve better and this bypass option should be eliminated from consideration.		Lyle	Jordan						
402	e3be3d20-8ad9-4ae0-8d3e-1d20cb7a1eda	3/26/2022 17:01	3/26/2022 17:01	I stongly oppose The Segment B option for the 380 alignment. The Prosper Town Council has opposed the Segment B option 6 times. There will be a negative impact to current and future residential and commercial projects. Please recognize my strong Opposition to Segment B		Baumli	Joni						
403	524597ce-145c-47ad-8daf-5977d06a7873	3/26/2022 17:13	3/26/2022 17:13	I am against the proposed B route. It is too close to multiple schools as well as the Mane Gate facility.		Allen	Josh	Cl.	Prosper	TX	75078	jallen@nakedlime.com	

US 380 from Coit Road to FM 1827 - Online Comments

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
404	d96e25e7-52a3-4682-86e8-767a02a46dcd	3/26/2022 17:40	3/26/2022 17:40	I oppose this bypass due to the noise it will create, increased traffic it will create.		Kasperowicz	Mark						
405	bd847476-c4cd-4f62-811c-161006a61b66	3/26/2022 17:42	3/26/2022 17:42	I oppose route B going through Prosper. It will be extremely disruptive!!		Bae	Tanya						
406	97a75e97-1607-424a-8cba-52bad9714027	3/26/2022 17:45	3/26/2022 17:45		I am opposed to option B which cuts through Prosper. 1) Any option that goes through Prosper would have an increasingly negative impact on the environment, more so than the current recommended Option A 2) The increased traffic next to ManeGait Therapeutic Horsemanship's facility would have a detrimental effect on this special non-profit facility 3) Option B would displace an age-restricted community under construction (Ladera), current recommended Option A does not adversely affect this protected class 4) Any option that bisects Prosper would be in immediate proximity to Founders Academy as well as new drivers attending Proper's Walnut Grove High School (currently under construction) 5) Option B is in direct conflict with the Air-Quality Guidelines	Dailey	Robert						
407	02329543-2099-49a5-8966-cdc32a8d4950	3/26/2022 18:21	3/26/2022 18:21	Option B is the obvious choice!! Option A disrupts more and cost more!!! 100 million more!!!!!! It would be devastating to see our beautiful area turn in to concrete.		Campbell	Beverly						
408	5053b173-4f9c-40d5-8afd-77aa7a8121ff	3/26/2022 18:44	3/26/2022 18:44	We greatly oppose Option A, as we live in the Stonebridge Ranch LaCima neighborhood, which we chose due to the beautiful lakes and green spaces, and quiet backyards. Adding a large elevated 8 lane freeway would severely diminish our quality of life and quiet enjoyment of our property and greatly reduce the beauty of the LaCima lake and our green space. We are in favor of Option A, which would be less expensive and less disruptive as that area is significantly less developed and would not impact the quiet enjoyment of the stonebridge ranch and la CIMA neighborhoods. We have 5 year old twin boys and a 2 year old daughter, and we want to continue to enjoy our property for many years to come without a large elevated freeway in our backyard.		Hulse	Erik						
409	2927d715-9a51-431d-8fd7-9c4127a67360	3/26/2022 18:56	3/26/2022 18:56	Option B can't be the solution. It's hard to understand why we would even be considering a route that is so close to an existing, well established neighborhood, where we live. Our property values would plummet. Even harder to understand is why would consider a route that is next to a charter school (just opened) and a new high school (being built). New subdivisions are planned directly adjacent to this project which include a senior community – which will impede the quality of life given the noise and pollution. Ruining existing projects and established communities can't be the right answer. We can and must do better. There can't be an honest conversation that includes this an option. Those presenting this either don't care about the quality of our Prosper citizens, schools and elderly or they are beholden to other interest groups. Common sense must prevail and this is not the solution.		Stauffer	C						
410	bc6689f5-a4c2-48e1-850c-74f4c1b4674	3/26/2022 19:03	3/26/2022 19:03	We oppose this cutting a small town		Prasanna	D						
411	8d4abb18-db9e-4eb7-8a8f-c258e2bb63ff	3/26/2022 19:03	3/26/2022 19:03	We oppose this cutting a small town		Prasanna	D						
412	b7ca2df6-d488-41ac-81f9-800292846024	3/26/2022 19:05	3/26/2022 19:05	I am a Prosper resident and am vehemently opposed to this section of the project. It will literally cut our town in 2, destroy property values and de-fund our services via loss of tax revenue. This is pure and simple a land-grab. I am unaware of anyone in the town, from town government on down, who supports this proposal.		Pepi	Robert						
413	78ef1c5f-aa1f-4c65-8c55-957993c66c0e	3/26/2022 19:37	3/26/2022 19:37	Oppose plan b thru prosper.		Williamson	Michelle						
414	d216108a-7b49-4f7f-86a9-0d5ff5da5310	3/26/2022 19:46	3/26/2022 19:46		I oppose Option A and support Option B. I am a homeowner in the Villages of LaCima, in Stonebridge Ranch, McKinney TX. We will be negatively impacted by Option A as Stonebridge Drive and 380 is literally in our backyard. We are worried about our property value as well as the huge disruption from all the construction, affecting our commutes and everyday life. In addition to these very real concerns for our neighborhood if Option A is chosen, I support Option B for the following reasons: 1. Option B has significantly lower overall cost than Option A 2. Option B does not displace any businesses, vs. 17 businesses for Option A 3. Option B has less environmental impact on wetlands, rivers/streams, forest/prairies than does Option A In summary Option B is the only logical choice in terms of both economic and environmental concerns. PLEASE DO NOT APPROVE OPTION A !	Ablels	Jill						

US 380 from Coit Road to FM 1827 - Online Comments

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
415	0bfd33b9-ffb5-43be-8723-61865f38b72f	3/26/2022 20:05	3/26/2022 20:05	I am against the proposed 380 bypass segment B from running through Prosper. We are native Texans, and have lived in Prosper for 5 years and love the small town feel with the convenient access of 380. But Prosper is small and running this bypass through Prosper would take away from crucial development, growth and land from our small town.		Sermino	Fransis						
416	88b5e243-36b8-4ce2-8001-9e1ea91e228f	3/26/2022 20:34	3/26/2022 20:34	I oppose segment B. Segment B of the proposed Gold/Brown alignment poses a significant, negative impact to both existing and future residential and commercial developments planned within the Town. The alignment would directly impact over 360 future homes and thousands of residents and indirectly impact many more; Segment B will increase ground-level ozone impacting at least two environmentally sensitive areas. Segment B runs directly through a quickly developing section of the Town of Prosper causing significant environmental impacts on the human and natural environment by adding a new and unplanned interstate through Prosper versus using the existing alignment within Town limits; Segment B has a detrimental effect on ManeGait Therapeutic Horsemanship; a unique nonprofit facility providing equine therapy to hundreds of adults and children with disabilities; Segment B is in close proximity to existing and future schools including high schools impacting thousands of students.		Romans	Cortney						
417	820dd66a-83ae-4aaf-8a38-02201fc18141	3/26/2022 20:34	3/26/2022 20:34	I am opposed to plan B. Prosper is a small town that will adversely be affected by this monstrosity. Property values will decrease, crime will increase, and children will be more at risk of danger due to the closeness of the highway. Plan A is best, McKinney has much more open land therefore providing more choices of location without affecting the public.		T	Kristi						
418	a670ca01-0036-449d-8ebc-4811d1e030fe	3/26/2022 20:41	3/26/2022 20:41	Why Option B is a poor choice: 1: Too close to schools, existing and under construction. It is a danger to students. 2: Prosper is a small town 9x3 miles (?) any bisection will be a detriment to the town. 3.there is plenty of space along the existing 380 road.		Jantz	Keith						
419	ded74f29-11e8-4155-82da-f4db9e64c85a	3/26/2022 22:25	3/26/2022 22:25	I think it would be one of the greatest examples of short sightedness in the history of city planning not to take any proposed diversion route (intended to reduce traffic on Hgwy. 380) all the way to the Dallas North Tollway.		Lynn	Kevin						
420	e3e27f4b-ff3d-4748-85e4-69921d9a226e	3/26/2022 22:37	3/26/2022 22:37	I live in Prosper, Texas which under Segment A would be dissected by an 8 lane freeway. This is one of the smallest towns and dividing it by the freeway would destroy a major area of homes, schools an businesses and there would be dire consequences for future growth and future economic development. This town consists of 63 acres, and each acre has been part of its overall development plan. Seeing people and businesses and schools displaced would have a negative impact on any future growth and the loss of revenue would create a hardship to maintain major services such as police and fire. I implore you, do not choose this solution and destroy a way of life difficult to find and enjoy. Our City Planners and Leaders have been set a high standard in community planning across this state; do not select a plan that not only wipes out what has been achieved, but will also destroy the hopes and dreams of residents and business owners alike. Let Prosper prosper.		Nugent	Barbara J.						
421	44047bcd-9403-4d59-8df2-7dc69d340f18	3/26/2022 22:48	3/26/2022 22:48	Dear TXDot, I would like to voice my opposition to the 380 bypass through Prosper, TX. The Town Council of Prosper has thoughtfully planned out development within our small town limits to be what is best for Prosper. I stand with the Town Council against this bypass going through Prosper. This bypass is not what Prosper needs. We have completed the traffic improvements needed for our town. We do not need or want this bypass. McKinney may believe they have a problem. If they do, they should fix it and they should use their land to do it. I just drove down Preston Rd toward Frisco on a busy Saturday. Traffic was congested and thick. Things moved slowly. No one is asking for a Preston Rd bypass or an over under highway. In fact, 380 from the Tollway to Highway 75 moves better on most days than what I just experienced on Preston Rd. I say, let McKinney make a change in McKinney or leave 380 alone. Thank you.		Johnston	Elizabeth						
422	415b48b1-145e-4ddf-8dae-c291bb27cd65	3/26/2022 23:01	3/26/2022 23:01	Hello, Looking at this data it's pretty clear route B would create the most mobility in the longterm. I am in favor of route B!	Something HAS to be done. 380 right now is incredibly congested at all times, I can only imagine in a few years time! I just want to say I appreciate very much all the work that is going into this project, and as a resident of this great city of McKinney I am in favor of whichever route will give us the most mobility in the long term. What minor inconveniences we could experience right now do not come close to outweighing the benefits for our children, and their children. Thank you and God Bless!	Rojas	Brandon						
423	88963d71-7e37-4be6-806a-6e0bce91d6b3	3/27/2022 0:15	3/27/2022 0:15	Option B would displace less people than option A. It also makes more sense when looking at the map to avoid sharp turns and/or stop lights for a high speed freeway.		T	Natalie						
424	94c64d7c-a184-4d92-81dd-886b47c8cbae	3/27/2022 0:40	3/27/2022 0:40	I think sending a major thoroughfare like 380 through prosper is dumb and not thought through. The impact it has to our schools, founders academy, Prosper Highschool, and cockrell elementary could be detrimental to our kids health(air quality deterioration). Not to mention negatively impacting a community staple like Manegate that has helped many children that have not had the best lease on life. Please consider keeping 380 on 380 or other options so as not to negatively impact our small town. Patrick Roberts		Roberts	Patrick						

US 380 from Coit Road to FM 1827 - Online Comments

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
425	7a95a0b6-301d-42bd-8a3d-c7bdf10b2a9	3/27/2022 0:47	3/27/2022 0:47	Please don't divide our small town!		Niggle	Taylor						
426	afdf6258-2559-473d-88d4-8de442179e3f	3/27/2022 1:49	3/27/2022 1:49	Option A will be an elevated 8 lane highway with local frontage roads at Stonebridge and 380 that descends further east so it runs below ground past Tucker Hill, then veers north just east of Tucker Hill. This will greatly impact our sight lines from Stonebridge and the pond, and will drastically alter the sightline of beautiful Stonebridge Drive. This option takes out 12 businesses and two homes and costs \$100 million dollars more than Option B.	Option A will be an elevated 8 lane highway with local frontage roads at Stonebridge and 380 that descends further east so it runs below ground past Tucker Hill, then veers north just east of Tucker Hill. This will greatly impact our sight lines from Stonebridge and the pond, and will drastically alter the sightline of beautiful Stonebridge Drive. This option takes out 12 businesses and two homes and costs \$100 million dollars more than Option B.	H	T						
427	a96763e8-65c3-4e09-8361-313f1909a25f	3/27/2022 1:50	3/27/2022 1:50	Option A will be an elevated 8 lane highway with local frontage roads at Stonebridge and 380 that descends further east so it runs below ground past Tucker Hill, then veers north just east of Tucker Hill. This will greatly impact our sight lines from Stonebridge and the pond, and will drastically alter the sightline of beautiful Stonebridge Drive. This option takes out 12 businesses and two homes and costs \$100 million dollars more than Option B.		Hinkebein	Brad						
428	b916b7f9-54c3-4a6c-80d1-963a3341992e	3/27/2022 1:50	3/27/2022 1:50	Option B is the logical choice for the western 380 bypass. Option B travels an area in Prosper with few homes already constructed and in which a developer has plans to build a number of new homes. Option B does not destroy any existing homes or businesses. Option A goes north past many homes and neighborhoods already established in McKinney, destroys multiple homes and businesses, costs \$100 million more than Option B, together with going through a series of close proximity stop lights (Custer, Hilltop and Stonebridge) which would exacerbate the bottleneck. Option A is a solution that favors a few in Prosper, punishes the majority in McKinney, costs more and is not the best solution to relieve congestion. The best is alternative is Option B. It avoids the most disruption to current residents of either area, costs the least and is the best solution to relieve the congestion. Choosing Option A would question the integrity of the decision. Respectfully, Brian		de la Houssa	Brian						
429	ff81191e-6e8a-43b7-82ad-a51150cd5dc0	3/27/2022 3:36	3/27/2022 3:36	First - why are we dealing with this again? This was to be settled with the final 2020 report. Prosper has passed a million resolutions against any 380 alignment in Prosper. It's McKinney's fault they didn't plan - stop acquiescing to Fuller and pushing this onto Prosper. 1) CONTRARY to the information presented by TxDot at 380 public meeting on 3.22.2022, the proximity (45 feet) of option B to ManeGait Therapeutic facility does present harm to children with disabilities and horses. Anyone who has a clue about children with sound sensitivities (LIKE THOSE SERVED AT MAINGAIT) or horses understands this. 2) Vehicle pollution (which will NOT all be electric, contrary to TxDot) is detrimental to ManeGait and Founder's Academy 3) Displaces the senior living community and additional residential units, denying Prosper planned-for tax revenue 4) Causes dangerous traffic situation for Founder's Academy I only support the recommended 380 alignment Option A from the feasibility study.		Kihm	Tim						
430	68d69cb3-c975-4d13-89ae-d527f696b82c	3/27/2022 12:03	3/27/2022 12:03	Alternative B is not an acceptable alternative. The use of Prosper's very small land mass to support a much larger municipality to the west is unfair and politically motivated. Route B was not on the original maps and was only put in place after political pressure was put on to move the route further to the west. The Town of Prosper has maintained since the original maps that this route was not supported and that it has disparate impact on the citizens of Prosper, the commercial tax base and the ADA protected customers of ManeGait. The Town of Prosper has planned, zoned, and built along the US 380 corridor that is currently in place with the long term expectation that it would remain on the corridor. This is not the case to the east. Each of the land owners that would be required to provide land for Route B will vigorously fight any version of Route B that requires their property up to and including legal action. Route B is not the right alternative.		Bristol	David						
431	a453a6f6-a66d-4c0f-8e46-e938717e0092	3/27/2022 12:39	3/27/2022 12:39	I am a resident of Prosper TX. I oppose route B and Favor route A. Route A follows an existing right of way. Route B would require creation of a new right of way. It would be disruptive to people who have invested in Prosper . This listing includes individuals, PISD, and development companies. Thanks for asking and listening.		Guthrie	John						
432	0ef80bb7-cf22-44de-848b-a7e0272cb59b	3/27/2022 13:02	3/27/2022 13:02		I am strongly opposed to segment B. It's path is already heavily planned and developed whereas segment A has a much more sensible path to rejoin 380.	Haggerty	Cameron						
433	5dc1837e-640d-4e45-8629-bdeff6cfbd53	3/27/2022 13:54	3/27/2022 13:54	We want option B. Option A is too disruptive for an already very well established area full of residents and wildlife that have been here for decades.		H	Kristin						
434	1bfe9796-6570-400f-8793-b8d35f23308b	3/27/2022 14:36	3/27/2022 14:36	Oppose segment B		CB	C						

US 380 from Coit Road to FM 1827 - Online Comments

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
435	8bbdefd2-230e-4882-8c77-9029050e6134	3/27/2022 15:48	3/27/2022 15:48	I oppose the proposed segment B which would cut through the heart of the Town of Prosper and affect many planned residential and educational builds. I support the proposed segment A which would not be as impactful for the current and future residents of Prosper.		Tran	Khang						
436	387819db-52d8-48b7-86cd-74466a950339	3/27/2022 16:09	3/27/2022 16:09	We oppose the B expansion through Prosper. The negative effects to our community would be extensive!		Escobedo	Yvonne						
437	7d5f2206-c611-4ead-827f-52d9c1a925f5	3/27/2022 16:24	3/27/2022 16:24	I am a Prosper resident. I firmly disapprove of Plan B running through Prosper. Plan A would be better. Plan B would be detrimental in the development of the east side of Prosper. I DO NOT support Plan B.		Aston	Marsha						
438	c12e087d-8626-4edc-80c1-652f08d82abc	3/27/2022 16:31	3/27/2022 16:31	We are in opposition to the B option that would take this traffic pattern through Prosper. Poor planning and execution on 380, as well as growth in McKinney...should not impede on the planning and preparation that Prosper has had underway for many years. Dropping all of the traffic across the eastern section of Prosper is not the answer. As this is a McKinney traffic issue, it should be resolved with McKinney options, which are available. Don't create a traffic issue in one city because another city has one. Thank you.		Cobb	Philip & Robbie						
439	1fd1ef88-0ffa-4eee-8efd-b53d5bb64bb5	3/27/2022 16:33	3/27/2022 16:33		I oppose the Proposed Improvements to US 380 from Coit Road to FM 1827, Collin County, Texas CSJs: 0135-02-065, 0135-03-053, 0135-15-002	Williams	Michele						
440	6030f615-147f-48b7-8c8b-dbbd3507930b	3/27/2022 16:49	3/27/2022 16:49	I live in a quiet little neighborhood in Prosper called Whitley Place. My family and I moved here to be away from the aggressive development of Frisco. That was Frisco's way so we left. Please, please leave Prosper out of this McKinney-focused solution. I oppose Option B! If TxDot really wanted to solve for US380 in total, it would propose a comprehensive approach that spans from Princeton to Denton and all points in between. If there were that more comprehensive approach, then all the towns affected would be more willing to collectively solve the problem. However, the options presented in today's scope are solving only for McKinney's problems and therefore should require McKinney to solve them. I can only hope that the planned residential developments about to start squarely in the path of Option B serve to obstruct that Option in addition to the voices of the Walnut Grove high schoolers, Mane Gait folks, Founders' primary school kids, historical homesteads, etc. Stop Option B!		Wind	Victoria						
441	371f62db-52e8-492e-8874-c0628eba4c8b	3/27/2022 16:58	3/27/2022 16:58		I am a resident of Stonebridge. I find little favor in Schemes A or B in that these locations are already in a heavily populated area. I do not understand why consideration is not given to locating the transition at the proposed Dallas North Tollway. This area is the least populated at this time and would allow for a shedding of traffic in a lightly populated area. Thank You	Balkovec	John						
442	bb1e068a-f047-4488-8abe-1b77ebc8a480	3/27/2022 16:59	3/27/2022 16:59	Strongly opposed to proposal B due to environmental effects.		Cochran	Troy						am_a_business_owner_
443	72814807-5e0b-423a-878d-dfe56c7e2233	3/27/2022 17:25	3/27/2022 17:25	I am STRONGLY opposed to Option A for the US380 expansion project for the following reasons. • Option A displaces a total of 17 businesses, Option B displaces ZERO • Option A cost to relocate utilities is \$61 million, Option B is \$25 million • Option A total cost to acquire ROW (right of way) is \$178M, Option B cost is \$137M • Option A total cost of design/construction is \$450M, Option B is \$428M • Option A total cost is about \$100M higher than Option B • Option A impacts more acres of wetlands, river/streams and forest/prairies than Option B • Option A impacts 14.9 acres of Statewide Important Farmland, Option B only 2 acres • Option A's increase in noise would have a severe negative impact on established Stonebridge Ranch neighborhoods. Option B does not come as close to any existing neighborhoods. • There will be considerably increased traffic on Stonebridge Ranch Dr & Ridge Rd which both have elementary schools close to 380: Wilmeth and McClure.		Lawrence	Nancy						
444	bce10302-6041-47d3-8851-9aa7e3cca0ea	3/27/2022 18:43	3/27/2022 18:43		I strongly oppose the proposed Segment B that crosses Custer Road (2478) and cuts into the Town of Prosper. I support all the Town of Prosper's current and previous resolutions opposing Segment B. Keep 380 on 380 as the Town of Prosper, Prosper ISD, ManeGait Therapeutic Riding Center and thousands of Collin County citizens have asked.	Nugent	Mary						
445	66d57bf6-89a0-41b4-8be4-5d099f5324fa	3/27/2022 19:00	3/27/2022 19:00	My family and I oppose segment B and support segment A because segment B will dramatically impact our quality of life in many ways. The roadway will cut through proposed expansions of our neighborhood and impact our home value, access to our neighborhood will be reduced, and we will not be able to enjoy our outdoor spaces due to higher road noise. Segment A will also address safety and traffic concerns at Custer and 380 which is becoming a major issue. Additionally, Segment B will require the relocation of Walnut Grove high school which is currently under construction, costing taxpayers even more money.		Oskvarek	Adam						

US 380 from Coit Road to FM 1827 - Online Comments

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
446	bb551659-ecb5-4ad1-875c-cae1b111c0f5	3/27/2022 19:06	3/27/2022 19:06	I am strongly opposed to Option A for the US380 expansion project for the following reasons. <ul style="list-style-type: none"> Option A displaces a total of 17 businesses, Option B displaces ZERO Option A cost to relocate utilities is \$61 million, Option B is \$25 million Option A total cost to acquire ROW (right of way) is \$178M, Option B cost is \$137M Option A total cost of design/construction is \$450M, Option B is \$428M Option A total cost is about \$100M higher than Option B Option A impacts more acres of wetlands, river/streams and forest/prairies than Option B Option A impacts 14.9 acres of Statewide Important Farmland, Option B only 2 acres Option A's increase in noise would have a severe negative impact on established Stonebridge Ranch neighborhoods. Option B does not come as close to any existing neighborhoods. There will be considerably increased traffic on Stonebridge Ranch Dr & Ridge Rd which both have elementary schools close to 380: Wilmeth and McClure. 		berardesco	denese						
447	8e8aeb67-f9b7-42e6-8a79-38da67676109	3/27/2022 19:18	3/27/2022 19:18		380 does not need to come through Prosper. It would cut through a very necessary therapy center, Mane Gait, that is vital to this community. There is no reason for Prosper to be considered in the rerouting of 380 because of issues with McKinney's sections. Plus, the Outer Loop is currently being built. Has it's impact on learning 380 traffic been considered?	Stevenson	Christina						
448	e6ae2302-3427-4956-8e9e-20d8e41016dd	3/27/2022 19:40	3/27/2022 19:40	I am opposed to segment B. I live in Red Bud Estates and do not believe that it is in the best interest of our neighborhood to have the interchange reconnecting to 380 at our neighborhood entrance. Further, I agree with the Town of Prosper that the B segment would negatively impact the town and its economic growth, as well as the aesthetic that they have worked hard to achieve and maintain. I support their resolutions to expand 380 along the existing 380 pathway throughout the length of Prosper, without deviation from the existing pathway in any significant manner.		Williams	Jeff						
449	a1c3009b-e203-49c3-8124-d6bf9606a58e	3/27/2022 20:21	3/27/2022 20:21	I am strongly opposed to Option A for the US380 expansion project for the following reasons. <ul style="list-style-type: none"> Option A displaces a total of 17 businesses, Option B displaces ZERO Option A cost to relocate utilities is \$61 million, Option B is \$25 million Option A total cost to acquire ROW (right of way) is \$178M, Option B cost is \$137M Option A total cost of design/construction is \$450M, Option B is \$428M Option A total cost is about \$100M higher than Option B Option A impacts more acres of wetlands, river/streams and forest/prairies than Option B Option A impacts 14.9 acres of Statewide Important Farmland, Option B only 2 acres Option A's increase in noise would have a severe negative impact on established Stonebridge Ranch neighborhoods. Option B does not come as close to any existing neighborhoods. There will be considerably increased traffic on Stonebridge Ranch Dr & Ridge Rd which both have elementary schools close to 380: Wilmeth and McClure. 		Jarvis	Neil						
450	2cc839a4-9302-405b-8452-6c396067322e	3/27/2022 20:22	3/27/2022 20:22		I strongly oppose the Option B / Segment B route that is depicted as cutting across McKinney into the Town of Prosper. I fully support all Prosper Council Resolutions that have been passed regarding this topic, including the Prosper Council Resolution 2021-34 passed in July 2021, that voices strong opposition to a bypass in Prosper. I oppose Segment B. I stand with the Town of Prosper, Prosper ISD, ManeGait Therapeutic Riding Center and many Collin County citizens who have similarly registered their strong opposition to this proposed segment. Keep 380 on 380 in the Town of Prosper.	Nugent	John						
451	6f087bb6-e29c-4bbe-86cb-9e93541a0911	3/27/2022 20:23	3/27/2022 20:23	I am strongly opposed to Option A for the US380 expansion project for the following reasons. <ul style="list-style-type: none"> Option A displaces a total of 17 businesses, Option B displaces ZERO Option A cost to relocate utilities is \$61 million, Option B is \$25 million Option A total cost to acquire ROW (right of way) is \$178M, Option B cost is \$137M Option A total cost of design/construction is \$450M, Option B is \$428M Option A total cost is about \$100M higher than Option B Option A impacts more acres of wetlands, river/streams and forest/prairies than Option B Option A impacts 14.9 acres of Statewide Important Farmland, Option B only 2 acres Option A's increase in noise would have a severe negative impact on established Stonebridge Ranch neighborhoods. Option B does not come as close to any existing neighborhoods. There will be considerably increased traffic on Stonebridge Ranch Dr & Ridge Rd which both have elementary schools close to 380: Wilmeth and McClure. 		Jarvis	Anita						
452	f4ec342c-b0fc-415a-8654-01762701013d	3/27/2022 20:28	3/27/2022 20:28	My family and I oppose the proposed 380 bypass segment B. This would impact our community in many negative ways. Noise pollution , air pollution are sure to harm our children. Not to mention the dangers of having such a huge highway so close to our neighborhood and schools. The bypass would also be very harmful to the animals around the area and the beautiful horses at Mane Gait. It would truly sadden us to see this area ruined by such a thoughtless decision to build a bypass. This would also negatively impact our home values. Consider keeping 380 on 380 and avoid any more damage to our environment and health.		Taylor	Elizabeth Castil						
453	c10094ee-6bd8-46bc-80ee-811474347e7e	3/27/2022 20:41	3/27/2022 20:41	I am opposed to Plan B. There is no reason that residents in this section, mainly affecting Prosper, should be subjected to this idea.		Robinson	Melody						
454	2beb5a5e-23a7-41c6-84ee-c1cc459af6cf	3/27/2022 20:55	3/27/2022 20:55	As a 16 year resident of Mckinney, I support "Option B" it's not only better for north Texas as a whole but the best for the Community. I oppose option A, people in prosper are looking out for themselves, not the greater good.		Marr	Craig						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
455	8c297bf8-e7f5-4ccb-8e5c-b88bb65254ff	3/27/2022 21:01	3/27/2022 21:01	I appreciate that this process allows time to consider the community impact of this project; as a home owner just south of 380 at Stonebridge road I know that 'Option A' would irreparably damage our residential community and the livelihoods of business owners. The school just South of 380 on Stonebridge, Wilmeth Elementary, pulls half of its students from across Stonebridge. The students, K-4th grade, walk across Stonebridge to get to school. This is a busy student crossing before and after school. The increased traffic on Stonebridge that this would bring would be a hazard. Our residential community has business at the corner of 380 and Stonebridge, multiple owners live here in the neighborhood. They believe that they would be among the dozens of businesses displaced or closed permanently due to 'Option A'. Our neighborhood small business owners do not have other income streams in most cases. We and our neighbors strongly support Option B.		Stone	Mia						
456	342be3b2-12e5-4386-8269-5fc95ce49718	3/27/2022 21:02	3/27/2022 21:02	I am strongly opposed to Option A for the US380 expansion project for the following reasons. • Option A displaces a total of 17 businesses, Option B displaces ZERO • Option A cost to relocate utilities is \$61 million, Option B is \$25 million • Option A total cost to acquire ROW (right of way) is \$178M, Option B cost is \$137M • Option A total cost of design/construction is \$450M, Option B is \$428M • Option A total cost is about \$100M higher than Option B • Option A impacts more acres of wetlands, river/streams and forest/prairies than Option B • Option A impacts 14.9 acres of Statewide Important Farmland, Option B only 2 acres • Option A's increase in noise would have a severe negative impact on established Stonebridge Ranch neighborhoods. Option B does not come as close to any existing neighborhoods. • There will be considerably increased traffic on Stonebridge Ranch Dr & Ridge Rd which both have elementary schools close to 380: Wilmeth and McClure.		Bendure	Margie						
457	9109ed6a-9618-4d62-88aa-2a9ccfbd9f5	3/27/2022 21:16	3/27/2022 21:16	I am strongly opposed to Option A for the US380 expansion project for the following reasons. • Option A displaces a total of 17 businesses, Option B displaces ZERO • Option A cost to relocate utilities is \$61 million, Option B is \$25 million • Option A total cost to acquire ROW (right of way) is \$178M, Option B cost is \$137M • Option A total cost of design/construction is \$450M, Option B is \$428M • Option A total cost is about \$100M higher than Option B • Option A impacts more acres of wetlands, river/streams and forest/prairies than Option B • Option A impacts 14.9 acres of Statewide Important Farmland, Option B only 2 acres • Option A's increase in noise would have a severe negative impact on established Stonebridge Ranch neighborhoods. Option B does not come as close to any existing neighborhoods. • There will be considerably increased traffic on Stonebridge Ranch Dr & Ridge Rd which both have elementary schools close to 380: Wilmeth and McClure.		Sundarajan	Aditi						
458	5216562e-e7ef-4b0f-8c9d-4e124973dc24	3/27/2022 21:23	3/27/2022 21:23	I am a resident of Prosper and am opposed to the propose segment B expansion. I understand the need for 380 but segment B breaks the heart of our small town that we all so love. Please stay away from building segment B especially as it is so close to our new High school just under construction. TXDOT please help us.		charaniya	karim						I_am_a_business_owner_
459	b096e1db-6280-4740-833c-f4822d1dc3b9	3/27/2022 21:35	3/27/2022 21:35	Option B is ideal for the residence of McKinney. This includes my family which lives in Stonebridge Ranch.	Voting for Option B.	Larsen	Ivan						
460	9d08b38e-64a0-4435-8f39-b20dd32c4e91	3/27/2022 21:49	3/27/2022 21:49	We opposed the Hwy 380 extension segment B. TXDOT should go forward with the original recommendation of segment A that the study provided. Prosper has planned it's expansion of Hwy 380 on the existing Hwy and McKinney did not, so just because the Tucker Hill community has some political figures living within the community and opposed to Alternative A, we are considering alternatives? This segment B comes to close to Main Gate and the Cemetery on Custer and 1st street.		Sharapata	Monica and Ga						
461	722664bb-17de-4313-836a-5de53ffa2226	3/27/2022 21:49	3/27/2022 21:49	I support segment A		Harrell	Christiane						
462	6705c10d-ac3e-43d9-882e-17aaf2a0f45a	3/27/2022 22:02	3/27/2022 22:02		I strongly oppose a 380 bypass through the town of Prosper. To take from this small town community would be such a shame.								
463	65bcb4dd-8576-43a0-8688-f9f9c15a16c9	3/27/2022 22:03	3/27/2022 22:03	I live in Whitley Place in Prosper. I am firmly against the proposed B route. Thus will cut too close to my luxury neighborhood causing increased air pollution and decreased home values. I am FOR expanding the current 380 thoroughfare to a limited access highway regardless of the impact this may have to businesses along the route. My family and home should not be negatively impacted to avoid moving commercial or retail business.		Carlson	Gabrielle						
464	479216d6-6fa8-40a8-8418-1ab8be391320	3/27/2022 22:24	3/27/2022 22:24	Option A's increase in noise would have a severe negative impact on established Stonebridge Ranch neighborhoods. Option B does not come as close to any existing neighborhoods. Also, with Option A there would be considerably increased traffic on Stonebridge Ranch Dr & Ridge Rd which both have elementary schools close to 380: Wilmeth and McClure.		Farias	Erika						
465	41ab2819-d84e-4c6c-826a-e11494200416	3/27/2022 22:30	3/27/2022 22:30	Please do not bisect prosper. 380 should remain in its current location, no diversions. Additionally, Main Gate in prosper is a significant contributor to people with disabilities and cannot have a freeway next door.		Strickling	Patricia						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
466	63c0e0dd-a34a-4264-8b65-8f5764931d59	3/27/2022 22:35	3/27/2022 22:35	I oppose Option A		Sabatier	Lauren						
467	f5e731e0-edee-4f89-8fbf-748f01f34567	3/27/2022 22:36	3/27/2022 22:36	I oppose Option A.		Sabatier	Richard						
468	9a5bc11a-9c0d-4574-83a7-69505562e1a5	3/27/2022 22:55	3/27/2022 22:55		This is a terrible idea; environmentally, aesthetically, etc.	JB	F						
469	b23026b1-5c26-4219-830d-386a82e7a1d5	3/27/2022 23:02	3/27/2022 23:02	My house is right on 380 and option A would put a highway in my backyard.		Decker	Tina						
470	d1ead3b9-84d1-4e0c-8905-0a1863ba0d7c	3/27/2022 23:13	3/27/2022 23:13	My home is on Harvest Hill Ln and 380 is already in our backyard. Placing the expansion next to homes with families is irresponsible and dangerous, especially when there are cheaper, less impactful options. Disappointed and saddened that this is even being considered as an option.		D	S						
471	802d98cc-1413-43c5-85cf-d00351dabda0	3/28/2022 0:46	3/28/2022 0:46	I am opposed to segment B being developed and it's negative impact on the town of Prosper. Even to the casual observer it is incredibly obvious that 380 could simply be widened along it's current path.	I am opposed to segment B being developed and it's negative impact on the town of Prosper. Even to the casual observer it is incredibly obvious that 380 could simply be widened along it's current path.	APM	APM						
472	bc3a6619-f4a3-4d01-87d7-7a9e431bfd60	3/28/2022 0:59	3/28/2022 0:59		As a resident of Erwin Farms subdivision I am VERY concerned about the level of noise, pollution, and traffic that having such a huge freeway/bypass running right along our neighborhood will bring. When we moved to TX last year one of our criteria for homes was not being right along a highway/freeway, and now not only will we be right up against it when it's finished but we will have to endure a very long period, potentially years, of being surrounded by construction on all sides (Painted Tree, Wilmeth extension, Bloomdale/380 Bypass, etc). I'm already concerned about how we will get to school, church, work, and stores (and how long it will take) once all these projects are in full swing. I'd rather see a plan to widen/re-do 380/University as a straight line.	B	M						
473	bf46e73d-e470-40aa-86eb-687bc87b6f8d	3/28/2022 1:16	3/28/2022 1:16	I am concerned about the prospect of considering option A for the overpass over Stonebridge Ranch rd. This seems to be a much costlier option disrupting many homes and businesses. I strongly oppose option A!		Hart	Nikah						
474	4a682d4e-5d93-4569-8baf-31e1648d99d0	3/28/2022 1:32	3/28/2022 1:32	Don't build bypass in Prosper!!		Cook	M						
475	cfa367f4-40b6-44fe-876a-0e8b3740ab59	3/28/2022 1:39	3/28/2022 1:39	Plan B seems to be the best long-term solution. Shouldn't that be the goal?		Welsh	Greg						
476	12bc67d7-fd62-4fab-8d3b-4becea42ebd1	3/28/2022 2:01	3/28/2022 2:01	I am strongly opposed to Option A for the US380 expansion project for the following reasons. • Option A displaces a total of 17 businesses, Option B displaces ZERO • Option A cost to relocate utilities is \$61 million, Option B is \$25 million • Option A total cost to acquire ROW (right of way) is \$178M, Option B cost is \$137M • Option A total cost of design/construction is \$450M, Option B is \$428M • Option A total cost is about \$100M higher than Option B • Option A impacts more acres of wetlands, river/streams and forest/prairies than Option B • Option A impacts 14.9 acres of Statewide Important Farmland, Option B only 2 acres • Option A's increase in noise would have a severe negative impact on established Stonebridge Ranch neighborhoods. Option B does not come as close to any existing neighborhoods. • There will be considerably increased traffic on Stonebridge Ranch Dr & Ridge Rd which both have elementary schools close to 380: Wilmeth and McClure.		E	A						
477	5f0ac332-e910-42a3-81be-bdccc5ff41a70	3/28/2022 2:21	3/28/2022 2:21		Hello. Although I don't live near the proposed bypass, I am not in favor of it. It will impact housing areas and businesses and change the character of our town, splitting our small town! There will be those who lose their homes and there will be businesses that will be destroyed. It will impact a senior area under construction and the new high school being built off of 1st street - not safe for our seniors or our teens. We are the smallest town in the area and to dissect it is will have far reaching effects on land values, land uses, etc. A dissected Prosper will not prosper. Please choose a different route.	Cox	C						

US 380 from Coit Road to FM 1827 - Online Comments

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
478	d45ef0c0-8a08-4717-855c-e9b2364d13de	3/28/2022 3:13	3/28/2022 3:13	<p>- Segment B of the proposed Gold/Brown alignment poses a significant, negative impact to both existing and future residential and commercial developments planned within the Town. The alignment would directly impact over 360 future homes and thousands of residents and indirectly impact many more;</p> <p>- Segment B will increase ground-level ozone impacting at least two environmentally sensitive facilities (ManeGait and Founders Academy) resulting in a conflict with Air Quality guidelines publicized by the North Central Texas Council of Governments</p> <p>- Segment B runs directly through a quickly developing section of the Town of Prosper causing significant environmental impacts on the human and natural environment by adding a new and unplanned interstate through Prosper versus using the existing alignment within Town limits;</p> <p>- Segment B has a detrimental effect on ManeGait Horsemanship; a unique nonprofit facility providing equine therapy to hundreds of adults and children with disabilities;</p>		Goller	Krystalle						
479	b42dd534-4ab9-44d5-8622-494ead8705e5	3/28/2022 3:45	3/28/2022 3:45	<p>am strongly opposed to Option A for the US380 expansion project for the following reasons.</p> <ul style="list-style-type: none"> Option A displaces a total of 17 businesses, Option B displaces ZERO Option A cost to relocate utilities is \$61 million, Option B is \$25 million Option A total cost to acquire ROW (right of way) is \$178M, Option B cost is \$137M Option A total cost of design/construction is \$450M, Option B is \$428M Option A total cost is about \$100M higher than Option B Option A impacts more acres of wetlands, river/streams and forest/prairies than Option B Option A impacts 14.9 acres of Statewide Important Farmland, Option B only 2 acres Option A's increase in noise would have a severe negative impact on established Stonebridge Ranch neighborhoods. <p>Option B does not come as close to any existing neighborhoods.</p> <ul style="list-style-type: none"> There will be considerably increased traffic on Stonebridge Ranch Dr & Ridge Rd which both have elementary schools close to 380: Wilmeth and McClure. <p>Please oppose Segment B as an unacceptable option.</p>	Keep 380 in the existing 380 corridor through the Town of Prosper.	Botsford	Robert						
480	4a6da0eb-e81f-4a94-8ac8-621101a75c86	3/28/2022 12:07	3/28/2022 12:07	<ul style="list-style-type: none"> Segment B of the proposed Gold/Brown alignment poses a significant, negative impact to both existing and future developments directly affecting over 360 future homes and thousands of residents and indirectly impact many more; Segment B will increase ground-level ozone impacting at least two environmentally sensitive facilities (ManeGait and Founders Academy) in conflict with Air Quality guidelines publicized by the North Central Texas Council of Governments (NCTCOG); Segment B would cause significant environmental impacts on the human and natural environment by adding a new and unplanned interstate through Prosper; Segment B has a detrimental effect on ManeGait Therapeutic Horsemanship; a unique nonprofit facility providing equine therapy to hundreds of adults and children with disabilities; Segment B is in close proximity to existing and future schools including high schools impacting thousands of students. 		Reep	Douglas						
481	73d0cc68-133d-4bc7-8a4f-4eb95bad26b8	3/28/2022 12:30	3/28/2022 12:30	<p>Please do NOT do Option A. It will be the most disruptive option and still does not bypass a large portion of 380. This option will create additional traffic and safety issues around Custer and will likely require an extension to basically include Option B anyway. Option B is the one that makes sense to do for the entire community.</p>		B	Eric						
482	5cd94932-baad-45ee-8e57-9a90a19c1b6a	3/28/2022 12:42	3/28/2022 12:42	<p>I oppose Segment B</p> <p>Regards John Filiatraut</p>		filiatraut	john					am_a_resident_	
483	bda8febd-c23d-47e7-8f2f-b39d1b14e dbf	3/28/2022 12:51	3/28/2022 12:51	<p>We strongly Oppose US 380 Bypass Segment B</p>		E	C						
484	39971655-d836-4c6b-84a8-724a1dbb0a02	3/28/2022 13:37	3/28/2022 13:37	<p>380 should be kept on its current roadway, Given the inability for this project to keep this as an option, then A would be recommended. Keep this roadway away from schools already in place.</p>		Woodley	M						
485	077a0684-32a5-4e2c-8484-74b13d4b9880	3/28/2022 13:49	3/28/2022 13:49		<p>Please do not advance Option A for further consideration and move forward with Option B. Option B costs less overall, is less disruptive to existing businesses and less impactful to wetlands and Statewide Important Farmland.</p>	Murray	Stephen						
486	7a28546f-585a-484b-89dd-d980428b1c55	3/28/2022 13:56	3/28/2022 13:56		<p>As a resident of Whitley Place in Prosper, I have a very strong opposition to Alignment B and fully support Alignment A. The Town of Prosper has always been forward thinking, so no alignment should impact our peaceful town. Should Alignment B be chosen, that would negatively impact MainGate, Billingsley Residential, Wandering Creek Residential, Ladera, Founder's Academy and a future Prosper ISD high school. All of these locations are already planned, built, or being built. We chose our neighborhood and town for the quite, community feel. Alignment B would completely go against the reasons we moved to this marvelous town.</p>	Hayes	Matthew						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
487	857f48e1-5fa1-4401-83a4-7dcd66e67bd	3/28/2022 14:00	3/28/2022 14:00	I will strongly request not to proceed with segment B project. Founder Classical Academy prosper would be greatly impacted by this development and I as a parent am very concerned that a major road would be next to my childrens school. The risks are just too high. I would greatly appreciate if a route further away from FCA prosper is approved. Thank you.		A	Subulola						
488	3eab8dc6-48ac-4130-87ee-5cb657603dc5	3/28/2022 14:03	3/28/2022 14:03	This location is very close to Founders Academy and many parents and staff would prefer that a major Highway not be so near our children. Please highly consider option A instead.		S	C						
489	5d74d779-cb8f-4252-8991-22e0f0c56f64	3/28/2022 14:16	3/28/2022 14:16	Hello, My kids attend FCA prosper and we sent them there because of the opportunity to study in the serene environment. However, looking at the plans detailed, Segment B of the plan is a big problem for the school as it is too close to the school. It will be I'll advised to have a major road go through the school or near the school area. Kindly reconsider and amend the plan so segment B can be taken through another route and not the existing plan where it is close to FCA prosper.		Ajunwon	Taiwo						
490	6b2c3692-82b6-4c5e-885d-f901862a75cb	3/28/2022 14:18	3/28/2022 14:18	This route is too close to neighborhoods and schools. We do not want this here.		T	Ginger						
491	5c10aacf-a8bf-4f92-85a3-35a22aa6874f	3/28/2022 15:03	3/28/2022 15:03	custor/380... the creativity of this intersection is going to scare the shit out of people new to the area... creativity in traffic paters is not a good thing. Stonebridge Drive Alternative A: If there are 2 major east/west roads a few miles apart and stonebridge becomes a 6 lane road vs a 4 lane road it will turn stonebridge into a major north/south road and thus force all the traffic thru stonebridge ranch... not the intended idea to make that a major road... it will dramatically change the feel of stonebridge ranch... mckinney's largest neighborhood... Walnut Grove at 380. As a property owner in walnut grove I would like to see all access to walnut grove from 380 removed. I will make it difficult on myself and go in on custer at a light-- please provide-- so we don't have google maps and the like suggesting walnut grove as a cut thru for any congestion on 380 or custer in the future. the county roads can't handle that traffic nor can the feel of this iconic neighborhood.		Acquisto	Mike						L_work_for_TxDOT_
492	35b14752-8700-462a-8caf-3b3c480fc5c7	3/28/2022 15:07	3/28/2022 15:07	We are the land owners on the west side of future stonebridge with 23 acres of the lake frontage. We desire to have this neighborhood develop out as a premier neighborhood in mckinney with homes on the lake that are \$4mm each. We would like this road to be pub in asap and we are willing to assist to make that happen. We would desire the road be kept to 4 lanes total not 6. We understand it could be a single lane north and south at this point and that works fine with us. please contact us for anything future stonebridge related.		Acquisto	Michael S.						L_work_for_TxDOT_
493	0eb5aa12-d94b-474b-89a8-2c9c4587520a	3/28/2022 15:31	3/28/2022 15:31	I strongly oppose plan B. The implementation of this plan will strongly effect current homes and future development in this area Not only will this plan have a negative effect on future growth but it will increase Noise Pollution affecting many more neighborhoods. Why can this project continue further north through the vacant farm lands and intersect with the North Dallas Tollway expansion?		Kraft	Albert						
494	cf69d9fe-ec52-4506-8215-88a2f5e680d7	3/28/2022 15:32	3/28/2022 15:32	The alignment of segment b seems to miss larger goals of community context and quality land development. While the alignment may save travel time due to an incrementally shorter routing, it seems that the overall loss of community connectivity and cohesion due to the splitting of the community by a new major transportation facility is a callback to the bad old days of Pre-NEPA highway design. Opportunity is lost within the parcels and unusable remnants remain. The benefits do not outweigh the burdens placed upon the local community and adjacent land.		W	Nick						L_am_a_business_owner_
495	1206a46f-2a76-4faa-8fc7-c4bd21d6df0f	3/28/2022 15:32	3/28/2022 15:32	I strongly oppose Option A of this project! It will ruin our beautiful Stonebridge Ranch neighborhood and negatively affect our property values and quality of life. Please do not ruin our city any further with this terrible project.		Lalani	Lisa						
496	3581efa4-30ad-40df-8e02-24ae7eaae583	3/28/2022 15:42	3/28/2022 15:42	I am strongly opposed to Option A for the US380 expansion project for the following reasons. • Option A displaces a total of 17 businesses, Option B displaces ZERO • Option A cost to relocate utilities is \$61 million, Option B is \$25 million • Option A total cost to acquire ROW (right of way) is \$178M, Option B cost is \$137M • Option A total cost of design/construction is \$450M, Option B is \$428M • Option A total cost is about \$100M higher than Option B • Option A impacts more acres of wetlands, river/streams and forest/prairies than Option B • Option A impacts 14.9 acres of Statewide Important Farmland, Option B only 2 acres • Option A's increase in noise would have a severe negative impact on established Stonebridge Ranch neighborhoods. Option B does not come as close to any existing neighborhoods. Also, with Option A there would be considerably increased traffic on Stonebridge Ranch Dr & Ridge Rd which both have elementary schools close to 380: Wilmeth.		Farias	Roberto						
497	2f809445-2985-41a8-8874-b53c998cb250	3/28/2022 16:25	3/28/2022 16:25	I live in Tucker hill and losing the left hand turn option onto university will be highly inconvenient. As well, the lower cost alternative "B" is a much more prudent use of our tax dollars. \$100 million delta between "A" and "B" doesn't include the McKinney pump station distribution lines. The area identified as option "B" is already less densely populated and should be the selected option.	The area identified as option "B" is already less densely populated and should be the selected option. The congestion and highway noise of a major highway passing adjacent to our neighborhood will disturb the residents. Having a development entrance at the highway exit will lead to higher & higher speed traffic in a residential neighborhood and is unsafe. An entrance to the neighborhood directly off the major highway will most likely lead to an increased crime rate and complaints from the residents of the neighborhood	White	J						
498	d372c4c7-c422-4fc5-8371-d8a8d09ce8af	3/28/2022 16:49	3/28/2022 16:49		This would be terribly detrimental to the town and it's residents. There must be another alternative.	Parker	Alex						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
499	eb16b9ee-8a4f-4dd5-877f-0041ba65c9d5	3/28/2022 16:55	3/28/2022 16:55	I am strongly opposed to route B. I would only approve of widening 380 on 380. Spend the money on finishing the Collin County outer loop	Maybe you can do a study on utilizing the Collin County Outer Loop	Gladden	J						
500	ecd0f72e-c4eb-4d6b-8402-1558925e71a5	3/28/2022 17:20	3/28/2022 17:20	The expansion of US380 option A will greatly impact the serene environment and drastically alter the peaceful and pretty areas that I love so much and moved here for. I chose to live here for the peace and quiet, away from the hustle and bustle of inner-city life. Option A would be the worst thing that happened to us in my community, negatively impacting the sightliness from Stonebridge and the LaCima pond. This expansion will create exactly what I have avoided all these years. Option B would be a better way to go. Please take residents' concerns into consideration. Thank you.		Agyapong	Rhodaline						
501	92040a7b-f8f2-444b-8dbf-da0029645f29	3/28/2022 17:25	3/28/2022 17:25	Oppose "A" proposal For "B" proposal		S	B						
502	8780fe56-e621-4c33-8ca8-056d6b789fff	3/28/2022 18:24	3/28/2022 18:24		We DO NOT WANT THIS. Leave 380 on 380 and stop ruining our quiet suburbia!!!!	Alley	Jodi						
503	505e8185-6537-4d77-8896-d0af07a14c34	3/28/2022 18:57	3/28/2022 18:57	I am opposing the proposed 380 bypass (Segment B) from running through Prosper.		Smith	Ashley						
504	5340b50b-d9fd-45a1-8c57-f7221e61f4ba	3/28/2022 19:04	3/28/2022 19:04	I am opposing the proposed 380 bypass (Segment B) from running through Prosper.		Smith	Ashley						
505	3b899133-f179-4f2f-80b8-c734809c5042	3/28/2022 19:07	3/28/2022 19:07	I am strongly opposed to Option A for the US380 expansion project for the following reasons. • Option A displaces a total of 17 businesses, Option B displaces ZERO • Option A cost to relocate utilities is \$61 million, Option B is \$25 million • Option A total cost to acquire ROW (right of way) is \$178M, Option B cost is \$137M • Option A total cost of design/construction is \$450M, Option B is \$428M • Option A total cost is about \$100M higher than Option B • Option A impacts more acres of wetlands, river/streams and forest/prairies than Option B • Option A impacts 14.9 acres of Statewide Important Farmland, Option B only 2 acres • Option A's increase in noise would have a severe negative impact on established Stonebridge Ranch neighborhoods. Option B does not come as close to any existing neighborhoods. • There will be considerably increased traffic on Stonebridge Dr & Ridge Rd which both have K-5 schools: Wilmeth & McClure. Many young children walk to school.		Fawaz	Kristin						
506	f7e92d5e-813c-461b-88f1-4cdc03b72334	3/28/2022 19:08	3/28/2022 19:08	I am strongly opposed to Option A for the US380 expansion project for the following reasons. • Option A displaces a total of 17 businesses, Option B displaces ZERO • Option A cost to relocate utilities is \$61 million, Option B is \$25 million • Option A total cost to acquire ROW (right of way) is \$178M, Option B cost is \$137M • Option A total cost of design/construction is \$450M, Option B is \$428M • Option A total cost is about \$100M higher than Option B • Option A impacts more acres of wetlands, river/streams and forest/prairies than Option B • Option A impacts 14.9 acres of Statewide Important Farmland, Option B only 2 acres • Option A's increase in noise would have a severe negative impact on established Stonebridge Ranch neighborhoods. Option B does not come as close to any existing neighborhoods. • There will be considerably increased traffic on Stonebridge Dr & Ridge Rd which both have K-5 schools: Wilmeth & McClure. Many young children walk to school.		Fawaz	Hussain						
507	8a7dfdc2-f502-4bdd-89c1-3b0d2b9f4a4e	3/28/2022 19:09	3/28/2022 19:09	I am strongly opposed to Option A for the US380 expansion project for the following reasons. • Option A displaces a total of 17 businesses, Option B displaces ZERO • Option A cost to relocate utilities is \$61 million, Option B is \$25 million • Option A total cost to acquire ROW (right of way) is \$178M, Option B cost is \$137M • Option A total cost of design/construction is \$450M, Option B is \$428M • Option A total cost is about \$100M higher than Option B • Option A impacts more acres of wetlands, river/streams and forest/prairies than Option B • Option A impacts 14.9 acres of Statewide Important Farmland, Option B only 2 acres • Option A's increase in noise would have a severe negative impact on established Stonebridge Ranch neighborhoods. Option B does not come as close to any existing neighborhoods. • There will be considerably increased traffic on Stonebridge Dr & Ridge Rd which both have K-5 schools: Wilmeth & McClure. Many young children walk to school.		Fawaz	Cate						
508	03c5343b-94f0-421c-8fda-48780d4afe85	3/28/2022 19:33	3/28/2022 19:33	We are opposed to the plans for option "B". We think option "A" is better and is much less disruptive to Prosper. We also feel that the whole project should be move north to the outer loop which is currently under construction and would save a lot of money and be less disruptive than the plans you are showing.		Leiker	Leon						
509	049e5d05-af34-4d8a-8554-91c0286a53df	3/28/2022 19:39	3/28/2022 19:39	We live in La Cima at the corner of Stonebridge Dr and 380. The only viable option is plan B. Plan A will cause so much noise and traffic to nearby homes. Pollution and noise will hurt the resale value of our homes. We moved to this planned community to avoid such issues. Please choose Plan B when deciding on this expansion!		Jackson	S						
510	Oced7ef7-d144-4555-8d90-fd64a45424be	3/28/2022 19:40	3/28/2022 19:40	We live in La Cima at the corner of Stonebridge Dr and 380. The only viable option is plan B. Plan A will cause so much noise and traffic to nearby homes. Pollution and noise will hurt the resale value of our homes. We moved to this planned community to avoid such issues. Please choose Plan B when deciding on this expansion!		Jackson							

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
511	6030efeb-335b-4744-8c6a-e7862dbc25a2	3/28/2022 19:43	3/28/2022 19:43		The proposed bypass through Prosper will essentially cut the town in half. Such a small town can not have a large highway running through the middle. This will negatively effect hundreds to thousand of people, their property and their way of life.	Brown	Heather						
512	ed6ac67b-2f22-4b2f-8872-7d437156145e	3/28/2022 19:44	3/28/2022 19:44	We live in La Cima at the corner of Stonebridge Dr and 380. The only viable option is plan B. Plan A will cause so much noise and traffic to nearby homes. Pollution and noise will hurt the resale value of our homes. We moved to this planned community to avoid such issues. Please choose Plan B when deciding on this expansion!		Jackson	Tom						
513	8c1ac6ed-0874-41e4-840a-1dc50de59d16	3/28/2022 19:59	3/28/2022 19:59	I strongly oppose option B on this plan. Option A was the original preferred route and is the one that makes the most sense. Please drop B from any future consideration.	The proposed B option would run very close to Founders Academy as well as future Prosper Schools. I also take issue with the statements that minimize the detrimental effects of a freeway on the Main Gate Therapeutic Horse Center. The proposed B option has been dropped in the past in favor of Option A and this decision needs to become permanent.	Ullom	William						
514	db9481be-c8f9-4eb9-8bf5-9e913706f348	3/28/2022 20:12	3/28/2022 20:12	Much preferred Alignment B over Alignment A. Mainly the impact costs are lower. Sure one future housing development might be impacted, But enough land remains for future business center development		Kayden	Anthony						
515	a3a09f66-5663-4b11-811b-c3a9a0a2b7af	3/28/2022 20:13	3/28/2022 20:13		If route B is chosen it would greatly impact the noise level in my neighborhood as well as my own property which we have lived in for 8 years. I also believe this would negatively impact the value of our home in both the near term as well as the future. The congestion created to go to local businesses would most probably increase and would no longer be a desired location to live as when we chose this location 8+ years ago.	Page	John						
516	98e435e6-0438-45a5-8d15-97e3e674b31e	3/28/2022 20:15	3/28/2022 20:15	I strongly oppose the HWY 380 Brown and Gold alternative routes (segment B) due to immediate and long-term impacts to the Town of Prosper.		Barrows	Tami						
517	8afce8c6-6426-4521-8506-caf98154d9ee	3/28/2022 20:19	3/28/2022 20:19			Snyder	Jerrold						
518	0d21128f-82e7-4905-8e39-066677aca682	3/28/2022 20:42	3/28/2022 20:42	I prefer option B because it makes more sense for traffic.		Snyder	Jerry						
519	da608906-5df0-4d1f-8937-ab4fc5d76834	3/28/2022 20:47	3/28/2022 20:47	As an individual who was in a horrid accident on 380 and Custer in October 2021, I feel passionate about voicing the need for the bypass to be on the west side of Custer. If the bypass is east of Custer I truly believe you will have more accidents like mine at the Custer area. We owe it to our community to consider safety, and for the safety of all driving on 380, the bypass needs to connect west of custer.		Hertzberg	Elizabeth						
520	1fc593b5-8e3a-4f19-8057-2983d984220f	3/28/2022 20:50	3/28/2022 20:50	Hi, I am writing to strongly oppose the building of Segment C & D expansion of the 380. I am a first-time homeowner who just months ago bought a House in the Willow Wood community. I am shocked that my reward for my economic input is a loud concrete jungle next to my front door. I am very worried about the noise. I have a small child, I am very worried about the pollution. Once the 2 segments are built there will be no way to control the noise - i bought this home for the quiet serene suburban surroundings. I am very upset and don't know what to do to be honest. We have invested over 600K to this city and I would like to know that our needs are being protected. Is there anything you can do to help? Thanks, Maria George		George	Maria						
521	7bac8e2a-7ccd-43a3-8496-c4a74f92caf	3/28/2022 20:53	3/28/2022 20:53	I am strongly opposed to Option A: <ul style="list-style-type: none"> A displaces a total of 17 businesses, B displaces ZERO A cost to relocate utilities is \$61 million, Option B is \$25 million A total cost to acquire ROW (right of way) is \$178M, Option B cost is \$137M A total cost of design/construction is \$450M, B is \$428M A total cost is about \$100M higher than B A impacts more acres of wetlands, river/streams, and forest/prairies than B A impacts 14.9 acres of Statewide Important Farmland, B only 2 acres A's increase in noise would have a severe negative impact on established Stonebridge Ranch neighborhoods. B does not come as close to any existing neighborhoods. There will be increased traffic on Stonebridge Ranch Dr & Ridge Rd which both have elementary schools close to 380: Wilmeth and McClure. There will be considerably increased traffic on Stonebridge Ranch Dr & Ridge Rd. This severely impacts both elementary schools which were designed to be "Walking Schools." 		Harper	M						

US 380 from Coit Road to FM 1827 - Online Comments

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
522	158e7a7f-f0c0-4de2-8bf1-c8fd8aa8fbc3	3/28/2022 21:20	3/28/2022 21:20	<p>As a resident of Prosper I strongly oppose any proposed alignment for the widening of US 380 not located along the existing US 380 corridor. Prosper planned and can accommodate growth; we shouldn't be impacted by McKinney's poor planning and leadership. Their problem is not our problem.</p> <p>The proposed B alignment poses a s negative impact to both existing and future residential and commercial developments, will increase ground-level ozone impacting at least two environmentally sensitive facilities, runs directly through a quickly developing section of Prosper causing significant environmental impacts, and is in close proximity to existing and future schools including high schools impacting thousands of students.</p> <p>Section B will end up coming directly behind my neighborhood and I was told this was resolved as a different bypass that would begin eastbound near ridge road on 380. This will massively effect my home value. Please reject B on this map</p>		Halback	Jeremy						
523	82388b66-cdaf-4d82-8652-0ecfde3e202b	3/28/2022 21:24	3/28/2022 21:24			Pennington	Kevin						
524	17b00b6f-4b40-49a5-8863-c041aac8256d	3/28/2022 22:18	3/28/2022 22:18	This will create more congestion and make it harder to enter and exit Founders Charter school. Plus it being on a major highway will create more air pollution being pushed towards the school and towards ManeGait, as well as pollution from oils and car byproducts that could harm the students and the animals at ManeGait. The noise will also be a disruption to Recess time and learning within the class.		Brown	Samantha						
525	866348e5-0439-4d9b-890a-ba765841b5ca	3/28/2022 22:27	3/28/2022 22:27	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.</p> <p>I also strongly oppose Segment-A. It should not be considered for the following reasons:</p> <ul style="list-style-type: none"> *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. <p>Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.</p>	<p>*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.</p> <p>*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.</p> <p>Segment A is cheaper and less disruptive. Please listen to homeowners who live here.</p>	Bryant	Travis						
526	07d19af0-f765-42e2-8755-b58ffa804475	3/28/2022 22:37	3/28/2022 22:37	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.</p> <p>I also strongly oppose Segment-A. It should not be considered for the following reasons:</p> <p>Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.</p>		Allen	David						
527	aa84a5c7-cb00-48f5-8224-c95842420913	3/28/2022 22:45	3/28/2022 22:45	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.</p> <p>I also strongly oppose Segment-A. It should not be considered for the following reasons:</p> <ul style="list-style-type: none"> *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. <p>Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.</p>	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.</p> <p>I also strongly oppose Segment-A. It should not be considered for the following reasons:</p> <ul style="list-style-type: none"> *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. <p>Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.</p>	Laing	Jeffrey						
528	4e703dfd-6c97-4125-806c-63251e6af785	3/28/2022 22:45	3/28/2022 22:45	<p>TxDOT segment analysis matrix has conflicting and omitted information on Option B that renders your claim false. First false claim: Under Air quality, TxDOT assumes fleet turnover, fuels, and electric vehicles will cause a decline in mobile air toxins. However, by definition of a bypass all heavy haul vehicles such as semi-trailer trucks, construction vehicles, bobtail trucks will be diverted to 380 bypass while passenger vehicles will use 380 in its current alignment. Heavy haul trucks will remain diesel, no electric truck option is available, therefore, diesel emissions from heavy trucks will be continually released at Founder's Academy endangering the health of children, as well as ManeGait endangering the health of children with disabilities and their therapy animals. Second false claim: Noise pollution from heavy trucks likewise pose threats to Founder's Academy children and ManeGait's clients and horses.</p>		Costa	Fred						

US 380 from Coit Road to FM 1827 - Online Comments

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
529	67ce858e-84a5-4914-85de-03a94d574493	3/28/2022 22:52	3/28/2022 22:52		<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along US 380. It's also nearly \$99 million less when compared to the cost of the Segment-A.</p> <p>I STRONGLY OPPOSE Segment-A. It should not be considered for the following reasons:</p> <p>*It destroys and removes 17 small businesses West of the 380 and Custer.</p> <p>*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.</p> <p>Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.</p>	McClintock							
530	b96d62de-f769-4bcb-8603-701025f50f29	3/28/2022 22:55	3/28/2022 22:55	<p>TxDOT segment analysis matrix has conflicting and omitted information on Option B that renders your claim false. First false claim: Under Air quality, TxDOT assumes fleet turnover, fuels, and electric vehicles will cause a decline in mobile air toxins. However, by definition of a bypass all heavy haul vehicles such as semi-trailer trucks, construction vehicles, bobtail trucks will be diverted to 380 bypass while passenger vehicles will use 380 in its current alignment. Heavy haul trucks will remain diesel, no electric truck option is available, therefore, diesel emissions from heavy trucks will be continually released at Founder's Academy endangering the health of children, as well as ManeGait endangering the health of children with disabilities and their therapy animals. Second false claim: Noise pollution from heavy trucks likewise pose threats to Founder's Academy children and ManeGait's clients and horses.</p>	<p>Since the COVID crisis changed the way companies operate, a majority of commercial offices are now vacant and employees are working remotely. Commuter traffic has decreased significantly render TxDOT's original traffic density models invalid.</p> <p>Therefore, the no build alternative has become viable. Commuter traffic on 380 at what used to be rush hour has disappeared. All TxDOT assumptions on the no build alternative are invalid and all TxDOT conclusions on the no build alternative is invalid.</p>	Costa	Fred						
531	8d9752c2-a362-4d00-8f8d-510225f614aa	3/28/2022 23:02	3/28/2022 23:02	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along Stonebridge Dr.</p> <p>I also strongly oppose Segment-A. It should not be considered for the following reasons:</p> <p>It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.</p> <p>The cost of Segment-A is \$99 million more than Segment-B.</p> <p>It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.</p> <p>Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.</p>		Garayua	Michael						
532	9ede5051-b2c2-4ad5-8c70-0cc07faa8f02	3/28/2022 23:17	3/28/2022 23:17		<p>I support option B and C. The alignment makes the most sense as it captures the longest length of US 380. I am a traffic engineer and live in McKinney so I want to personally thank the team for the amazing work conducted so far and excited to learn what the final recommended alignment is.</p>	Alummootil	Pamela					am_a_business_owner_	
533	838deb0f-0dbd-43fd-8e6d-37a07deda45c	3/28/2022 23:30	3/28/2022 23:30		<p>I am seeing that option B is the best option along 380 from Custer to Stonebridge. Option A means major problems not just for commerce but for all the existing residents. Both options are problematic due the house expansion, but it is easier to plan now in new zones and work with actual projects under construction and under one head that going to existing and old neighborhoods and try to do the adjustments.</p>	De Leon	Samuel						
534	9941d982-5fa0-4afc-8508-5d36a7a49a1f	3/28/2022 23:35	3/28/2022 23:35	<p>As a homeowner of Stonebridge Ranch in McKinney, TX..I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380.</p> <p>I also strongly OPPOSE Segment-A. 380 as it exists today, will be demolished. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.</p>		Kilgore	Donna and Ste						
535	6108fac0-30ce-43cf-8fd3-2045f7944e19	3/28/2022 23:36	3/28/2022 23:36			Jackson	Jessica						
536	049785e6-78b2-47ca-8204-49bcc5794e3f	3/28/2022 23:53	3/28/2022 23:53	<p>I would like to voice my support for the US 380 Expansion, Option B. Personally, I feel that the additional cost associated with Option A (>\$100 million) is reason enough for it to be taken out of consideration. There are a lot of infrastructure needs in the State and \$100 million can be better used elsewhere. In addition, Option B impacts zero existing businesses and will have a much lower impact to surrounding neighborhood than Option A. The choice is clear.</p>		Robinson	Adam						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
537	0367af7f-d273-401e-8ee0-497b3f1c8c8a	3/28/2022 23:57	3/28/2022 23:57	I feel solution B and C would take the most traffic off of 380		Edman	L						
538	c8c419c0-95b4-42ee-8cce-b4d3c94f2005	3/29/2022 0:02	3/29/2022 0:02	As a homeowner in Lacima Village, I am very concerned with Option A as it will bring noise to my neighborhood and more traffic onto Stonebridge Drive. This will affect our home prices in a negative way. We now have a beautiful lake and walking paths that are used everyday by residents in several of the developments around this area, that will be destroyed by the noise and traffic going by on an elevated highway. Please consider using Option B to minimize the disruption to a beautiful neighborhood.		Palmer	Marcia						
539	44cc7c44-8ac0-4b22-8d54-13a633d41348	3/29/2022 0:03	3/29/2022 0:03	Section D should not be considered as it will impact communities that have already been impacted due to the commercial development along highway 5/wilmeth. Give these communities a break as we deal with increased traffic now daily!		Derrick	Brandon						
540	94149b01-c729-48a8-8149-2420354e9f78	3/29/2022 0:03	3/29/2022 0:03		As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community. Please support Segment-B for the cost, traffic, and minimal disruption to businesses and homes in the area. Thank you for your time and attention to this matter—my family and I appreciate your thoughtful consideration!	Gingo	Diana						
541	6681a210-72e3-41ab-8d36-13d2fa0940eb	3/29/2022 0:08	3/29/2022 0:08	As a McKinney, TX homeowner residing very near the corner of Stonebridge Drive and Hwy 380, I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community. Please confirm your support for the Segment B option. Doug Dodson [REDACTED] [REDACTED] [REDACTED]		Dodson	Doug						
542	2a2f8630-8f73-4699-8402-02c0016732a5	3/29/2022 0:12	3/29/2022 0:12	We strongly oppose this.		C	K						
543	06bd9209-c468-43bc-8e45-3db9ae5d0ce8	3/29/2022 0:14	3/29/2022 0:14	I live in Stonebridge Ranch in McKinney and strongly oppose Segment A. This alternative displaces many more businesses than Segment B and has a much higher price tag. Segment B appears to be the better alternative and saves the state money in the process. Thank you.		O	Stephanie						
544	02137138-4fa5-4712-8b80-54b604922650	3/29/2022 0:24	3/29/2022 0:24	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.		P	Naren						

US 380 from Coit Road to FM 1827 - Online Comments

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
545	c7a0f3f9-fa6e-46c5-8ef5-1ca1e0898bda	3/29/2022 0:41	3/29/2022 0:41	<p>I am strongly opposed to Option A for the US380 expansion project for the following reasons.</p> <ul style="list-style-type: none"> Option A displaces a total of 17 businesses, Option B displaces ZERO Option A cost to relocate utilities is \$61 million, Option B is \$25 million Option A total cost to acquire ROW (right of way) is \$178M, Option B cost is \$137M Option A total cost of design/construction is \$450M, Option B is \$428M Option A total cost is about \$100M higher than Option B Option A impacts more acres of wetlands, river/streams and forest/prairies than Option B Option A impacts 14.9 acres of Statewide Important Farmland, Option B only 2 acres Option A's increase in noise would have a severe negative impact on established Stonebridge Ranch neighborhoods. Option B does not come as close to any existing neighborhoods. There will be considerably increased traffic on Stonebridge Ranch Dr & Ridge Rd which both have elementary schools close to 380: Wilmeth and McClure. 		Stiles	J						
546	3536463b-438c-4f16-80e7-78f2e8c57f40	3/29/2022 1:04	3/29/2022 1:04	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. It is the least disruptive to existing businesses, minimizes impact on families living in neighborhoods along 380 and is almost \$99 million more than Segment-A alignment.</p> <p>I also strongly oppose Segment-A for the following reasons:</p> <ul style="list-style-type: none"> *It destroys and removes 17 small McKinney businesses. *It creates an overpass over Stonebridge Dr & Custer Rd. *It installs water pipes over 380. <p>*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.</p> <p>Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.</p>		Malone	Matthew						
547	f19da4a0-0ab1-487e-821b-fcd2c35900b7	3/29/2022 1:17	3/29/2022 1:17		<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.</p> <p>I also strongly oppose Segment-A. It should not be considered for the following reasons:</p> <ul style="list-style-type: none"> *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village community. Support Option B. 	Glatz	Mike						
548	83368362-dad4-4d0a-8160-10d131c143b4	3/29/2022 1:26	3/29/2022 1:26			Rudiger	Kelly						
549	ca554e11-e1c8-4923-8727-6dd50e4f47fd	3/29/2022 1:31	3/29/2022 1:31	<p>This area of Option A provides major impact to already existing, rather than future or planned, businesses and communities.</p>	<p>I strongly support Option B over Option A as it would be significantly less expensive and would have less impact on the existing businesses and communities west of Ridge Road.</p> <p>The movement of Option B to accommodate ManeGait and the new charter school removes the major objection to this option.</p>	Gossner	John						
550	5ef5f329-e5bc-40aa-8c8a-bd6a1ca98401	3/29/2022 1:43	3/29/2022 1:43	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.</p> <p>I also strongly oppose Segment-A. It should not be considered for the following reasons:</p> <ul style="list-style-type: none"> *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. *Etc. <p>Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.</p>		Reif	Cyril						

US 380 from Coit Road to FM 1827 - Online Comments

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
551	30c46260-360b-4140-86a9-0cd9f7a4a287	3/29/2022 1:53	3/29/2022 1:53		<p>I am strongly opposed to Option A for the US380 expansion project for the following reasons.</p> <p>Option A displaces a total of 17 businesses, Option B displaces ZERO</p> <p>Option A cost to relocate utilities is \$61M, Option B is \$25M</p> <p>Option A total cost to acquire ROW (right of way) is \$178M, Option B cost is \$137M</p> <p>Option A total cost of design/construction is \$450M, Option B is \$428M</p> <p>Option A total cost is about \$100M higher than Option B</p> <p>Option A impacts more acres of wetlands, rivers/streams, and forest/prairies than B</p> <p>Option A's increase in noise would have a severe negative impact on the established Stonebridge Ranch and Tucker Hill neighborhoods. Option B does not come as close to any existing neighborhoods.</p>	Kraal	Shelly						
552	a91c1dca-2afa-42cf-88cb-150445b1a0e3	3/29/2022 2:10	3/29/2022 2:10	The route impacting Stonebridge Ranch is not desirable, this area was developed with 380 as it currently exists and I have to believe far more persons are impacted from the noise and traffic standpoint than in the other alignment. Secondly I do not understand why the option that is \$100M dollars (real money that could be utilized by TXDOT elsewhere) is being considered, especially when far fewer residents will be affected. Please choose the alignment that heads north west of Custer Road.	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.</p> <p>Segment-A should not be considered for the following reasons:</p> <p>*It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.</p> <p>*Segment-A is \$99 million more than Segment-B.</p> <p>*Safety of the public during construction should be a concern as well, utilizing Segment-B allows for a safer construction process, with significantly less impact to current traffic flows on 380, which is win-win for those who utilize the highway, and those constructing it.</p>	Seyb	Jacob					work_for_TxDOT_	
553	9edfd954-fcb8-4fcd-8ead-5f19713fa0c6	3/29/2022 2:19	3/29/2022 2:19		<p>I oppose segment A and support Segment B. The alignment of segment B is much more intuitive for a regional transportation facility. The matrix prepared by TxDOT shows that segment B is a better option. It has fewer displacements, costs less, impacts fewer utilities, does not impact any sites with hazardous materials, and has a smaller impact on the environment and natural resources.</p> <p>Similarly, I support segment C over segment D. The matrix also shows that Segment C is the better option for many of the same reasons as Segment B.</p>	Graham	Gary					am_a_business_owner_	
554	4db612f1-a398-4f5c-8d32-2926cb37402b	3/29/2022 2:25	3/29/2022 2:25	I strongly support the Project 380 Segment-B option. I am less familiar with options C and D, but I support Segment-C for the same reason I support Segment-B. As a long term resident of McKinney, I have seen the dramatic increase in size over the last 30 years. Segment-A would be a very short sighted option. We need an option that gets the through traffic off of the current University Drive for the entire city. Allow local traffic to use University Drive as city traffic and not a through highway. Businesses like Raytheon are expanding and bringing hundreds of jobs to the area. There are hundreds of businesses and restaurants moving in. McKinney needs to have a road that can support those businesses without all the trucks and traffic for the entire city, not just the part on either side of US 75. Thank You. Jim Mays, P.E.		Mays	Jim						
555	8b83e0c6-774d-4043-83f3-91de52116e6d	3/29/2022 2:26	3/29/2022 2:26	I strongly OPPOSE the location of Segment B for the proposed Hwy 380 planning. This will destroy critical businesses and land and will needlessly harm our community. We only support widening of the existing 380 corridor through Prosper.		Johnson	J B						
556	29495e6e-5858-465f-8c63-c05abc34d570	3/29/2022 2:34	3/29/2022 2:34			Baumgarten	Katherine						
557	073b21b8-39dd-4d52-86e2-94dae6206f94	3/29/2022 2:35	3/29/2022 2:35		<p>I am strongly opposed to option A for the expansion project for the following reason</p> <ol style="list-style-type: none"> 1. The cost of Option A to relocate utilities is \$61 M and only \$25million for option B 2. With design/construction and other factor, the total cost of option A is \$100 million higher than option B 3. Option impacts more acres of wetland, rivers, and forest than option B 4. Option A impacts almost 15 acres of farmland and only 2 acres farmland will be impact on option B 5. Option A have significant negative impact on our quality of life in our stonebridge neighborhood. Not only increase noise but also increase traffic and Two elementary school will be impacted if option A is chosen 	Tan	Jenny						
558	d64e30a6-2174-4c2b-8ae5-6f5b72b76c12	3/29/2022 2:41	3/29/2022 2:41	There is a substantial wildlife habitat in the area indicated, based on a beaver dam that would clearly be disturbed by development of a bridge and associated earthwork. This creates an ecosystem for migratory waterfowl, and supports a diverse wildlife population along this corridor.		Baumgarten	Erik						

US 380 from Coit Road to FM 1827 - Online Comments

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
559	e2759716-defb-4fcb-863f-30b51f74314f	3/29/2022 2:56	3/29/2022 2:56	I am strongly OPPOSED to Option A for the US380 expansion project: Option A displaces 17 businesses vs. Option B Option A cost is higher than Option B Option A impacts more wetlands, rivers and streams than Option B Option A's noise impact would have a significant negative affect on Stonebridge Ranch existing neighborhoods. Options brings increased traffic near 2 elementary schools (Wilmeth Elementary and McClure Elementary) Option B should be the plan that TxDOT moves forward with.	I am strongly OPPOSED to Option A for the US380 expansion project: Option A displaces 17 businesses vs. Option B Option A cost is higher than Option B Option A impacts more wetlands, rivers and streams than Option B Option A's noise impact would have a significant negative affect on Stonebridge Ranch existing neighborhoods. Options brings increased traffic near 2 elementary schools (Wilmeth Elementary and McClure Elementary) Option B should be the plan that TxDOT moves forward with.	WILLIAMS	ERIC						
560	9f17982d-435f-4ee1-8b8a-240f689a4be6	3/29/2022 2:58	3/29/2022 2:58	My attached comments focus primarily on the rights of adults and children with disabilities protected by the ADA and E.O. 12898, which provides for the fair treatment of adults and children with disabilities. Unfortunately, many persons within this vulnerable community cannot speak for themselves to protest the impact the proposed Segment B will have on their ability to improve their quality of their life and life experiences. It is very unfortunate that there are people who do not understand the value and benefit of ManeGait's programs and services to the minority group of adults and children with disabilities. This is an example of why the ADA was adopted to protect their rights, along with E.O. 12898 to ensure fair treatment. It would be an egregious error and violation of rights guaranteed by the ADA and E.O. 12898 to exclude, from the EIS analysis and discussion, the negative health hazards and environmental hazards imposed on adults and children with disabilities.		Pruett	Ben						
561	4ebda23a-0d74-482d-8882-7e564f80be54	3/29/2022 3:08	3/29/2022 3:08	This area near Lake La Cima is such a wonderful place that people from around McKinney come to visit for pictures, relaxing along the water, and fishing. It would not be same if a major freeway were constructed almost on top of it. It will no longer be the same at all. This needs to be considered when making plans for this roadway. Segment-B would avoid this area and cause much less disturbance to established areas like this.	As a homeowner right along 380, I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods like mine along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. Segment-A destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side, is \$99 million more than Segment-B, creates an overpass on 380 over Stonebridge Drive and Custer Road, significantly impacting road noise, and will increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, reducing our property values during construction as those are the only roads leading South from 380. Segment B is the best option to achieve the goals set out with this project.	Peisker	Matthew						
562	c6017c1d-86eb-4332-8f19-f3d95000ebe9	3/29/2022 3:21	3/29/2022 3:21	Option A would force the relocation of 17 business, comes in very near proximity to existing schools, is reported to cost near \$100m more than option B. Option B goes through a much lesser developed area.		Woolam	Bonnie						
563	f8edc0ed-804e-423b-8e01-6ab3991af350	3/29/2022 3:40	3/29/2022 3:40	Our home and beautiful neighborhood would be greatly indicted! In fact, this impacts our entire town! We are in our forever home. Safe and quiet. This would ruin it. It makes zero sense. This destroys property worth. This is NOT good for the environment. This needs to stay in McKinney. We have young grandchildren. We don't want to hear any freeways! Please don't ruin our property, or our town. Praying 🙏 This will NOT GO THROUGH.		Rellos	Karen						
564	52f37fdb-b564-42a3-81c7-70f5ee265265	3/29/2022 3:48	3/29/2022 3:48	How dare you destroy my home of Prosper! I STRONGLY oppose this God awful idea! Whoever came up with this needs to be fired! As a citizen and mother of Prosper you will ruin our town, our families, and make Prosper absolutely unsafe to live!! Stop this madness now! This directly impacts my home on Amistad right off of 380! This impacts my kids who go to those schools! KEEP 380 ON 380! Go ruin another town!!		Berglunds	Mackenzie						
565	addfd5-404d-4908-894d-3d0e1b16fcd9	3/29/2022 3:52	3/29/2022 3:52		Please keep 380 on 380. We don't want it cutting through already built amenities or planned schools.	Rodee	Kristin						
566	c8c1a795-29c5-4882-8e41-4ee6afc659d3	3/29/2022 3:54	3/29/2022 3:54		My family opposes option B. It runs too close to where the new Prosper high school will be and also too close to Manegait. Manegait is so beneficial to families in north Texas with children with special needs and also veterans. We CANNOT jeopardize their future!	Hudson	Maggie						
567	b40b9ed6-4fd3-49c9-8910-c6be84c87726	3/29/2022 3:59	3/29/2022 3:59	Segment B would run close to my subdivision which is close to the intersection of Prosper Trail and Coit Road. This road already handles a lot of traffic and any additional bypass traffic will directly impact the safety of my neighborhood, increase noise pollution, environmental pollution and will negatively impact schools (present and future) and residential property in the Segment B area. TxDot should use the existing alignment within Town limits, not cut through the town of Prosper and its residential areas and school zones. Segment B will also negatively affect the property values of the homes surrounding the ByPass.		Gent	S						

US 380 from Coit Road to FM 1827 - Online Comments

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
568	011ba591-20ce-4c7e-8cfa-713a32fda95d	3/29/2022 4:04	3/29/2022 4:04	I oppose to having a bypass in segment B. It will create a disturbance and will ruin our city landscape.		G	A						
569	460a967e-f0e5-4a38-887d-c65bd449e358	3/29/2022 4:05	3/29/2022 4:05	NO propose B, there is a School on Custer road and 1st street. Really dangerous!!!!		GB	M						
570	a8ff10c5-2c46-4ffe-86bc-db6fa56ddd94	3/29/2022 4:05	3/29/2022 4:05	Keep US 380 on US 380!!! Rerouting 380 with plan B will absolutely destroy the east side of Prosper!! This absolutely cannot happen because it will affect schools, students, Horse ranches that provides therapy to special needs, and so many residents!		Womble	Courtney						
571	74683036-5386-4039-8a2c-a80773b7b5c3	3/29/2022 4:14	3/29/2022 4:14	Please go for segment A that helps the city development as well won't disturb the currently neighborhoods which is already living in this area		Ravi Kanth	Kolagotia						
572	234d3525-5c5e-4d2e-8b5f-fa871fd3234d	3/29/2022 4:19	3/29/2022 4:19	Hello, our family opposes route B through Prosper. We are in support of route A. Route B continues to expose the most vulnerable in the community (individuals with disabilities and children at nearby MaineGait, Founder's Academy School, Active Adult Community Ladera -55+ (coming soon)) to unreasonable levels of air pollution and traffic noise. How TXDOT continues to ignore the most vulnerable and "protected" classes of citizens is simply beyond our comprehension. McKinney's lack of planning and bullying through political pressure and scapegoats their issue onto Prosper is unacceptable. The citizens of Prosper respectfully ask that TXDOT not allow Mckinney to bully their issue into Prosper forfeiting our future tax revenues and more importantly, risking the health and safety of the most vulnerable populations where Route B would impact them the most.		KH	KH						
573	a8f252c5-f7a3-4035-863a-9ead4c2f97c3	3/29/2022 4:22	3/29/2022 4:22	Hello, our family opposes route B through Prosper. We are in support of route A. Route B continues to expose the most vulnerable in the community (individuals with disabilities and children at nearby MaineGait, Founder's Academy School, Active Adult Community Ladera -55+ (coming soon)) to unreasonable levels of air pollution and traffic noise. How TXDOT continues to ignore the most vulnerable and "protected" classes of citizens is simply beyond our comprehension. McKinney's lack of planning and bullying through political pressure and scapegoats their issue onto Prosper is unacceptable. The citizens of Prosper respectfully ask that TXDOT not allow Mckinney to bully their issue into Prosper forfeiting our future tax revenues and more importantly, risking the health and safety of the most vulnerable populations where Route B would impact them the most.	Keep 380 on 380 and not cut thru the east side of Prosper. Option A is better as there isn't much build there yet. Thank you for the consideration	HH	HH						
574	0c84576f-9603-4633-80df-25c0bf3a6abe	3/29/2022 4:26	3/29/2022 4:26			Piotrowski	Colleen						
575	619cb7b9-8781-4b95-892c-db78546418d1	3/29/2022 6:17	3/29/2022 6:17		Prosper planned for 380 to remain on 380 and that should be respected. Instead McKinney's poor planning is being pushed off on Prosper. We are a very small town with much less land than McKinney. When this all first began TxDOT said they would not go against the will of a city. Please reconsider. We have several schools this will greatly impact with teen drivers. My children attend Prosper schools. Many children attend our schools from McKinney, Frisco, and Celina.	Spraggins	L						
576	dad6032b-ca96-40a4-879b-232f1e7158a6	3/29/2022 11:30	3/29/2022 11:30	I am strongly opposed to Option A for the US380 expansion project for the following reasons. <ul style="list-style-type: none"> Option A displaces a total of 17 businesses, Option B displaces ZERO Option A cost to relocate utilities is \$61 million, Option B is \$25 million Option A total cost to acquire ROW (right of way) is \$178M, Option B cost is \$137M Option A total cost of design/construction is \$450M, Option B is \$428M Option A total cost is about \$100M higher than Option B Option A impacts more acres of wetlands, river/streams and forest/prairies than Option B Option A impacts 14.9 acres of Statewide Important Farmland, Option B only 2 acres Option A's increase in noise would have a severe negative impact on established Stonebridge Ranch neighborhoods. Option B does not come as close to any existing neighborhoods. There will be considerably increased traffic on Stonebridge Ranch Dr & Ridge Rd which both have elementary schools close to 380: Wilmeth and McClure. 		Wadpalle	Amol						
577	2c4408d7-7091-4f3c-8458-7812f60efb66	3/29/2022 11:45	3/29/2022 11:45	Route A is a more appealing route for the well being of students in the Prosper ISD. Traffic flow through the areas of middle and high schools need to be weighed heavily and should be avoided for the safety of our children.		Hamorsky	Jennifer						
578	eea7bb4d-9524-472e-8d71-bf8634b4af17	3/29/2022 11:50	3/29/2022 11:50	380 should be widened and left as it is. Please don't destroy our town and schools.		Andrews	Nyla						
579	a87108fc-d040-4c3d-82e1-ca95e93fda17	3/29/2022 12:08	3/29/2022 12:08	I am adamantly opposed to route B as my children's school is at the intersection of First Street and Custer Rd. If route B were to be used, it would place all of the children at Founders Classical Academy-Prosper in peril. The smog and emissions from vehicles would be astronomical, placing these children's health second to convenience. The traffic in such close proximity to an elementary school would disrupt the peaceful learning environment these children need to be taught and thrive		Hale	Dante						

US 380 from Coit Road to FM 1827 - Online Comments

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
580	679645cc-6fdf-4cf2-8e09-914c8f6f4cf6	3/29/2022 12:22	3/29/2022 12:22	Keep 380 on 380. Prosper should not have to suffer for another city's poor planning. People live here and go to school here and a major highway would drastically change their daily lives in a way that had no idea would hav open when they moved there.		Zercher	C.						am_a_business_owner_
581	9139aad9-d02b-428a-8f35-0f9cb298b7db	3/29/2022 12:34	3/29/2022 12:34		I support plan B. It's cheaper and least disruptive to homes and businesses.	Bradley	Jerry						
582	fd1e9d6d-9089-44a6-8710-13155b31ea59	3/29/2022 12:37	3/29/2022 12:37	Segment B is clearly the most efficient for drivers and it takes us around areas that are already more maturely developed		Murray	Michael						
583	58a4c662-6522-46eb-8b4d-875eaf7ee6dd	3/29/2022 12:38	3/29/2022 12:38	You plan things like this when communities aren't built out. It's not right.		Mckeehan	Michelle						
584	fd254a24-97c8-45fd-8283-f3d09c566d12	3/29/2022 12:42	3/29/2022 12:42	I am strongly opposed to Option A for the US380 expansion project for the following reasons. Option A displaces a total of 17 businesses, Option B displaces ZERO Option A cost to relocate utilities is \$61M, Option B is \$25M Option A total cost to acquire ROW (right of way) is \$178M, Option B cost is \$137M Option A total cost of design/construction is \$450M, Option B is \$428M Option A total cost is about \$100M higher than Option B Option A impacts more acres of wetlands, rivers/streams, and forest/prairies than Option B Option A impacts 14.9 acres of Statewide Important Farmland, Option B only 2 acres Option A will have a significant negative impact on our quality of life in our Stonebridge Ranch neighborhoods. Option A's increase in noise would have a severe negative impact on the established Stonebridge Ranch and Tucker Hill neighborhoods. Option B does not come as close to any existing neighborhoods.		Tan	Cheng-Tsau						
585	4b42939d-14ac-44cf-8d73-2a93f10009d0	3/29/2022 12:53	3/29/2022 12:53	I am strongly opposed to "A" for the US380 expansion project for the following reasons: A displaces a total of 17 businesses vs ZERO for B A cost to relocate utilities is \$61M vs \$25M for B A total cost to acquire Right of Way is \$178M vs \$137M for B A total cost of design/construction is \$450M vs \$428M for B A total cost is \$100M higher than B A impacts more acres of wetlands, rivers/streams, and forest/prairies than B A impacts 14.9 acres of Statewide Important Farmland vs only 2 acres for B A will have a significant negative impact on our quality of life in our Stonebridge Ranch neighborhoods and A's increase in noise would have a severe negative impact on the established Stonebridge Ranch and Tucker Hill neighborhoods. B does not come as close to any existing neighborhoods. A would create considerably increased traffic on Stonebridge Ranch Dr and Ridge Rd to access the highway. There are two elementary schools very close to 380 on each of those streets: Wilmeth and McClure.	I am strongly opposed to "A" for the US380 expansion project for the following reasons: A displaces a total of 17 businesses vs ZERO for B A cost to relocate utilities is \$61M vs \$25M for B A total cost to acquire Right of Way is \$178M vs \$137M for B A total cost of design/construction is \$450M vs \$428M for B A total cost is \$100M higher than B A impacts more acres of wetlands, rivers/streams, and forest/prairies than B A impacts 14.9 acres of Statewide Important Farmland vs only 2 acres for B A will have a significant negative impact on our quality of life in our Stonebridge Ranch neighborhoods and A's increase in noise would have a severe negative impact on the established Stonebridge Ranch and Tucker Hill neighborhoods. B does not come as close to any existing neighborhoods. A would create considerably increased traffic on Stonebridge Ranch Dr and Ridge Rd to access the highway. There are two elementary schools very close to 380 on each of those streets: Wilmeth and McClure.	Chang	Cheng						
586	b59ac99c-6266-45ae-8e85-cf3eb2f705b3	3/29/2022 13:01	3/29/2022 13:01	Keep 380 on 380 and out of Prosper.		Powers	Kelly						
587	a6a78b5a-fdcd-40d4-84b5-fc227b25c7cb	3/29/2022 13:21	3/29/2022 13:21	ABSOLUTELY not in favor of this Highway going through prosper whatsoever. Keep 380 on 380 and OUT of prosper.		Morrow	K						
588	12a31a2e-45e6-4cd6-82c0-7ccb4f11dc70	3/29/2022 13:26	3/29/2022 13:26	I am strongly opposed to Option A for the US380 expansion project for the following reasons. • Option A displaces a total of 17 businesses, Option B displaces ZERO • Option A cost to relocate utilities is \$61 million, Option B is \$25 million • Option A total cost to acquire ROW (right of way) is \$178M, Option B cost is \$137M • Option A total cost of design/construction is \$450M, Option B is \$428M • Option A total cost is about \$100M higher than Option B • Option A impacts 14.9 acres of Statewide Important Farmland, Option B only 2 acres • Option B does not come as close to any existing neighborhoods. • There will be considerably increased traffic on Stonebridge Ranch Dr & Ridge Rd which both have elementary schools close to 380: Wilmeth and McClure. Wilmeth and McClure Elementary schools- There will be considerably increased traffic on Stonebridge Ranch Dr & Ridge Rd.		Ritterbusch	Alison						

US 380 from Coit Road to FM 1827 - Online Comments

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
589	eb118363-6d0a-4a7b-8ead-e4d1f2bbdc e2	3/29/2022 13:37	3/29/2022 13:37	I live in Stonebridge Ranch area and am very interested in the segment A vs segment B 380 alignment. Looking over the presentation material and as a former project manager for large industrial projects, segment B alignment would be the obvious choice due to lower initial lower cost and fewer intangibles that could substantially increase the cost of segment A alignment. The many unknown factors associated with segment A alignment should be avoided.		Robicheaux	Larry						
590	e9c6d837-8e60-4618-8967-4a421506a a3a	3/29/2022 13:49	3/29/2022 13:49	This would create a horrible impact for those of us who call Prosper home. The impact on Founders academy and Mane Gate and the future high school Walnut Grove would be so detrimental. The residential areas around those places as well. Prosper has a growth strategy that would be negatively impacted with this change of route		Plasky	K						
591	e2085e73-6f24-4206-86ec-529f7bb97c cf	3/29/2022 13:51	3/29/2022 13:51	This would create a horrible impact for those of us who call Prosper home. The impact on Founders academy and Mane Gate and the future high school Walnut Grove would be so detrimental. The residential areas around those places as well. Prosper has a growth strategy that would be negatively impacted with this change of route		Plasky	B						
592	6b620c2a-28eb-4a1a-8a78-866e1e186 5f3	3/29/2022 13:57	3/29/2022 13:57	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380, increasing traffic and noise and pollution in our neighborhoods. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.		Chapman	James						am_a_resident_
593	57a175f8-92be-4a74-8817-c54c83251 e67	3/29/2022 14:09	3/29/2022 14:09	Please do not do this as it would destroy the community of Prosper. There are other avenues in which to pursue to solve this problem with other leaving prosper out		Driskell	Ashley						
594	87dcd3-8a53-4000-82c0-c4738dac2f a1	3/29/2022 14:11	3/29/2022 14:11	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.		Cordero	Nadia						
595	79d1be13-269b-4915-858c-1756f70cfb d1	3/29/2022 14:14	3/29/2022 14:14	I am opposed to a widening of Hwy 380 that is not located along the existing road. No bypass thru Prosper, consistent with the Town's resolutions.		George	Siller						
596	97adb608-5be6-4668-8418-c69015186 596	3/29/2022 14:18	3/29/2022 14:18	We do not support any of the proposed options.		Martin	Mike and Penn						
597	929006c5-e40d-477c-82e6-63ecd4b76 1e7	3/29/2022 14:21	3/29/2022 14:21		It doesn't make any sense, and won't bring any value to the existing residents in the town of Prosper. Part of the Prosper appeal is feeling like a small town, not a big city. So expand the existing 380 or build above it, but don't run it right through Prosper.	Pacheco	Samantha						
598	e36f0b00-746f-46bc-8c54-8a96c2a7d 2d5	3/29/2022 14:27	3/29/2022 14:27	I am extremely opposed to the Segment B of this project. I moved to Prosper specifically due to it being a smaller quiet town and this project just increases traffic, lower air quality and hurts the environment. If this project goes through, I will sell my home and move to Celina. Please do not ruin the quiet nature of our small town. If I wanted this type of traffic and hustle, I would have bought in Frisco or McKinney. Prosper is the best kept secret in the Dallas so please keep it that way.		Bem	John						
599	db7b590b-cfa6-4831-8e4d-f313a770ae 1f	3/29/2022 14:52	3/29/2022 14:52	Keep 380 on 380.		Mitchell	J						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
600	ce86529f-c20c-47b2-8264-e9b2fc612705	3/29/2022 14:53	3/29/2022 14:53	I am a homeowner and mother that lives in that location. I am also a physical therapist that treats young children. Putting the extension through this area will be extremely detrimental to my children and their school due to increased ozone, noise, and overall exposure of their school. It is even more detrimental to the at risk, immunocompromised children that attend MainGait, this current map with this extension approval will affect many kids and horses that train and have therapy in that area. These children are sensitive to sound, smell, and increased light to name a few and this extension will have a negative affect of them. This extension will be terrible for all of us that live inn the area. I have no doubt there is an alternative that will effect less homeowners, children, and children with special needs.		Niesman	Beth						
601	245b5782-1b0c-4907-8d8b-75c5521dbb29	3/29/2022 15:07	3/29/2022 15:07	As a homeowner and citizen of McKinney, TX, I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.		Kaiser	Karen						
602	44cce892-efd2-4a57-8b64-0a008813b799	3/29/2022 15:20	3/29/2022 15:20	I oppose the TXDOT proposed improvements to U.S. 380 in Segments A through D. This proposal requires the destruction of existing homes, businesses, and farm land of Prosper, TX and Collin County. The problem resides in McKinney, TX, not elsewhere. This is not a creative solution to the current traffic congestion on U.S. 380 and U.S. 75. Public officials of Collin County will need to communicate with engineers, surveyors, stakeholders, and project managers to establish a creative highway interchange at the intersection of U.S. 380 and U.S. 75. Review the plans, projects, and results of highway interchanges on I-635 with U.S. 75 in Dallas, TX and the intersections of U.S. 287 with U.S. 277 in Wichita Falls, TX for ideas.		Franklin	Joshua						
603	736694f3-bfb7-4401-8f5f-7127280f9591	3/29/2022 15:31	3/29/2022 15:31	No to Option B.									
604	b8f1c479-0be6-4f45-87cb-7089ad2c40a2	3/29/2022 15:39	3/29/2022 15:39	My comments are related to area A v. area B. I live in Stonebridge Ranch near Custer and 380. If "A" is the option, it will disrupt more existing business, cost more to relocate utilities and acquire right of way easements, and with additional projected cost for design and construction, will cost \$100MM more to the taxpayers than option B. Please choose option B as it will be less disruptive to established neighborhoods and schools and will also cost less. Does not seem like a difficult decision, please make it. Select Option B, please.		Roberts	James						
605	30c2fbc3-7d17-4aff-8791-4ed4bb1b1fc3	3/29/2022 15:52	3/29/2022 15:52	As a homeowner and citizen of McKinney, TX, I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. It is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community. I also strongly oppose Segment-A. It should not be considered because It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side, the cost of Segment-A is \$99 million more than Segment-B, it will decrease traffic safety and increase traffic on Stonebridge neighborhood streets, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction.		Fuller	Janet						
606	f3661ad1-91e6-4a55-8583-9c8edd567ed2	3/29/2022 15:53	3/29/2022 15:53	My name is Greg Alford, President of Alford Homes. We build upper end luxury custom homes and bringing the 380 bypass through prosper would be detrimental to the most beautiful land Prosper has left to develop. We have been working with land owners and by bringing the 380 bypass through Prosper would end all conversations of developing this amazing property. I am strongly against bringing the 380 bypass through Prosper. Keep 380, 380!		Alford	Greg						
607	ffea006e-d072-474b-894a-0d92a1f996d8	3/29/2022 15:59	3/29/2022 15:59	The proposed route (B) will have a detrimental impact to existing developments in Prosper vs routing it along the existing 380		Matthews	Bjorn						
608	82cf77c7-a615-4610-8e4e-79165db4cb3d	3/29/2022 16:15	3/29/2022 16:15	As a Prosper resident, I am STRONGLY opposed to the proposed route B, that would bisect Prosper. Consider this to be a terrible idea. Please count my strong opposition to this proposal.		Silvestri	John						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
609	Oc5a2102-45db-4ce5-8223-44b74b164a39	3/29/2022 16:22	3/29/2022 16:22	I am strongly opposed to Option A for the US380 expansion project for the following reasons. <ul style="list-style-type: none"> Option A displaces a total of 17 businesses, Option B displaces ZERO Option A cost to relocate utilities is \$61 million, Option B is \$25 million Option A total cost to acquire ROW (right of way) is \$178M, Option B cost is \$137M Option A total cost of design/construction is \$450M, Option B is \$428M Option A total cost is about \$100M higher than Option B Option A impacts more acres of wetlands, river/streams and forest/prairies than Option B Option A impacts 14.9 acres of Statewide Important Farmland, Option B only 2 acres Option A's increase in noise would have a severe negative impact on established Stonebridge Ranch neighborhoods. Option B does not come as close to any existing neighborhoods. There will be considerably increased traffic on Stonebridge Ranch Dr & Ridge Rd which both have elementary schools close to 380: Wilmeth and McClure. 		Sogga	Amy						
610	d5f169e1-76ea-430b-8c85-0aa6400cd503	3/29/2022 16:29	3/29/2022 16:29	Keep US 380 on US 380!!! Rerouting 380 with option B will absolutely destroy the east side of Prosper and it will affect so many students and residents! We want to preserve our small town feel of Prosper, therefore option B absolutely cannot happen!		Womble	Blake						
611	d9bcd8c7-ec92-498b-8fd2-d96df8026ff7	3/29/2022 16:30	3/29/2022 16:30		I don't see the problem with the current location of 380, I do see cons associated with the proposed move. One the area is in constant construction due to expansion, which is inconvenient to the residents and this will be a long project. Also neighborhoods are already built and formed in those areas and would bring down their value, as well as provide unnecessary disturbance to their life. Many residents of Prosper and McKinney would like to keep the more wide open country feel that a freeway would not bring. With the high amount of property taxes residents pay a freeway running through our neighborhoods is not what we pay for. It seems like a completely unnecessary move.	G	L						
612	f5f7c038-9f0e-4184-8fd2-06ea8c3fc619	3/29/2022 16:46	3/29/2022 16:46	I AM OPPOSED TO SEGMENT B. After reviewing the virtual meeting video and listening to my community leaders, I am vehemently opposed to segment B due to the negative impacts to the environment, economy, and quality of life in my neighborhood. It will... >Increase ground-level ozone impacting resulting in a conflict with Air Quality guidelines publicized by the North Central Texas Council of Governments (NCTCOG). >Have a detrimental effect on ManeGait Therapeutic Horsemanship. >Bisect Prosper ISD (including Prosper and portions of Frisco and McKinney) separating homes from their schools and businesses. >Displace far more businesses and homes than indicated in the Segment Analysis Matrix due to the future growth of neighborhoods and businesses in the area. In addition, the expansion of the Dallas North Tollway and the construction of the Collin County Outer Loop should alleviate some of the traffic in the 380 corridor. All in all, I expanding 380 on 380 should be reevaluated.		Woods	Amy						
613	d1d608aa-3de0-4523-8a12-1cac0e8a4912	3/29/2022 16:47	3/29/2022 16:47	Segment B will create much more undesired impact than Segment A. It will split Prosper in two, it will go against Prosper's thoroughfare plan, it will also impact schools and ManeGait therapeutic facilities.		Martinez	Francisco						
614	4cd8587d-86c7-4bae-8164-c77654bc6946	3/29/2022 16:50	3/29/2022 16:50	I OPPOSE THE US 380 BYPASS IN PROSPER.		Reyes	Kathleen						
615	dd1c2478-133e-4ae5-806e-1bde7e25f5cc	3/29/2022 16:53	3/29/2022 16:53	HWY 380 needs expansion but it should be done without disturbing the existing communities. Expanding lanes with the current 380 footprint would be the least disruptive to residence in the existing neighborhoods. Overpass lanes similar to that at the Preston and Tollway intersections would accomplish the objective. I object to the Segment B proposal.		Roulet	Scott						
616	5b39e766-b33b-4bc6-8495-50dfa76b4466	3/29/2022 17:07	3/29/2022 17:07	As a homeowner and citizen of McKinney, TX, I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.		Isaksen	Thomas						
617	9be60720-b68c-4137-8905-6a7c21411767	3/29/2022 17:21	3/29/2022 17:21	How is option A still on the table with an additional 99 million needed to complete it? It also displaces 17 small business and makes traffic in and out of Stonebridge (which is an active community) also dangerous. Option B is the clear choice if you are really concerned about traffic flow, safety, displacement t and overall cost of the project.		Stevens	Hunter						
618	afc8f5d7-f922-4fcb-84f7-7c9cb4f772ad	3/29/2022 17:42	3/29/2022 17:42	I purchased this home two years ago because I wanted away from busy highways and wanted the small town quiet that Prosper offered. This bypass will certainly ruin that, negatively impact property values and destroy the culture that prosper represents. Not to mention the impact it will have on schools and the retirement facilities especially during the construction process ... not to mention for years to come after completion.		McGuffin	Gregory						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
619	7d071faf-8e64-4bb8-88e6-c13a2ef7cdaf	3/29/2022 17:43	3/29/2022 17:43	I live in Whitley Place community and I don't agree with the bypass construction on 380		Buendia	Victor & Gaby						
620	b8d7f6e8-a8de-4e80-8553-911367b2caa3	3/29/2022 17:58	3/29/2022 17:58	I am strongly opposed to C and D on the map! This brings this loop too close to existing neighborhoods and will kill the environment as it currently exists. We moved into the Willow Wood neighborhood for the serenity of being away from highways. This will take that away. In addition, it is a huge waste of money to bypass this section of 380 that is not congested. It has no purpose. The area that needs an adjustment is West of Hiway 75 between McKinney and Prosper. This funding could be used to develop something in that area and make a much better impact on the community. Please scrap this project and look at the area West of 75 instead of wasting funds on something that won't have an impact. Thank you!		Smith	Joyce						
621	c3b62ca0-4033-4629-86c0-95caf96243bf	3/29/2022 18:01	3/29/2022 18:01	Strongly oppose Option B. Prosper has a small town feel which is exactly the reason most residents have chosen this area to call home. By adding another interstate type structure, it will be sandwiched between multiple very large concrete roadways with the tollway expansion, Preston expansion, 380 and now considering a bypass? No thanks. In addition, the amazing work by MainGate will be wiped out. From an aerial viewpoint, Option A seems to be the most less intrusive option. It appears that Option A goes through more rural land vs hurting businesses and residents.		S	C						
622	0c1b9aee-e00c-4353-89ac-44ac0161ca52	3/29/2022 18:09	3/29/2022 18:09	I would like to see the plan for section B to be built on the west end of this and section C on the east.		Shutka	M						
623	92c266d9-908e-4235-8921-d53641239a91	3/29/2022 18:15	3/29/2022 18:15	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.		Gaughan	Kristin						
624	dfb2b317-2522-429d-84ce-d5081130cd85	3/29/2022 18:19	3/29/2022 18:19	To whom it may concern: Segment B of the proposed Gold/Brown alignment poses significant, negative impact to both existing and future residential and commercial developments planned within the Town of Prosper. This proposed alignment would interrupt a lot of construction going on now and future construction. Prosper planned for 380 to remain on 380 and that should be respected. Instead McKinney's poor planning is being pushed off on Prosper. That is unfair to Prosper. Please do not choose segment B.		Kabel	Ruth						
625	51e70e5f-9295-4682-874f-33e83d29d331	3/29/2022 18:22	3/29/2022 18:22		I live near the intersection of Stonebridge Drive and Highway 380. I strongly oppose segment A as a solution to the Highway 380 bypass. I cite the cost of segment A (\$99 million more than the segment B solution); the creation of an overpass on highway 380 over Stonebridge Drive and Custer Road; and potential increased traffic on local streets such as Stonebridge Drive, Ridge Road and Lake Forest Drive (which I use quite a bit during my work week). I believe segment B is a superior solution. It has the least disruptions to local businesses and from what I read, no displacements. There will be very little impact on existing home and neighborhoods like mine (close to Highway 380). Lastly, the cost is the least expensive option by almost \$99 million when compared to the segment A solution.	Garciano	Werner						
626	795fa1fb-fa8c-41f6-852e-fc6db7e0e3f0	3/29/2022 18:29	3/29/2022 18:29	I signed a contract on our home in 2020. We moved in 2022. We had no idea when we decided to purchase this home that this was being proposed. I am referring to Segment B. I live in the Brookhollow phase in Prosper and this would really impact our community. The emissions polluting my neighborhood is my greatest concern followed by property values. Not only will they very likely decrease because most buyers would not want to live so close to a major highway, but we would have noise pollution too. Now we cannot easily move if the project is approved because interest rates are going higher, property values are higher and we are now stuck in a home that may be polluted by this project because moving to a similar property is no longer financially feasible. Is there not another route that impacts more rural areas and minimizes impact on so many homeowners? If you can impact a dozen homeowners rather than hundreds and thousands, that seems like a better alternative. I am against segment B.		L.	Stefanie						
627	7f495484-f3bc-464b-8d4b-c3c36dd16be6	3/29/2022 18:53	3/29/2022 18:53	As a prosper resident, I do not consider Option B to be viable option as I believe it will decrease residential values and kill future development in that part of the city. Prosper is not a large town, so a small loss in developable area is a huge loss to the city and its residents...especially residential areas.		Roberts	Jay						
628	fa515065-eea8-4549-8e29-f515b79dc78e	3/29/2022 19:07	3/29/2022 19:07	I have owned property for 30 years and lived in Prosper for almost 28 of those years. We were well aware before we moved here that growth would happen - it was inevitable. Hwy 380 was 2 lanes and Custer Road was a stop sign at their intersection. I HIGHLY oppose the B route. I realize that it will cost 100M more than route A but in the large scheme of things, that is minimal. Prosper has done a good job in thinking about growth and the expansion of 380 - McKinney has not. I do not agree with destroying an area that gains little if any benefits from the expansion using route B. I can't imagine what it will do to future property values but I can't imagine it would be good.		Journey	Mary Jane						
629	8e0186a8-3429-4850-88bf-78cefcb806a	3/29/2022 19:15	3/29/2022 19:15	I do not want the US-380 section B to be selected and deployed in prosper		Bommaraju	Satya						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
630	335d2ced-6af4-4c0e-8f51-ba2d83a5474c	3/29/2022 19:22	3/29/2022 19:22	Segment B is going to drastically change the residential plans and growth plans for the Town of Prosper in a major way. Not only is this going to cut in to land that is used currently to help the people in this area but also will impact residences and my neighborhood specifically. We did not purchase in this area so the traffic would increase and small town feel would go away. We strongly oppose Segment B.		Frentz	D						
631	76cddbbaac66-4534-80ad-73b43fb63f26	3/29/2022 19:23	3/29/2022 19:23	I strongly SUPPORT the 380 Seg-B bypass option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes/families living in neighborhoods along and adjacent to US 380. It is the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A for the following reasons: *It will create an overpass on 380 over Stonebridge Drive and Custer Road and will also cause the installation of water ducts over 380. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to 380 such as Stonebridge Dr, Ridge Rd and Lake Forest Dr, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380. *It will also cause a large interchange to be constructed at the intersection of Seg-A and 380, potentially depressing home values in that area.		Vanness	Ryan						
632	bd292afe-af94-4ffa-83bf-140296c68655	3/29/2022 19:24	3/29/2022 19:24		As a prosper resident, I am worried about the impact of a 8 lane highway next to two schools,(fca prosper and new highschool of prosper). Also we moved to Prosper to get the feel of a small town.	Nataraj	Renju						
633	a70f5738-bcd4-4a81-84f6-bdde2bed22c7	3/29/2022 19:28	3/29/2022 19:28	Opposed to plan B as this impacts directly Lakewood/Brookhollow subdivisions. The increased noise, increased traffic, reduced accessibility to the subdivisions because of right turn only going west on 380 make this option a poor one. Emergency vehicles coming into subdivisions will have to access via Coit Rd. The widening of 380 in this area also will create massive traffic problems, congestion and potential market value reduction for homes in the subdivision.		McKenzie	Peter						
634	5c1fa9a4-88aa-417f-8a22-31bd94c8b82c	3/29/2022 19:31	3/29/2022 19:31	I live in Whitley Place and the proposed would directly affect my family by the noise level, pollution and added traffic through the neighborhood. We have elementary age children who play outside daily and if the bypass is approved our neighbor would no longer be safe for them to play outside		Seeger	Heidi						_work_for_TxDOT_
635	8732b9df-d119-4425-8e0a-4db0975a6190	3/29/2022 19:33	3/29/2022 19:33	I strongly oppose this the Segment B option. This will put a major highway through residential areas and extremely close to the new Prosper HS location, which is not good for the Prosper community. I request that you eliminate Segment B from consideration.	I strongly oppose this the Segment B option. This will put a major highway through residential areas and extremely close to the new Prosper HS location, which is not good for the Prosper community. I request that you eliminate Segment B from consideration.	Beasley	M						
636	b3458b3d-0e51-4650-8b25-2a0efa3028cd	3/29/2022 19:36	3/29/2022 19:36	Prosper is too small of a community to have a major road dividing our small city and Segment B would have devastating consequences on our town, including destroying new neighborhoods and homes. There has to be better options other than this one and it would be greatly appreciated by so many if other options were considered.		Xanthos	Nikki						
637	3f0b6099-9645-41c3-86a3-201f36aed20c	3/29/2022 19:37	3/29/2022 19:37	As a resident of the Town of Prosper, I am writing to express my opposition to segment B of highway 380 expansion.		AY	CD						_am_a_business_owner_
638	647564be-e757-40f7-8222-dcb76bafd7c	3/29/2022 19:38	3/29/2022 19:38	I oppose the proposed 380 bypass (Segment B) from running through Prosper. This bypass would run from Coit Road to FM 1827.		Ebony	Anderson						
639	fcf9ce37-c373-4026-8e35-5e1f13bbfdad	3/29/2022 19:43	3/29/2022 19:43	Hello, Based on 2020 Feasibility Study recommendation is to go with AED, which seems to be minimal impact and right approach. If Segment B is implemented, it will KILL Prosper's prosperity and growth. Already property owners are paying more property tax than other towns around. With this proposal planned to dissect Prosper and run in the middle of Prosper will kill Prosper's growth and property value. I do not support SEGMENT B.	Hello, Based on 2020 Feasibility Study recommendation is to go with AED, which seems to be minimal impact and right approach. If Segment B is implemented, it will KILL Prosper's prosperity and growth. Already property owners are paying more property tax than other towns around. With this proposal planned to dissect Prosper and run in the middle of Prosper will kill Prosper's growth and property value. I do not support SEGMENT B.	P	S						
640	e3a80406-611a-4a53-8352-22234b7c0572	3/29/2022 19:54	3/29/2022 19:54	My wife and I strongly oppose the 380 Bypass project Segment B! As the Town of Prosper is only 27 square miles, compared to McKinney at approximately 62.9, it is necessary the Town makes use of it's long range strategic plan which incorporates the use of limited land resources to best benefit the Towns citizens and community. Segment B of the 380 project will prevent this from happening as it runs through an area that has been zoned for commercial and residential development. Therefore the bypass will severely impact the tax base and can have the potential of limiting the towns ability to provide the best possible services to it's citizens. Additionally, the noise and air pollution and effects on humans and the natural environment will have a severe impact on the Founders Academy, new Prosper high school, and the new senior community. Once you combine these environmental intrusion with the current widening of Custer Rd you will have created an environmental disaster.		Goldman	Bob						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
641	bf5a61f4-3dc8-47eb-8e65-ef39e16d9785	3/29/2022 19:57	3/29/2022 19:57	As a resident of Prosper, I strongly oppose Option B. It appears that Option B is gaining a lot of momentum simply because Prosper does not have the number of voters that McKinney has. Prosper is a very small and unique town and Option B would have a substantial impact on Prosper as a whole. I can assure you that many of the residents in the neighborhoods that are impacted would move. It would also have a negative impact on many children that are currently attending Founders Academy and also the future Walnut Grove High School. It would diminish the air quality in the town of Prosper and it would probably force ManeGate Therapeutic to close. It just feels like Prosper is being "big brothered" here because McKinney does not want it impacting their neighborhoods. I have still yet to understand the "benefit" of choosing option B over Option A.		Decker	Alan						
642	88ffc5ae-eee9-412c-8103-e28ec975d20d	3/29/2022 20:12	3/29/2022 20:12		I am highly concerned about 380 cutting through Prosper, in particular the Brookhollow development. We just bought a house in this area and do not want to live next to an eight lane hwy. This will drag the property values down along with the noise it will bring to our area. We will be forced to move. I also hate see our taxes being compromised by TXDot by not building future developments in Brookhollow and our schools losing money that would have been going to them. This is a completely ridiculous plan for this expansion.	A	M						
643	f1e83913-e5f7-489b-83e0-a56f21a8a0cf	3/29/2022 20:28	3/29/2022 20:28	It's hard to believe that the city is considering Option A, which will include an even bigger highway adjacent to an elementary school (McClure) and a pre-K school (Goddard school). This will cause massive increase in traffic near those schools - exactly what we don't want for our kids. This is in addition to the negative impacts on the Stonebridge neighborhoods of La Cima, Wren Creek and Kensington, and to the neighborhood of Tucker Hill	I don't understand why the city should even consider option A over Option B, when Option A will destroy many businesses, impact more homes along the existing 380 corridor and comes at a greater cost than Option B.	Collins	D						
644	33aa3e54-ca69-49fc-82ce-3456649b30f8	3/29/2022 20:44	3/29/2022 20:44	I STRONGLY OPPOSE OPTION B! As a resident of Prosper, we moved here for the small town feel and chose to invest in a home that we felt would be a safe investment based on the planned development around it. While I understand road expansion and growth, I never imagined a huge freeway going right by our home and children's school. Option B would be detrimental from a noise and traffic perspective, it would destroy existing developments and greatly diminish the land Prosper has to build on. Please keep 380 on 380!		Collins	Catherine						
645	0e706bdc-6676-4a41-8226-5c342aaf747d	3/29/2022 20:45	3/29/2022 20:45	380 NEEDS TO STAY ON 380. Why would it be necessary to have any kind of by-pass? Highway 121 doesn't have any, the GBF doesn't have any, and LBJ doesn't have any, so why would it be necessary to have one on the next loop so to speak going north? Adding any kind of loop at this advanced stage of development in Prosper or McKinney will destroy many property values and ruin existing businesses.		Oenbrink	Ken						
646	4731e986-e96d-4ed6-8d24-fd7de00be7f0	3/29/2022 20:51	3/29/2022 20:51	I am a homeowner in the East end of Prosper in the Whitley Place development. This neighborhood was selected because it was not located on 380 anticipating that it would be expanded in the future. Segment B severely impacts the area I live in as well as it impacts to the City of Prosper's continues expansion. There are approved and future developments already planned that this highway segment B would kill entirely and those developments stand to improve the City of Prosper. Additional the impact to Mane Gate non profit is devastating. Prosper has already passed multiple resolutions against this encroachment on the city and it's negative impact. Keep US 380 on US 380.		Collins	Dean						
647	ece39b1b-0202-4712-8344-9a20762529e4	3/29/2022 21:09	3/29/2022 21:09	Please accept this input as a request to avoid new alternative route B due to the direct harm that it will cause to residences in this area of Prosper including noise, aesthetics, and the rural look and feel people have come here to enjoy. Thank you, Martin D Smith, [REDACTED]		Smith	Martin						
648	6fe69086-9a88-4e22-8f94-5495b345452c	3/29/2022 21:26	3/29/2022 21:26	area B and A on the map has houses it will be lot easier just to expand 380 with 2-4 more lanes or build over pass on top of important traffic lights like you did on 380 and dallas parkway and 380 and Preston.		Rodriguez	carlos						
649	cfcea459-2ac0-4ce9-8918-f0c1668343db	3/29/2022 21:40	3/29/2022 21:40	Hello, I am a resident of Prosper, Tx and I'm submitting my comment in regards to the 380 bypass route coming through Prosper. I do not want to see this happen due to the Main Gate facility that supports so many with disabilities and to the many new homes that are scheduled to be developed. Also, this will run directly south if the Founders Classical Academy in Prosper which will cause traffic hazards. Please reconsider moving the bypass route to another location and not through Prosper. Thank you!		Hook	Robert						
650	b6a907f5-6b9d-4f4b-805a-971aeeebbdaa	3/29/2022 21:41	3/29/2022 21:41		Plan B would greatly impact and put hardship on several people and areas in Prosper. Plan B would environmentally hurt the Therapeutic Horsemanship which provides equine therapy to hundreds of adults and children with disabilities. There is no replacement for this very special and needed service. Prosper ISD has already purchased land to build several more schools. Plan B have the highway impacting these future schools and homes. Prosper is a small community. Please do not harm and destroy this community.	Smith	June						
651	f97e65b2-64e1-4010-82cf-3abe14510e53	3/29/2022 21:54	3/29/2022 21:54	I am strongly opposed to Option A for the US380 expansion project for the following reasons. <ul style="list-style-type: none"> Option A displaces a total of 17 businesses, Option B displaces ZERO Option A cost to relocate utilities is \$61 million, Option B is \$25 million Option A total cost to acquire ROW (right of way) is \$178M, Option B cost is \$137M Option A total cost of design/construction is \$450M, Option B is \$428M Option A total cost is about \$100M higher than Option B Option A impacts more acres of wetlands, river/streams and forest/prairies than Option B Option A impacts 14.9 acres of Statewide Important Farmland, Option B only 2 acres Option A's increase in noise would have a severe negative impact on established Stonebridge Ranch neighborhoods. Option B does not come as close to any existing neighborhoods. There will be considerably increased traffic on Stonebridge Ranch Dr & Ridge Rd which both have elementary schools close to 380: Wilmeth and McClure. 		Kasali	Nigel						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
652	6570a17b-23b3-445a-8ca7-4419e624546a	3/29/2022 22:08	3/29/2022 22:08		We are opposed to option B and the negative impact it would to Prosper.	Cauley	Susan						
653	0424cfb1-a672-481f-88cc-bcb5c6c86530	3/29/2022 22:12	3/29/2022 22:12	See attached file below. Also sending by email.		HELMER	JOHN						
654	22125a26-5bb8-4694-86d7-46fe3685bed7	3/29/2022 22:32	3/29/2022 22:32	Option B would be incredibly negative for my neighborhood, the school and the beautiful Maine Gait which offers such an important service to our community.		C	J						
655	c7a0270c-c75b-4024-8c30-d7d9c30565d0	3/29/2022 22:48	3/29/2022 22:48	I am a resident of Prosper and am VERY upset at the mere thought of this plan to "improve" US 380. Absolutely ridiculous and a huge waste of tax dollars. Come on Texas and COLLIN COUNTY - we are better than this!	I think a monkey could do a better job coming up with a solution - I hope the "plans" of disrupting over 11 neighborhoods, a therapeutic center, 4 schools (one of which was just built and one not even built!), and the safety of the entire community was not paid for with our tax dollars. If so, whoever came up with such a ridiculous plan needs to refund us taxpayers - absolutely ABSURD! Get with it Texas and Collin County!!!!!!	Vincent	Kellie						
656	8330b7f5-7a78-4c67-8425-6db3762aa099	3/29/2022 22:59	3/29/2022 22:59	Route B will have big negative impact to lot of families and children in prosper town. I vote in favor of route A. Keep prosper small and kid friendly town. Please don't bring highway into the town.	Route B will have big negative impact to lot of families and children in prosper town. I vote in favor of route A. Keep prosper small and kid friendly town. Please don't bring highway into the town.	Gladwin	Deva						
657	6c003803-2629-4429-856c-71ff74728fbf	3/29/2022 23:02	3/29/2022 23:02	I oppose the proposed 380 bypass (Segment B) from running through Prosper. This bypass would run from Coit Road to FM 1827.		J	K						
658	344c0b59-d6ff-451f-8657-6e6d11fcb878	3/29/2022 23:08	3/29/2022 23:08	I live in Lakewood at Brookhollow and this proposition would be detrimental to our neighborhood, property value and overall noise level from traffic. Please reconsider the proposed plan.		Cortez	Raquel						
659	9c1f5361-4364-4567-8a70-08ea8b6166c4	3/29/2022 23:32	3/29/2022 23:32	I also strongly oppose Segment-A. It should not be considered for the following reasons: *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380. *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area. *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380.	Michelson	Andrew						
660	789b6e88-11ce-4587-8e7e-05a1025a5aa9	3/29/2022 23:39	3/29/2022 23:39	I am opposed to segments C and D. Coming into our area. We do not see the benefit of this project. There is also the Collin County Loop! We moved here to get away from the city and all of the concrete. Keep us rural.	Segment B is the best option to improve traffic flow in our corridor while also	S	Andi						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
661	5988e2c5-65ee-42b9-8040-50769de55312	3/29/2022 23:56	3/29/2022 23:56	<p>SUPPORT SEGMENT B!!!!</p> <p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380.</p> <p>I also strongly oppose Segment-A. It should not be considered for the following reasons:</p> <p>*It destroys and removes 17 small businesses</p> <p>*The cost of Segment-A is \$99 million more than Segment-B.</p> <p>*It will create an overpass on 380 over Stonebridge Drive and Custer Road</p> <p>*It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods.</p> <p>Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.</p>		McKelvy	Lincoln						
662	3e962796-fdd9-4f43-82c2-d90e26b9aec8	3/30/2022 0:09	3/30/2022 0:09		Absolutely against this!! Keep 380 on 380!!!	Conley	Tiffany						
663	74241bcb-4eda-451b-83a8-3f80cb38b560	3/30/2022 0:29	3/30/2022 0:29		Please don't cut right through this wonderful town; keep 380 on 380! Prosper is a wonderful place, and quite frankly deserves better than Option B.	Merrell	Gretchen						
664	7dae03aa-08a3-4a6d-8270-926e4adea600	3/30/2022 0:42	3/30/2022 0:42	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.</p> <p>I also strongly oppose Segment-A. It should not be considered for the reasons outlined in the attachment.</p> <p>I oppose any plans that include the section B route going through and/or bisecting the Town of Prosper.</p>		Gregory	Judi					_am_a_business_owner_	
665	8e8167db-5700-4873-8364-205702d86cc1	3/30/2022 1:24	3/30/2022 1:24			Mattei	Evan						
666	b961eb55-ffc-4f47-8006-c0b55af5e425	3/30/2022 1:28	3/30/2022 1:28		Option B is unacceptable. The people in these neighborhoods should not be punished because McKinney didn't plan extra room around 380. You will devalue homes in Prosper by putting a highway right next to them. This should never have even been considered as an option.	Mercer	Tammie						
667	eacf1fb6-8c46-4709-8767-7363565da21a	3/30/2022 1:29	3/30/2022 1:29		I am in favor of Option B due to reduced cost, reduced impact to residents and businesses and routing of freight/trucks farther away from populated areas.	Thompson	Christopher						
668	9891efe4-bad7-4187-87d0-dce8206e9ee6	3/30/2022 1:51	3/30/2022 1:51		Segment B will detrimentally impact Prosper town. Families have moved here for the small town feel and a multilane segment dissecting the community is only going to bring noise, emissions and a poorer quality of life. Absolutely against segment B	Grigg	M						
669	a09f7887-f42e-4d4c-8ef4-85069f069ca0	3/30/2022 2:32	3/30/2022 2:32		We oppose the proposed 380 bypass (Segment B) from running through Prosper: Coit Road to FM 1827. It would ruin ManeGait and interfere with the amazing work they do there, it would run too close to THREE schools, and it would cut right alongside our neighborhood (currently set a good distance from hwy380). Please only consider the widening of US 380 along the existing US 380 corridor, not through neighborhoods, schools, and family businesses.	Fitzgerald	J						
670	8258865a-88e9-49d1-8aee-236faa692c49	3/30/2022 2:44	3/30/2022 2:44			Brown	Dr. Shane						
671	f03933af-b363-462d-8cec-98a214a4f331	3/30/2022 2:50	3/30/2022 2:50		My daughter is enrolled in the charter school on Custer & 1st street. At the moment We have a positive experience on the location of the school, neighborhood around it and country sides. Also it's a smooth drive to and from. The children feel safe to be around a friendly neighborhood. It would be very negative to have an expressway so near by, I can imagine the horrible traffic that would cause and noise from the vehicles and all that includes. It's not a good idea to put a highway in the middle of the town. Pollution, accidents, traffic, that would affect our childrens safety and education. Please reconsider the location of 380 - No to segment B - keep this area of prosper safe. Sincerely, Mr & Mrs Alvarez.	Alvarez	L						
672	cc3ad2fa-e634-4ba3-878a-7992195478c2	3/30/2022 3:00	3/30/2022 3:00		I am very concerned about the potential for diminishing property values and increased noise levels resulting from the construction of segment B. As a nearby property owner, I stand in opposition to segment B construction. I would encourage other Lakewood at Brookhollow home owners to stand up in opposition to the segment B proposal.	Davis	Kirk						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
673	128841cd-c3a4-4722-8603-520edb276d9d	3/30/2022 3:01	3/30/2022 3:01	I feel strongly that Proposal A is the best long term selection of those presented. I believe the volume of traffic on 380, with any bypass plan, will still warrant an expanded highway. Therefore, it's imperative that at the very least the portion through Prosper and into the western edge of McKinney plan around a raised or lowered highway with access roads. The business relocation is not that great in the grand scheme, while the new development can work around the future plans. The traffic entering Prosper from the Denton County area will already be traveling this format. Also note, the volume of vehicles transitioning north/south at Custer, Coit, and the future Independence, will be better transitioned in Prosper with a highway system in place and not having to connect through smaller roads to converge onto a highway headed north at Independence, or be bogged down with lights trying to navigate to shopping/entertainment destinations along Hwy. 380.		Dearing	Jennifer						
674	24060554-565f-4238-8a10-3bcfabf92b18	3/30/2022 3:19	3/30/2022 3:19		As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.	Tallman	Ken						
675	88c9e3f3-e5f9-45ff-8b3c-5125752a7d7b	3/30/2022 4:29	3/30/2022 4:29	I am a prosper resident of only 1 year and I can tell you it would greatly and negatively impact our small town. Not only Environmentally but way of living. Noise, more car emissions, home values to greatly be devalued, and people on a busy freeway going straight through the middle of our town that currently holds animal life, clean air, and small family life feels. I grew up in Rowlett and in front of my high school was cattle and land...now it's George bush. I came to Prosper to get away from that. Don't change our town! Allow us to decide for ourselves. Allow us to keep our town values and environment! Allow us to keep enjoying life in Prosper! Thank you in advance, very concerned resident		G	Brittany						
676	b1f04da4-20b8-4c07-8ce3-809b63d7cd1e	3/30/2022 4:55	3/30/2022 4:55	I am a prosper resident of only 1 year and I can tell you it would have a grave and negative impact to our small town. Not only Environmentally but way of living. Noise, more car emissions, home values to greatly be devalued, and people on a busy freeway going straight through the middle of our town that currently holds animal life, clean air, and small family life feels. I grew up in Rowlett and in front of my high school was cattle and land...now it's George bush. I came to Prosper to get away from that. I oppose this, Don't change our town! Allow us to decide for ourselves. Allow us to keep our town values, environment, and way of living! Allow us to keep enjoying life in Prosper! Thank you in advance, very concerned resident		G	Brittany						
677	9af9e760-081e-4410-8021-f12571c7f8f3	3/30/2022 13:07	3/30/2022 13:07	A bypass is being proposed to go around Mckinney by splitting the small town of Prosper as shown by segment B and is not a viable option. This is a Mckinney planning issue and should be addressed in Mckinney by using segment A instead.		W	J						
678	ceefba6e-0080-416c-87c3-8033a1b73ced	3/30/2022 13:12	3/30/2022 13:12	Please see the attached document.		Seguin	Kenneth						
679	43a3db6c-991b-448c-89ea-e2d148210d17	3/30/2022 13:34	3/30/2022 13:34	B would directly affect my 3 boys, their school, their home, my property value and main gate. Cutting through a developed community is heartless, expensive and will be met with a lot of pushback, red tape and lawyer fees. Can someone tell me why you would not just keep it along the 380 lines?		Pittenger	Monica						
680	22b94279-418a-41e3-82f4-14df71e864b	3/30/2022 13:36	3/30/2022 13:36	No option B, it would greatly impact the developing Prosper community.		Tolliver	Jessica						
681	6dcec124-45e6-47d6-8318-3e36cbb67f7a	3/30/2022 13:47	3/30/2022 13:47	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment I also strongly oppose Segment-A. It should not be considered for the following reasons: It destroys and removes small businesses West of the 380 and Custer intersection on the North side. It will create an overpass on 380 over Stonebridge Drive and Custer Road. It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South		Pegram	Todd						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
682	e1664e46-897a-426e-85c9-d4fb740f17d1	3/30/2022 13:53	3/30/2022 13:53		The poor planning of Mckinney should not be on the city of Prosper or any other that will be effected by this monstrosity. Isn't enough enough?! You are going to RUIN everyone's property values and generally just the slower paced living that we ALLLL moved to this area for just to line some city officials pockets. Not to mention the schools and safety issues this is going to cause.								
683	767a02b5-6c6a-4cae-895e-daa627641e04	3/30/2022 15:01	3/30/2022 15:01	Completely against the proposal B , would make a quiet area in a jammed and congested one. I don't even know how the B is an option.		morales	gregorio						
684	14fd22c9-d46f-49fe-8dcb-75da94867ada	3/30/2022 15:05	3/30/2022 15:05	My family lives in the La Cima community of Stonebridge Ranch. We would like to voice our opposition to the proposed Option A as it will have a major negative impact on our neighborhood and the beautiful lakes and park areas near Stonebridge Drive and 380. These lakes, park and nature areas are a place my children visit on a weekly basis to fish and ride bikes. Option A would put an 8-lane elevated highway running right next to this area and would undoubtedly reduce the quality of these fully-developed green areas and one of the reasons we and many other families moved to this area. Option B is the appropriate route to build as it runs almost exclusively through less and/or undeveloped areas and away from the many established and populated neighborhoods in this area of McKinney.		York	David and Kelly						
685	8c098264-c0d3-4017-837b-71bf656a6553	3/30/2022 15:07	3/30/2022 15:07	This is ridiculous and insane. The 380 needs to stay where it is and spend money on outer loop. The proposal running thru middle of prosper is detrimental to homes, children at the high school being built, animals and more. This should never be allowed. There is the outer loop spend the money there and it doesn't negatively affect those around it as much as the proposal thru prosper.		Kang	Courtney						
686	3b882f2e-88fc-4c82-85c9-82d635788dbf	3/30/2022 15:38	3/30/2022 15:38	No on B!!!!		Manguray	m						
687	1687d73b-4fcb-4411-8c66-e0e711c7c75a	3/30/2022 15:38	3/30/2022 15:38	As a resident in this area, I strongly oppose Option A. Option A is reported to have a significantly higher fiscal cost, the personal cost to Homeowners and Businesses should also be seriously considered. Option B is less expensive, fiscally and personally. I support Option B. I strongly oppose Option A.		O'Neal	Margaret						
688	3d9c43a2-9e71-4d2f-8468-b6b05b5271ef	3/30/2022 15:53	3/30/2022 15:53	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, and minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. I do NOT support the Segment-A option. It is far more expensive...providing no congruent benefits to justify the cost. It would significantly impact 17 small businesses West of the 380 and Custer intersection on the North side. It would also increase traffic, noise, and pollution in McKinney neighborhoods--needlessly reducing property values during and after construction. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.		H	T						
689	b3877c91-a428-4090-8e1c-b0b336920db9	3/30/2022 15:54	3/30/2022 15:54		The best alternative is D, E, B route. Least impact on MAJORITY of residences, businesses, and future growth.	McCarthy	Thomas						
690	706c6e36-1fa3-4a61-8a6a-7efdb591fc35	3/30/2022 16:05	3/30/2022 16:05	Option B is absolutely unacceptable. It is entirely too close to schools and would be a traffic nightmare for those of us who specifically moved to prosper for a smaller town environment.		Becker	Michelle						
691	e1f33c3b-75cc-4ab2-8967-1e3a7fc7f106	3/30/2022 16:05	3/30/2022 16:05	Oppose to section B.		Tim	Kirksey						
692	6e55f258-0785-445c-854f-06d9c6eda588	3/30/2022 16:06	3/30/2022 16:06	I do not want you top do B. How did you come up with the cost on these plans? The plan B will seriously effect future plans for prosper and schools. The air quality will affect ManeGait. The new Founders Academy is also going to be affected plus my neighbor Whitley Place. The New schools already under construction will also be affected impacting thousands of students.		LaGroue	Stanley						
693	c8212409-5bfc-4cd8-8623-22b8e5c2d6cc	3/30/2022 16:37	3/30/2022 16:37	Please keep 380 on 380. Segment B poses a significant, negative impact to both existing and future residential and commercial developments planned within Prosper and would directly impact over 360 future homes and thousands of residents and indirectly impact many more. Segment B will increase ground-level ozone impacting at least two environmentally sensitive facilities (ManeGait and Founders Academy) resulting in a conflict with Air Quality guidelines publicized by the North Central Texas Council of Governments (NCTCOG). Segment B runs directly through a quickly developing section of the Town of Prosper causing significant environmental impacts on the human and natural environment by adding a new and unplanned interstate through Prosper versus using the existing alignment within Town limits. Segment B has a detrimental effect on ManeGait Therapeutic. Segment B is in close proximity to existing and future schools including high schools impacting thousands of students.		HARRY	TURNER						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
694	71a50566-355f-48ce-887f-27b908042b4a	3/30/2022 16:58	3/30/2022 16:58	As a resident of McKinney/ Stonebridge Ranch and a realtor, segment A would be a huge detriment to the northern segment of Stonebridge and a huge detriment to the Tucker Hill community. Majority of the 380 bypass is intersecting McKinney as it is. Prosper should take on a section of it. There needs to be a larger section to the bypass versus trying to make it intersect with the original part of 380 in the McKinney area.		Flynn	T						
695	0590a471-2354-4c41-812b-24951121beea	3/30/2022 17:22	3/30/2022 17:22	I am in 100% disagreement with using option B as it cuts directly through residential areas within Prosper where I live. In addition it runs right by a new school and a business that provides therapy to disabled children. This will destroy the town of Prosper, one of the fastest growing cities in Texas. Either choose option A or take the highway out to the Dallas North Tollway. There has to be a better way to go here. Option B is a terrible choice. Please count this as my firm dispute of this potential option. Even doing nothing at all would be a much better option....		Safstrom	Kurt						_am_a_business_owner_
696	aba3facf-fec0-4591-8542-f56084ad453e	3/30/2022 17:44	3/30/2022 17:44	I live in the neighborhood Ridgecrest and I do not agree with having this roadway intersect with 380 behind our neighborhood. I feel as if it would take away from our home values and greatly impact the quality of our neighborhood life. We already suffer from drivers using our neighborhood as a cut through from either Virginia/Stonebridge out to 380. I would think that it would be more feasible to build this type of roadway on land that is not currently developed (north of 380) in such a way not to negatively impact any existing commercial or residential areas. I truly hope that the committee will listen to all of the feedback and make the right decision that makes the most sense for the families that live there.		Sayman	Alice						
697	c8d20ca2-db37-4f0a-8ef9-8df079a2c752	3/30/2022 17:57	3/30/2022 17:57	We are against moving 380 through our Prosper neighborhoods as proposed in plan B.		Thompson	Lori						
698	312bd9e3-c337-4111-89f6-66f74681de18	3/30/2022 17:58	3/30/2022 17:58	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. I also strongly OPPOSE Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Dr., Ridge RD and Lake Forest Dr., increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380. *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village.									
699	005a3cf6-7187-4719-80b8-d6e250602242	3/30/2022 18:09	3/30/2022 18:09	I strongly oppose option B. This size road and overpass running through the small town of Prosper, which consists mostly of housing, is unacceptable and creates unnecessary danger. It's also objectionable for the large city of McKinney to push its problem on to their small town neighbor, Prosper. This type of highway running through Prosper will be extremely dangerous and will absolutely ruin the small town feel Prosper has worked extremely hard to retain, despite the growth. The Town of Prosper planned ahead for their portion of 380 to handle the growth. McKinney's lack of planning should not constitute Prosper having to suffer.		Fanelli	Sarah						
700	f341bd22-6540-4917-892c-e331010c0d04	3/30/2022 18:24	3/30/2022 18:24	The area selected is Segment B. Seems many more current residents businesses and schools are impacted directly with this route. This pushes Noise, crime and pollution nearer to the living space of people. I'm definitely not for this segment. I'm for "Keep 380 on 380.". Alternative B ruins the look and feel of Prosper and should not be ok for TXDOT or others to push this as a viable alternative on the people. The alternatives in this decision pit neighborhoods, business and cities / counties against each other. We expect better use our tax dollars. Keep 380 on 380 and deal with the issues on the existing route. Don't push it somewhere else. Don't force it on the people.		Georgette	Robert						
701	da0f418b-7186-4951-8a77-876ffb9f999c	3/30/2022 18:34	3/30/2022 18:34	This would ruin Prosper and the surrounding areas. Keep the road where it is.		Beatty	Catherine						
702	85f19cb9-b8dc-454d-8411-e033a6d62a9c	3/30/2022 19:21	3/30/2022 19:21	Living in McKinney, I think option B is the best And I also think option C is very good going eastbound. Option A does not make sense to me and drops traffic right into the middle of town. Most people using this bypass will be wanting to go further and bypass the McKinney 380 traffic, which is why I have chosen option B.		A	Robert						
703	5dc3fb32-aa04-418d-86d9-e3e2402e27d9	3/30/2022 19:57	3/30/2022 19:57		Option A displaces 17 businesses. Option B displaces 0 businesses Option A total cost is about \$100 Million higher than Option B Option A will severely increase the noise in established Stonebridge Ranch neighborhoods. Option B does not come close to any existing neighborhoods. Option A impacts more acres of wetlands, rivers/streams, and forest/prairies than Option B. Please use this information when you are making your final decision.	Martin	Christine						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
704	62b80434-c736-4c17-8f22-74357a74ba04	3/30/2022 20:00	3/30/2022 20:00		As a 24-year homeowner in Stonebridge Ranch and citizen of McKinney, Tx, I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods during construction as those are the only roads leading South from 380. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community. Thank you for your consideration. Sincerely, Debra Evans	Evans	Debra S						
705	e1b9a2c5-fdd8-49be-84f2-fc715bed8d05	3/30/2022 20:03	3/30/2022 20:03	I am OPPOSED to Option A for the following reasons: economic impact to >17 businesses in the area and the increased traffic near elementary schools. Overall, Option B will impact fewer businesses, residents and be a lower total project cost.	I am OPPOSED to Option A for the following reasons: economic impact to >17 businesses in the area and the increased traffic near elementary schools. Overall, Option B will impact fewer businesses, residents and be a lower total project cost.	KAYS	Dan						
706	2435afa0-31d7-413a-85d5-d9c0a8f992d9	3/30/2022 20:48	3/30/2022 20:48	I strongly support alignment B, E and C. I strongly urge adoption of this route.		G	C						_work_for_TxDOT_
707	e7f98dee-40af-4ef4-87a9-c3614f442030	3/30/2022 20:52	3/30/2022 20:52	Keep 380 on 380. NO BY-PASS. The city of McKinney has to do a better job of planning. Their lack of planning and vision should NOT cost the citizens of Prosper. Thanks Jorge		Gomez	Jorge						
708	8d60d9b2-f497-4447-8141-b8113f932174	3/30/2022 20:52	3/30/2022 20:52	Keep 380 on 380. NO BY-PASS. The city of McKinney has to do a better job of planning. Their lack of planning and vision should NOT cost the citizens of Prosper. Thanks Sylvia		Gomez	Sylvia						
709	6b7a5496-14f0-4af5-85c9-f5cfddee406b1	3/30/2022 20:57	3/30/2022 20:57	"I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait -- a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait." This particular segment also will have a detrimental affect on home values and environmental safety of our students and residents.		Gressett	Leigh						
710	96f34dff-0797-4816-855e-8a68a0232005	3/30/2022 21:00	3/30/2022 21:00	I did not fight to purchase a house in Heatherwood less than a year ago to find out a 8 lane highway was going to be put in one block from my home. I am adamantly opposed to Segment E which I understand is the common segment with no alternatives. How will the noise and pollution be handled for residents of Heatherwood?		Vansell	Judy						
711	60724a48-d496-465c-886a-ddf269872670	3/30/2022 21:07	3/30/2022 21:07		As a homeowner of McKinney, I SUPPORT the Project 380 Segment-B option. This is the least disruptive to businesses with no displacements/minimal impact on existing homes and families living in neighborhoods along US 380. It is also the least expensive. I also strongly OPPOSE Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge and Custer. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets, noise and pollution in our neighborhoods and reduce property values during construction. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.	L	K						_am_a_business_owner_

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
712	b8a8099a-4325-4811-8f66-d9496b2c96ee	3/30/2022 21:08	3/30/2022 21:08		As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. I also strongly oppose Segment-A. It should not be considered for the following reasons: *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.	Leeth	Timothy						
713	ec1c2c36-e73a-4786-88ee-8f67b1c31ddc	3/30/2022 21:08	3/30/2022 21:08	In favor of alignment B.		Minyard	Trevor						
714	761b2083-f44c-4c54-828e-76d8225b9455	3/30/2022 21:10	3/30/2022 21:10		Please just make a dang decision. The traffic on 380 is HORRENDOUS. Nobody is going to like it no matter what the decision is. But something has to be done to minimize the impact of the significant increase of traffic along 380. I now avoid it AT ALL COSTS. It's ridiculous.	H	J						
715	d0bd16f5-6483-4ab0-8ee9-0b358ec18f89	3/30/2022 21:10	3/30/2022 21:10	I am strongly opposed to Option A for the US380 expansion project for the following reasons. • Option A displaces a total of 17 businesses, Option B displaces ZERO • Option A cost to relocate utilities is \$61 million, Option B is \$25 million • Option A total cost to acquire ROW (right of way) is \$178M, Option B cost is \$137M • Option A total cost of design/construction is \$450M, Option B is \$428M • Option A total cost is about \$100M higher than Option B • Option A impacts more acres of wetlands, river/streams and forest/prairies than Option B • Option A impacts 14.9 acres of Statewide Important Farmland, Option B only 2 acres • Option A's increase in noise would have a severe negative impact on established Stonebridge Ranch neighborhoods. Option B does not come as close to any existing neighborhoods. • There will be considerably increased traffic on Stonebridge Ranch Dr & Ridge Rd which both have elementary schools close to 380: Wilmeth and McClure.	Rosenthal	Amy							
716	ce84952d-8521-4f71-89fa-44a4367bc755	3/30/2022 21:12	3/30/2022 21:12	Option B makes more sense than option A. Option B relieves traffic on a longer segment of US 380. More importantly, Option B is a safer route to travel with its more gradual turns.		Carley	Kenneth						
717	ecff48ca-434a-4f35-882d-1f8fca898fc3	3/30/2022 21:30	3/30/2022 21:30	I am a citizen of McKinney and I live in Stonebridge Ranch off 380. I would like to make a proposal to accept B, E and C for the new 380 Bypass. 380 has become so very dangerous with all of the 18 wheelers, concrete trucks and rock haulers, as well as all of the commuters. With the new growth for our city of McKinney the bypass makes the most sense. Thank you.		Weaver	L						
718	2e738d05-a607-4999-81ea-40b3e7ae7320	3/30/2022 21:43	3/30/2022 21:43	As a McKinney resident, I would prefer option B/E for the 380 expansion plan. Baylor Scott & White Medical Center is a hospital that serves the needs of all surrounding cities, and option A would take 380 extremely close to their property [REDACTED], potentially contributing to traffic congestion in the area that could prevent emergency services from adequately servicing all surrounding communities.		Pendergrass	Ryan						
719	db99bb39-6705-4c5b-8aa6-0aac85ec0610	3/30/2022 21:51	3/30/2022 21:51	Alternative plan with segments B,E,C is the best proposal for everyone in the cities of Prosper, McKinney, New Hope and the surrounding areas.	Re: Proposed improvements to US 380 from Coit Road to FM 1827, Collin County, Texas Dear Mr. Stephen Endres, I am a resident of the City of McKinney [REDACTED] and I am writing to support the proposed improvement plan with alignment/segment B,E,C (The Brown Alternative in the project description). Having reviewed TxDot's proposed improvement plans, I would like to request you to approve this plan for the benefit of all and for the future. Alternative plan with segments B,E,C is the best proposal for everyone in the cities of Prosper, McKinney, New Hope and the surrounding areas. Thank you for considering my comments. Sincerely, Joseph Alummoottil	Alummoottil	Joseph						
720	ceff5a51-6093-4ee6-887d-988c35e1797a	3/30/2022 21:55	3/30/2022 21:55	I believe alignments B and E would best facilitate relief from congestion on existing 380 - and support both current and future business development, with lowest impact on residents.		Schneible	Cynthia						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
721	3218599b-1555-481c-8fea-c3a6379a8ba4	3/30/2022 22:02	3/30/2022 22:02	I live at the corner of custer and first street and this completely downgrades our neighborhood. Not to mention, the noise it will produce for our outdoor living experience will be exponential. We bought here three years ago and never dreamed a major highway would decrease our property values within a year.		Jenni	Devenny						
722	54f6c65f-da63-42ed-8da1-47e67453c7a7	3/30/2022 22:17	3/30/2022 22:17		TxDOT, we the people of the Town of Prosper DO NOT WANT THIS IN PROSPER!! McKinney needs to solve their own infrastructure problems.	Sims	Travis						
723	120dbc85-564b-41eb-8ceb-8b51750d239f	3/30/2022 22:32	3/30/2022 22:32	Alignment B would be detrimental to the town Prosper not only from a fiscal perspective but also to critical services offered to our community (Manesgait, Founders,etc.). The further impact to the immediate community would significant impact daily life to a large portion of the town.		Mitchell	Matthew						
724	5f36dcd0-7c71-4bc8-854e-1ca636f2501e	3/30/2022 22:58	3/30/2022 22:58	Due to the invasiveness of segment B, I oppose this option. Prosper residents would be significantly impacted, and neighborhoods would be polluted with emissions and noise.									
725	e7250a61-fcf1-40b0-8eee-408a6a767f90	3/30/2022 22:58	3/30/2022 22:58		I am strongly opposed to option A as it will have the most negative impact on the most people and businesses.	Leos	David						
726	52ae8983-4fed-4b9a-8d65-8d841389b086	3/30/2022 22:58	3/30/2022 22:58	I am against segment B. There are multiple school sights that are either in session or in construction as well as many residential communities. I would think the expansion of 380 to segment A would be preferred and would allow for a much more dynamic use of commercial spaces and therefor would bring in more tax money and improve community moral through shopping and dining options.		LeMaire	Adam						
727	28b0b71c-1374-4302-8e09-37eb19f04f89	3/30/2022 23:02	3/30/2022 23:02	I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.		acquisto	shana						_work_for_TxDOT_
728	e1abea3b-9253-49c1-8485-d37fe0221f47	3/30/2022 23:22	3/30/2022 23:22	Hello, I am strongly opposed to the Option A alignment. It displaces 17 businesses, will cost \$61 million to relocate utilities and \$178 million to acquire right of way. Coupled with the massive increase in noise and environmental pollution, this option is a non-starter for myself and many others since Tucker Hill will then be surrounded on three sides by major highways. These factors will also negatively impact home values and potential resale opportunities. Option B minimally impacts businesses, costs significantly less than option A and impacts far fewer homes. Of particular concern to the Tucker Hill neighborhood is no thought or concern presented for residents to safely enter/exit the community westbound or eastbound as is currently permissible. Taken as a whole, there are far more fiscally and socially responsible reasons why Option B should be the chosen route. Respectfully, Brian De Paul		De Paul	Brian						
729	59ae5e25-eed1-4d38-871e-34a0f59b59f8	3/30/2022 23:29	3/30/2022 23:29	VOTE TO ABANDON PLAN B. Brookhollow is a Master Planned Community with Lakes, trails, homes, apartments and industrial on the 380-frontage road. PLAN B would split the community, add wide roads, off ramps, noise, and air quality problems. I propose making and widening Custer Rd as the off ramp to 380. Custer Rd is already an industrial road. Custer Road would also serve the Stonebridge community as a direct link to this massive master planned community. This route would encourage the Stonebridge community to use this bypass. I doubt most would use the bypass if they have to back track on 380 to Custer Rd.		Ralls	JL						
730	4a856ef1-0ff5-4b0a-808b-0ab8992ded3e	3/30/2022 23:33	3/30/2022 23:33	I moved my family to Prosper 3 years ago in order to move away from the rapidly expanding roadways in the Frisco area we lived previously. I now live at coit and 380 and am fearful on the proposed segment b and highly oppose this option. We moved here for the promise of a planned community that offered a small town feeling and safe, environmentally friendly area to live. Please remove option b from this plan! Thank you for hearing my comments and I wish you well in this project.		Rieken	Karrie						
731	6e34ae52-7772-4bc6-8364-3ab45512d6c2	3/30/2022 23:39	3/30/2022 23:39	APPOSED TO USING COIT RD as off ramp for 380 by pass. Prosper soccer fields and new lighted parks are planned for that area. Coit Rd is assess to new Prosper High School under construction, Elementary school already built on Coit Rd. Lakewood and LaCima neighborhood lifestyle would be interrupted with so much traffic cutting through the area. Congested widened Coit road would post hazards.		Ralls	JL						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
732	ae2b1569-04c2-4124-8bd5-a16e75a26e11	3/31/2022 0:03	3/31/2022 0:03	I am opposed to Segment B on the map. This bypass area will directly impact the residents in that area and the school that was just completed. I am supportive of starting the bypass north of Prosper starting at the Dallas North Tollroad, or widening 380. Lastly, creating overpasses at the major north/south routes like 432, Coit, Custer, etc...would create efficient east/west passage on 380 and may reduce the need for the bypass or widening the highway.		Nick	Miller						
733	c33e34ab-799a-4f96-86a8-be9719d26584	3/31/2022 0:12	3/31/2022 0:12	I oppose highway 380 segment B. I am in fifth grade at Cockrell elementary and will attend Walnut Grove high school in just a few years. Please don't put a roadway in the backyard of my friends, family, and fellow students that we all know will impact our ability to breathe and thrive in Prosper. In addition, we absolutely love the horses and support Mane Gait and to see how this roadway will impact them is terrible. Please find another solution!		Miller	Addison						
734	ca12e8ed-1af6-4fc6-8779-dacf0ac5b34e	3/31/2022 0:38	3/31/2022 0:38	My husband and I live at [REDACTED] in Tucker Hill. We live withing the first block of Tucker Hill as you turn off of 380. We have lived here for 5 1/2 years. Clearly we would be greatly impacted by bypass A if it were to be selected. Tucker Hill, as you probably know, is a highly sought after neighborhood in which to raise a family, retire to or just generally are seeking a serene, lovely place to live. The thought of a freeway destroying this neighborhood is very distressing. Clearly bypass B, with far more wide open spacing has to be the wisest most viable option. Far less homes and businesses would be affected in choosing B and the years of construction mayhem if A was chosen would render this neighborhood virtually unliveable. We respectfully ask you to choose option B as the more fiscally sound, far less disruptive option for the 380 bypass. Thank you, Richard and Ellen Landel		Landel	Ellen						
735	fdc3e2f0-4f7b-47c4-85f0-2eec617c6446	3/31/2022 0:42	3/31/2022 0:42	I live in Whitley Place and OPPOSE Segment B and SUPPORT Segment A We moved to Prosper for a quieter place to raise our 3 boys and now with this bypass this is just a sad moment. The noise, traffic, decrease in our home value, air pollution and more is disturbing. We would never have moved our family here if we would have know this was the case. I really hope the right decision will be made in the case.		Passarelli	Shelby						
736	08886d06-6ac4-4b42-8552-ea029cb80d53	3/31/2022 0:59	3/31/2022 0:59	This whole think makes no sense. You're talking about building a loop 2 miles from 380. Why inconvenience and anger so many residents for this so called loop. Cities I've visited with loops are a lot further out than 2 miles.		YOUNG	Valerie						
737	d78edd79-986a-41cc-843b-dcbb8498d138	3/31/2022 1:15	3/31/2022 1:15	This makes no sense running the new highway (bypass) through an area that is experiencing explosive growth and was designed to provide a rural feel. Any expansion should be along the existing 380 corridor. Option A would be the best option in this worse case proposal.		Blankenship	B						
738	34fee52a-5788-44e7-8122-ee9bdd583bf8	3/31/2022 1:18	3/31/2022 1:18		We strongly oppose Option A for the US380 expansion project for the following reasons. Option A displaces a total of 17 businesses, Option B displaces ZERO Option A total cost is about \$100M higher than Option B Option A impacts more acres of wetlands, rivers/streams, and forest/prairies and important farmland than Option B Option A will have a significant negative impact on our quality of life, including increase noise pollution in Stonebridge Ranch neighborhoods. Biggest concern is that Option A would create considerably increased traffic on Stonebridge Ranch Drive and Ridge There are two elementary schools close to 380 on each of those streets: Wilmeth Elementary and McClure Elementary. The increased traffic could be a hazard in this area. Thank you, Perkins	P	S						
739	2a600639-53cf-4740-8e4a-65f86854996c	3/31/2022 1:22	3/31/2022 1:22	No plan B, may be plan A but totally oppose the plan to expand US 380, May be an option to build overpass wherever is needed to reduce the congestion.		Kollu	Koteswar						
740	fd38228d-93d4-40e1-800d-9ecf670bbe9a	3/31/2022 1:24	3/31/2022 1:24	I was able to purchase my dream home in the unique Tucker Hill neighborhood and have friends and a sense of community I've never had before, but I could lose all this if Segment A is selected for the 380 bypass option. Our quality of life & enjoyment of this peaceful residential area will be adversely affected with increased traffic, noise, pollution & safety issues. A hardships will occur without a dedicated signal for 380 egress/ingress into Tucker Hill, we'll be forced to drive further to make U-turns just to get into Tucker Hill & travel 380. This also dangerously impacts the ability for emergency services to quickly reach us. Segment A has much higher project costs, negatively impacts residential areas & homeowners, displaces businesses & has far more impact to infrastructure. Segment B originates in a business zone, costs less, does not displace businesses and has minimal impact to the humans who call this area home. I humbly ask you to please select Segment B for this project!		Smith	Laurie						
741	31aae01f-4f41-4bd6-832e-873b06e23d55	3/31/2022 1:33	3/31/2022 1:33	No to Segment B. We moves to this area for a reason. We support local business and homes affected by this and the impact it will have on PID. Please reject Seg. B.		B	Tania						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
742	62302e55-9f02-4474-8de3-9e8bb839426c	3/31/2022 2:21	3/31/2022 2:21	I strongly oppose Option B. Prosper has a small town feel which is exactly the reason most of us residents have chosen this area to call home. By adding another interstate type structure, it will be sandwiched between multiple very large concrete roadways with the tollway expansion, Preston expansion, 380 and now considering a bypass? No thanks. Not only would this negatively impact several surrounding quiet neighborhoods, it also would affect my children's schools as well as several other schools in the direct area. In addition, the amazing work by MainGate will be wiped out. From an aerial viewpoint, Option A seems to be the most less intrusive option. It appears that Option A goes through more rural land vs hurting businesses and residents.		Schulin	Meredith						
743	fdb10dab-e59d-4a13-866b-688cba24c22c	3/31/2022 2:33	3/31/2022 2:33		I oppose these options. We moved specifically to the area to be more rural and not have traffic near our home and our children. This will bring increased crime, depreciating home values and os something us residents strongly oppose. This will hurt ManeGate Equestrian Center and the current homes and businesses here. This was poor planning and us residents shouldn't have to pay for it. We want to keep this community beautiful and peaceful.	H	K						
744	e87aa379-36ee-4423-8763-8e33a61ccc0af	3/31/2022 2:50	3/31/2022 2:50	Strongly OPPOSE - OptionB - Dividing Prosper Town which is already very small.		Panchumarth	Subhakar						
745	7dad1d6f-2671-40ec-850c-9341c307914c	3/31/2022 2:52	3/31/2022 2:52	I oppose route A. This route negatively impacts more homes, businesses, and residents than other options.		Pearson	Hannah						
746	05dac680-cd01-46a2-8d25-1c922fb2b5f0	3/31/2022 2:54	3/31/2022 2:54	If txdot were to choose A, I am very concerned about the traffic congestion along the 380 route from Custer to Ridge during the 3-5 years of construction. The construction hazards would be deadly due to the already large amount of traffic that passes through. So to minimize this safety concern should be priority for Everyone. In addition, as a resident living off this stretch of road, I'm also worried about loosing our ONE traffic light out of our division, the noise and pollution, and my safety driving my kids to school both during and after construction is completed. Option B, going away from the current 380, is the best option to keep people safe over the next decade. if you need more reasons, Option B also costs \$100 MILLION less, hits less major utilities and affects the least amount of people. The majority of the new Highway construction will go through McKinney, so we should listen to those who are affected by it the most and not a city that will only see 1 mile of disruption.		Bull	Laura						
747	21bcbd33-7956-42b2-86f0-155cda204aab	3/31/2022 3:02	3/31/2022 3:02	I do not support Option B. Actually I don't support Option A either. PLEASE WAIT until the Outer Loop is finished. It makes no sense to spend so much money and disrupt so many people and places for another huge road only a couple of miles between 380 and the Outer Loop! The bypass and Outer Loop will only be separated by a couple of miles...just go with the Outer Loop and keep 380 on 380!	I do not support Option B. Actually I don't support Option A either. PLEASE WAIT until the Outer Loop is finished. It makes no sense to spend so much money and disrupt so many people and places for another huge road only a couple of miles between 380 and the Outer Loop! The bypass and Outer Loop will only be separated by a couple of miles...just go with the Outer Loop and keep 380 on 380!	Bryant	Laura						
748	708b0650-27c7-4303-8208-3b0bf7ea6c29	3/31/2022 3:04	3/31/2022 3:04	I am strongly against section A. This runs much closer through neighborhoods and the shopping's intersection at Custer. Option B runs through fewer neighborhoods and is less impactful on accessing local commerce off 380 from Custer to Lake Forest. A highway this large does not belong running through residential areas when there is plenty of land north that hasn't been developed yet. This is a great community and option A would divide it up. That is just not acceptable. If that was the direction you were going it should have been done years ago. Why not just build a highway down Stonebridge? The traffic on this section of 380 is not bad at all. I drive it every day and have no problems. Adding a full highway section here will make it much worse for everyone who lives here. Section B is not great but will impact fewer communities and local businesses and has a better chance of making local traffic better rather than worse.		Schurr	Jill						
749	cace161c-5958-4975-8bed-3010c281f200	3/31/2022 3:05	3/31/2022 3:05	I do not support Option B. Actually I don't support Option A either. PLEASE WAIT until the Outer Loop is finished. It makes no sense to spend so much money and disrupt so many people and places for another huge road only a couple of miles between 380 and the Outer Loop! The bypass and Outer Loop will only be separated by a couple of miles...just go with the Outer Loop and keep 380 on 380!	I do not support either Option B or Option A. PLEASE WAIT until the Outer Loop is finished. It makes no sense to spend so much money and disrupt so many people and places for another huge road only a couple of miles between 380 and the Outer Loop! The bypass and Outer Loop will only be separated by a couple of miles...just go with the Outer Loop and keep 380 on 380! People living north of 380 will use the Outer Loop to get to 75 and locations/businesses near 75. The bypass is not necessary until the Outer Loop is finished and then see if the bypass is still needed. Just add elevated lanes on 380...don't ruin so much more land with another huge road only 2 miles between 2 other huge roads!	Bryant	Samuel Mark						
750	30821ad8-10e4-4759-8127-f19fdc2ab13a	3/31/2022 3:08	3/31/2022 3:08	Hi oppose The proposed route four Highway 380 through the town of prosper as it will lower property values and create excessive traffic through residential neighborhoods.		Schultz	Robert						_work_for_TxDOT_
751	7be4dbc4-ae6d-4478-8e52-367b329eb699	3/31/2022 3:08	3/31/2022 3:08	Hi oppose The proposed route four Highway 380 through the town of prosper as it will lower property values and create excessive traffic through residential neighborhoods.		Schultz	Robert						_work_for_TxDOT_
752	33e712ac-a9f6-4e8b-8ca7-7e7e2b30df11	3/31/2022 3:20	3/31/2022 3:20		This topic has been discussed since 2016. A decision needs to be made already. The traffic on 380 is awful and a solution is needed immediately. Turn 380 into an east west toll road and folks just need to adjust.	S	C						
753	1ac0927b-6c49-4a47-8278-ccc968cfca2d	3/31/2022 3:23	3/31/2022 3:23		Have you considered a tunnel? One of Elon Musk's companies does such work, I believe it is called The Boaring Company	Perkey	James						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
754	131f0bcd-f68d-43dc-85ed-67892af51d48	3/31/2022 3:28	3/31/2022 3:28	I feel you should not continue with proposal B which would disrupt Main Gate and two proposed subdivisions! Gordon Seiffert		Seiffert	Gordon						
755	a3f49de8-910a-45a4-88dd-35b10cb74836	3/31/2022 3:45	3/31/2022 3:45		I strongly oppose option A, as the statistics show it will be significantly more expensive overall. The cost of building an 8 lane highway is more than option B. Also A displaces more businesses and damages the surrounding environment in a more severe way. The quality of life to those of us in neighborhoods near option A would be extremely diminished and that should absolutely be strongly taken into consideration. Option A does not go nearly as close to neighborhoods. 380 was never intended to be 8 lanes, can you even imagine how dangerous that would be. Please do not build option A the numbers both financially and economically do not support it at all and you can't ignore that.	Wc	Wc						
756	f1ef6878-8dba-446f-8f4b-ec289ade17bc	3/31/2022 3:51	3/31/2022 3:51	I oppose segment B. I am a resident of Whitley Place and this will negatively impact my neighborhood. It will change the traffic and landscape in a negative way. Not only will my neighborhood suffer but ManeGait therapy will be impacted in a way that will directly alter the way they serve their clients. The therapy provided at mane gait is so valuable to its clients and deserves to retain its property and atmosphere that make what they do possible. People live outside of the city for a reason, please help us continue to feel like we live in a town far from the traffic and hustle of a big city.		MacDonald	S						
757	466bdb92-67e3-478b-88d7-eeede88b280fb	3/31/2022 4:07	3/31/2022 4:07	No to option B. Leave 380 on 380.		Davis	Melissa						
758	a3d7e4f4-38c1-493c-8c07-2c4723505060	3/31/2022 4:22	3/31/2022 4:22	We moved to Whitley Place because it is quiet and set back away from traffic. It would really decrease the quality of living in Prosper to have a bypass running close to our neighborhood. It would also greatly decrease the property value of homes in Brookhollow. Families are more important than building more roads. Please think about all of the lives impacted by this decision. Thank you.		H	Christine						
759	4f9dd183-4e84-4994-8b44-b894efe92dd4	3/31/2022 4:46	3/31/2022 4:46	All proposed routes on map are unacceptable. Widen the existing 380 or make it elevated with 2 levels; 1 for thru traffic and the lower section for local. It absolutely has to be cheaper than buying up all the new land and houses at market value.	its hard to believe that TXDOT spent however much on such a convoluted proposed route. The routes proposed will do nothing but detract from both cities and ruin entire neighborhoods. Instead, elevate the existing 380 hwy.	Giles	Brian						
760	59d56dbd-7ffd-485c-836e-4406c2f54135	3/31/2022 4:54	3/31/2022 4:54	Please do NOT alter Maingait property for the road expansion. We must preserve areas of nature, land and businesses that are frankly more important to the people of Texas than a freeway. Get over these expansions! Leave properties alone and respect the land.		Hardin	Diana						
761	6b01517d-f43c-478f-8a08-166337931a9f	3/31/2022 4:55	3/31/2022 4:55		I object to the proposal for alignment A. It would unnecessarily increase the cost for a bypass option when the same can be accomplished with option B. Besides the cost factor, less lives and homes would be impacted with option B. I live in Tucker Hill. My kids both attend Reeves Elementary, which is located in Auburn Hills. Alignment A would put a freeway at the doorstep of our community, where we currently only have one way to enter and exit - via University. People complain incessantly that option B would interfere with Prosper schools that haven't been built yet, but the fact is option A would run right by Reeves and Baker (which are both Prosper ISD schools). Mane Gait does not serve the community. This coming from the mother of a special needs child that has not had a positive interaction with them. They are exploiting the disabled for their self-serving purposes. I do not know one special needs family that they have helped unless they were personal friends or donors.	Hy	Lan						
762	0d147553-7e41-49e8-8a18-3b32453481a2	3/31/2022 5:23	3/31/2022 5:23	Oppose on Proposal of Segment B I'm a prospective home owner of Prosper. I'm moving from out of state, and one of the reasons that I selected Prosper as my home is its sense of a small town, while with nice environmental living areas. Segment B cuts right through the town, would put a freeway in front of my front yard. This is a blow to the dreams that my family have to build our future home here in Prosper. Segment B literally bisects the town of Prosper into 2. The damage to the image of the town, its current environment, as well as future development opportunities, of the town of Prosper is hard to measure at this point. For the whole Colins county and surrounding areas, the benefit of this proposal would be far beyond shadowed by the damages that it would bring in.		Tang	Haofeng						
763	9ea16a47-b718-4e59-8c2b-6d4b40d444f7	3/31/2022 5:59	3/31/2022 5:59	I am 100% against this proposal.		Lara	R						
764	37323c21-e689-46a7-8439-392b2fa13f1a	3/31/2022 7:54	3/31/2022 7:54		Agree with proposal go ahead	Hirst	Patrick						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
765	e4db0ce5-e478-404a-88f0-bb7f1abf4b00	3/31/2022 11:07	3/31/2022 11:07		My family and I moved from Allen living near a busy 75 to escape the noise and vandalism that the highway there brought to our old community. To think that this bypass will again bring noise pollution and potential crime to my family is terrifying. The economic impact to our home value is another worry. Please consider protecting our Prosper community from this massive highway system. We came here to enjoy clean air, quiet and to escape the massive crowds of people.	Aschenbrenn	Tiffany						
766	8e0a9263-5324-4fe9-85eb-30a206829b2e	3/31/2022 11:13	3/31/2022 11:13		The proposed route B for the 8 lane Hwy 380 Bypass will negatively effect the community of Prosper. My husband and I chose to move to Prosper for the small town community feel, safety for our future family, and the beauty of the town. Building an 8 lane highway, in what is already such a small town, land wise, will completely diminish the charm and community. I know so many stand with me opposing this.	McMullen	C						
767	8ee001a8-0d1a-4862-8a17-72d3c248fc4a	3/31/2022 11:29	3/31/2022 11:29	As a resident of Tucker Hill, I oppose the A option. Having a major highway right in front of our neighborhood will increase the noise pollution and general pollution, decreasing our quality of life. I suffer from bad allergies, so this will not help! It will also result in dangerous travel in and out of our neighborhood. In addition, the A option will also make it more difficult for emergency vehicles to reach our neighborhood, which could literally impact the lives of our neighbors. The general design of the A route is also more hazardous to drivers. 380 is already a deadly highway and the sharp left turn around our neighborhood at high speeds may result in more casualties. Please choose Option B. This is the safer route and there is more land to construct this that will have a lesser impact on the lives of the citizens in the surrounding area.		Rudnick	Holly						
768	85130c09-6072-4d0c-870f-8566f5826fe3	3/31/2022 11:44	3/31/2022 11:44										
769	eab32d04-1c7c-49c5-84ce-3a840a195b45	3/31/2022 11:49	3/31/2022 11:49	Why does Location A or B even have to be an issue. Cant the new road head straight over to Custer. If someone wants to head south, they can do so on Custer. If someone wants to head west, they can on Prosper trail.		Sheeran	Chris						_work_for_TxDOT_
770	05525cac-6ad7-489c-8b65-38ae0aa5b78c	3/31/2022 11:53	3/31/2022 11:53		We moved here from a heavily populated area for the small town full. As Prosper residence, we are concerned with this possible development. It would greatly impact our community and cause great disruption in the lives of the people of Prosper and bring no real benefit. The negative impacts of pollution, human trafficking, displacement of established homes, growth of neighborhoods, incoming schools, and the like are reasons to not go forward with this project. We in Prosper adamantly oppose this roadway.	Burkinshaw	Paul						
771	92c675b8-78b3-46c4-83cb-7013af7df468	3/31/2022 12:15	3/31/2022 12:15		Prefer routes B and C to provide the longer term solution. This is a huge investment regardless of route and needs to have the longest term value.	Hjorth	Tyler						
772	205b423f-9847-4c0a-878e-699d29fc48bc	3/31/2022 12:29	3/31/2022 12:29	Two general concerns. The first and most significant is the consideration of spending an additional \$100 Million dollars to avoid Alternative B. This is simply a poor use of funds. Why are we even considering such a significant amount of additional spend? I find this alone to be an unacceptable solution due to additional cost. Second, the development that has already occurred south of the proposed path is by far more established than the proposed development through the city of Prosper. In my opinion, revisiting development plans is a much more acceptable solution than displacing already established businesses and decreasing the livability of homes directly adjacent to the proposed route expansion. This area in McKinney is primarily residential. In prosper it is rural agricultural land being rezoned to residential property.		Depper	Darren						
773	582e34e4-dd0b-4500-80e5-7c4565153e1d	3/31/2022 12:35	3/31/2022 12:35	Please don't go through the Mane Gait area. These children and veterans have enough to contend with in trying to have a life. This is a special time for them each week. Even small changes to routine if their lives can have far reaching effects. Thank you for some empathy.		Bruton	R						
774	dae0e08c-fa86-4cbd-818f-2ac991d3c0ac	3/31/2022 12:42	3/31/2022 12:42	I am opposed to solution B. I believe the best case is for 380 to follow the existing path for 380 with a below the grade excavated solution. McKinney TX either knowingly colluded against this best option by approving businesses too close to a major highway and their negligence or collusion should not force the hand of the region and force a deleterious impact on Prosper TX. If a 380 existing path option is not possible then I would prefer route A as proposed on the map instead of B but I do not appreciate the city of McKinney hijacking this project by its purposeful actions of placing businesses too close. Negligence or collusion should not be rewarded. Run this highway right where it is and let McKinney pay these businesses to relocate.		LINDSTROM	T						
775	eae9cf72-1490-4305-8c4b-095e4621fb08	3/31/2022 12:48	3/31/2022 12:48	I oppose segment A and B. I propose you widen Hardin Blvd and make it the bypass or you create the bypass between Lake Forrest and Hardin. It will make the areas of segments A and B unlivable if you proceed with that plan. We do not need a major thoroughfare build north of 380. We moved off of 380 to get away from the traffic.		Davis	M						
776	89946644-783e-45a0-864a-4560b4005006	3/31/2022 12:52	3/31/2022 12:52		The option of the bypass going through prosper just makes more sense. 380 already has enough traffic and the impact of expanding there, cost of expansion, and the traffic it will cause during construction to those who live/work around there doesn't make sense. The cars need to be taken to a separate road so they can lower their commute if they are just trying to get to and from 75 as well as the commute of those who need to stay in 380 to get where they are going.	R	Christen						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
777	81a8c4af-b79e-440b-8c7f-91187445b3ee	3/31/2022 12:57	3/31/2022 12:57			Curry	Tatum						
778	695e012c-0fd2-43eb-86b7-4f38764746ef	3/31/2022 12:59	3/31/2022 12:59	I do not support this!									
779	115e4db9-b371-4771-8519-f68ece1b0530	3/31/2022 12:59	3/31/2022 12:59	From the April 22nd TXDOT presentation, Proposal "A" does not make much sense. In my opinion, Proposal "B" is the best way to reroute Hwy 380 to the north of McKinney.		Grimes	Mike						_work_for_TxDOT_
780	d71839f1-1f3a-4f09-828d-720d2bc29326	3/31/2022 13:06	3/31/2022 13:06			Curry	Tatum						
781	5e4ae9cb-dd76-4c87-87f5-f329fd9d1a6e	3/31/2022 13:08	3/31/2022 13:08	Concerned with proposed operations of Custer Road at proposed freeway Segment A. Segment B allows University Drive and Custer Road to continue normal operations and will reduce congestion as a new interchange for Segment B is proposed north of University Drive.	Based on the evaluation, Segment B is less impactful and less expensive to construct versus Segment A. I oppose Segment A (and support Segment B) based on Segment A's longer length along existing US 380, less natural path, increased number of impacts, and higher overall segment cost. TXDOT must use the evaluation criteria provided which clearly shows Segment B as being less impactful and more cost effective while meeting the purpose and need.	Ataie	Nick						
782	09027f8e-bf3c-4f52-80ed-87ade9aed06c	3/31/2022 13:30	3/31/2022 13:30	Not sure why this is not your B is not your only option; it is more cost effective, faster commute and effects less people.		Levens	Tami						
783	d8bac484-8098-42a9-8617-d83c32ae57e8	3/31/2022 13:39	3/31/2022 13:39		The people of Prosper are more concerned with their property values than the quality of life impacted for thousands of North Texas residents. Their manic expansionism is what has caused the 380 traffic to become a quagmire in the first place. Please build the road. Prosper can be quiet and get out of the way.	Hass	B						
784	ad4c9545-eeef-4b33-83ef-c180b74a15b4	3/31/2022 13:42	3/31/2022 13:42	Living off of US 380 on the West side of Prosper I see the need to expand and improve the congested route. Alternative B would cut through too much of Prosper, which by the time this is built will be filled in. Alternative A would still provide that route without acquiring as much ROW and still allow for typical cross street alignments and a needed by-pass of McKinney. I am in favor of Alt A and opposed to Alt. B and a preferred alternative.		Plinario	Zachary						_am_a_business_owner_
785	bb331abd-fa1b-4e85-8ee0-8e7f4a65fd9d	3/31/2022 13:45	3/31/2022 13:45	Segment B is a better alignment that gradually moves north and would be utilized more than Segment A. Segment B also helps keep business in place at the intersection of Custer and US380 and would reduce impacts to large established neighborhoods in McKinney.		B	Aaron						
786	c30a445d-e807-44d2-860f-9ca9d58d5325	3/31/2022 13:46	3/31/2022 13:46	I live off of 380 and I think the proposal needs to be reevaluated. I object to the restructure. There needs to be a way where you are not destroying taking property or changing the structure of the area that you have supposed to take.		English	Andrea						
787	b926b59e-1faf-4b04-85d4-2308a28b21e9	3/31/2022 14:00	3/31/2022 14:00	Bypass is going to unnecessarily force out business, homes and schools. Fix the existing 380 before seizing more land and forcing residents out.		DNppN	D						
788	9e775d92-1e28-4f1f-8937-b712dcf05f97	3/31/2022 14:04	3/31/2022 14:04	Option B directly will impact my neighborhood, a planned neighborhood (currently under construction) for my parents, and the school my children will attend (Founders Academy). This does not seem to be a good option due to it's environmental impact to the area. That along with the negative impact it will due to our home values & town of Prosper's ability to advance as a city.		Stockman	Daniel						
789	1840551f-6983-48f2-8bda-d743bceb1e5e	3/31/2022 14:11	3/31/2022 14:11	We are adamantly opposed to moving 380 to cut through Prosper.		Botts	Carrie						
790	802a2f45-a250-4a98-8e8a-e6f9032a73ff	3/31/2022 14:12	3/31/2022 14:12	None of these options address the 380 congestion. It does not get any better at the DNT. It needs to continue West till it hits I-35. This is an expensive band-aid hurting several communities.		Fenley	Noah						
791	e4502a6d-3119-4223-8081-bfb289c2b0ca	3/31/2022 14:23	3/31/2022 14:23	We live in Tucker Hill and proposition A would be a bad choice for not only our community but the surrounding neighborhoods. This the highway would be too close to our homes and the noise and pollution alone will impact our living, not to mention the traffic! Proposition B is a much better choice as there is land north of TH and more space to expand the 380. We would like to vote for B and oppose A.		Debora	Kaufmann						_am_a_resident_I_am_a_business_owner_I_work_for_TxDOT_

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
792	862ca98a-aaab-48b8-87ef-7a1221490b23	3/31/2022 14:30	3/31/2022 14:30		Please don't select plan B.	p	s						
793	fc2592e6-dda7-42a2-8081-e31bc1122890	3/31/2022 14:35	3/31/2022 14:35	I am writing to strongly oppose 380 Bypass Segment B. I recently moved from McKinney to this area to be in a more remote location AWAY from highways. My son will eventually attend Walnut Grove High School that is currently being built in the path of proposed Segment B. The traffic, noise and pollution this will create in this area will affect not only students but also Maingate that provides therapy for children and veterans! Keep 380 in McKinney where it belongs and not disrupt citizens of Prosper that have moved here to get away from the highways and a million apartments that McKinney has built and created the congestion! Thanks for your consideration.		Barnes	Alexis						
794	87b57d94-4303-42de-86ef-0224f93bbe9d	3/31/2022 14:39	3/31/2022 14:39	Segment B would have a drastic negative effect on a large growing community. You all are smarter than that, I hope. Expand the existing highway. If you're going to ruin properties, then do on commercial land with large parking lots.		Saba	Fareed						
795	7a9abbc4-4b30-4c4d-8749-c14c07d67c40	3/31/2022 14:46	3/31/2022 14:46	Please do not do route A. The traffic in this area is already heavy due to all of the businesses on 380. It makes way more sense to use the proposed route B and have the bypass further away from the already heavily trafficked area. The businesses and existing residential neighborhoods would be very negatively affected by proposed route A. Route B is much farther out and there are far less people/businesses that's would be affected by this option. Thank you.		Howard	Kaitlin						
796	d4c18524-c3d5-4da3-8dd7-9e66ccd587ce	3/31/2022 14:47	3/31/2022 14:47	380 should stay on 380. I'm strongly allowed to B. Please do not diminish the development of Prosper. Importantly, do not bring this monstrosity of pollution and noise to protected persons in therapy at Manegait and to our children at two schools!		Jones Telford	Alicia						
797	227ab0a8-5e6e-4220-8e95-c525c92234f3	3/31/2022 14:55	3/31/2022 14:55	Based on information provided, Segment B appears to be the least impactful alignment to existing development and utilities, and I recommend this option be constructed by TxDOT.		Schauwecker	Taylor						_am_a_business_owner_
798	b41b84a7-03d1-4daa-8a59-5053272d85b9	3/31/2022 14:58	3/31/2022 14:58	We live in Trinity Falls and DO NOT support this. More roads and taking away from nature and green. People can find other places to live or alternate routes to drive. 121 is never busy anymore. NO!!		Mills	Rendi						
799	be48b8f0-4c05-49e6-865e-8f8bbe93b80b	3/31/2022 15:02	3/31/2022 15:02		Thank you. Please start the project asap	K	W						
800	33901a68-1ace-40ef-8173-e9874fda1b49	3/31/2022 15:07	3/31/2022 15:07	Please don't cut into homes or schools and especially do not cut into Maingate. We have friends who have a son with autism who have benefited from going there. We want to keep the face of our communities as they are.		D	A						
801	f755b519-c78f-4008-8969-fc7364566155	3/31/2022 15:15	3/31/2022 15:15	I strongly oppose alignment "A." I am a resident of Tucker Hill & this would directly impact my neighborhood in a very negative way. First & foremost, the limited access to our neighborhood is already a big concern of mine. Major highway construction has the potential to delay life saving emergency services to me & my neighbors. This is in no way acceptable. Second, the increased noise & air pollution to my neighborhood as well as Stonebridge Ranch will be a detriment to our health & well-being. Third, I feel alignment "A" will affect more people & businesses than alignment "B" and cause a serious disruption to our lives. I realize we need a solution to the Hwy 380 issue, but I firmly believe alignment "A" is not the right one.	I support alignment "B" as the best alternative for the "new" Hwy 380. As a resident of McKinney, & specifically Tucker Hill subdivision, I feel the conversion of the existing 6 lane highway to a major limited access thoroughfare will in no way benefit my community. I would rather there be no improvements or changes to the current highway at all if it is decided alignment "B" is not viable.	E.	Shannon						
802	f71a9434-c255-4093-8612-63a60b46f85e	3/31/2022 15:18	3/31/2022 15:18	Although there's no doubt that the 380 widening/alternate route needs to take place, I have a very strong opposition to proposed route "B". As someone who moved from out of state to the Prosper/Celina area, we knew there would be rapid growth. However, the appeal of this area is to maintain a quiet sense of normalcy. When you look at development, McKinney is largely south of 380, while Prosper and Celina are north of 380 and expanding right where the proposal "B" cuts. Losing ManeGate in our community would be a loss to those that enjoy seeing the beautiful property and horses as well as those that rely on the services offered. Please re-consider and take appropriate action to limit the adverse effects on the Prosper/Celina communities. Town of Prosper Town Council adopted the attached resolution on March 29, 2022.		Treble	Michael						
803	e5728c16-6b39-42da-893a-a90ea645af88	3/31/2022 15:33	3/31/2022 15:33			Webb	Hulon						
804	c5361b8c-2e3e-4369-8edf-39abdd51c39b	3/31/2022 15:55	3/31/2022 15:55	If is was going to use this as a bypass, I would prefer the longer loop by using B,E,C. It would not be worth my while to go the extra distance to use D,E,A. I would continue to use 380.		Yount	Jill						
805	feb1b1fc-fb53-45ec-8509-f2b6eaaa5d8b	3/31/2022 16:03	3/31/2022 16:03	This is disgusting. Other town's poor infrastructure planning is not our small town's emergency. I think the corrupt politician that put this route through our city to avoid his personal neighborhood in McKinney should be fired or resign. Pretty sure this is illegal and to uproot people from their homes is sick and shouldn't even be on the table.		Moody	Ashley						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
806	82c19d87-6798-41ab-89fe-257974c1f895	3/31/2022 16:09	3/31/2022 16:09		Instead of more lanes why not provide better options for public transportation. A single bus can take the place of 20 cars contesting the already busy roads. It would also provide constant job opportunities rather than the limited contract jobs of construction.	Alejandro Var	Luis						
807	1bd75982-31f0-460e-8f61-69cbbbc57770	3/31/2022 16:14	3/31/2022 16:14	Figure out how to provide an overpass highway option, allowing commuters the option to completely bypass areas with several stop lights, such as the Princeton-McKinney area.		Baker	Kurt						
808	fe3e4437-04a6-4a06-8e5b-a989ed3d57af	3/31/2022 16:26	3/31/2022 16:26	I am against Option B. Keep US 380 on US380.		Stewart	Betty						
809	debcf38c-e791-487d-89dc-cbf0f50b3e61	3/31/2022 16:31	3/31/2022 16:31		As a concerned Prosper resident, I oppose all Segment B options through Prosper. We do not want any negative impacts to Prosper, our neighborhood (Whispering Farms), or our schools (Cockrell Elementary and Rogers Middle). We also do not want any negative impacts to ManeGait, who helps many. We oppose Option B.	Leney	Casey						
810	3f8ea31c-37c7-448f-87b3-44be879a306d	3/31/2022 16:33	3/31/2022 16:33	Alternative B crossing Custer Road will cause significant and severe impact on the area. Schools and residential neighborhoods will experience dangerous traffic increase as well as noise and air pollution. This alternative will also isolate a developed portion of the city of Prosper from the larger area making emergency services and general communication to that area more difficult.		Jeansonne	Gerald						
811	3867e3d3-4002-431c-8d81-71e6b4a8a7de	3/31/2022 16:35	3/31/2022 16:35	As a Whitley Place property owner and resident, I am absolutely opposed to Option B. It disrupts far too much of Prosper and it's amenities. Let's keep 380 on 380. Option A is far less intrusive to everyone involved.		Noble	Tom						
812	a99dd10c-ff50-4959-87eb-f8c22051b5d1	3/31/2022 16:37	3/31/2022 16:37		Support C-E-B option and expedite project immediately!	Stewart	Mark						
813	7defb6fb-1a2d-4d5c-830b-dd5090309a83	3/31/2022 16:38	3/31/2022 16:38	Section E should be farther south. There is plenty of land farther away from current residential homes. It will have less of an effect on far more people than currently proposed. Section E SHOULD NOT be as far North as is being proposed.		Bogenschutz	Brendan						
814	011e3d28-dc49-40ef-8848-539a93a60a50	3/31/2022 16:39	3/31/2022 16:39	Section E should be farther NORTH. There is plenty of land farther away from current residential homes. It will have less of an effect on far more people than currently proposed. Section E SHOULD NOT be as far SOUTH as is being proposed. *correction to early comment		Bogenschutz							
815	ce0992d7-e7f9-4365-86b2-c33e82b687a7	3/31/2022 16:46	3/31/2022 16:46	I have reviewed the provided documents and information. As a fellow citizen it is always hard when future projects or businesses are scrapped or displaced. It is even more difficult to vote to displace homes (current or future) and therapeutic non-profits. However, upon review it appears the most logical alignment is section B: travel time, utility realignment, ROW acquisition. Between sections C & D the decision seems less apparent and will defer to the TXDOT decision. Thank you		R	L						
816	9082e75d-951d-485f-8b71-f19dd039b11c	3/31/2022 16:47	3/31/2022 16:47	I am strongly opposed to Option A for the US 380 expansion project for the following reasons: Option A displaces a total of 17 businesses, Option B displaces zero. Option A cost to relocate utilities is \$61M, Option B is \$25M. Option A total cost to acquire right-of-way is \$178M, Option B cost is \$137M. Option A total cost of design/construction is \$450M, Option B is \$428M. Option A total cost is about \$100M higher than Option B. Option A impacts more acres of wetlands, rivers/streams, forest/prairies than Option B. Option A impacts 14.9 acres of statewide important farmland, Option B only 2 acres. Option A's increase in noise would have a severe negative impact on the established Stonebridge Ranch neighborhoods. Option B does not come as close to any existing neighborhoods. Option A would cause increased traffic on Stonebridge Ranch Dr. & Ridge Rd., which both have elementary schools very close to 380 (Wilmeth Elementary & McClure Elementary).		W	LD						
817	13ae6458-702e-4072-8626-8a2b6f85eed3	3/31/2022 16:48	3/31/2022 16:48	I am strongly opposed to Option A for the US 380 expansion project for the following reasons: Option A displaces a total of 17 businesses, Option B displaces zero. Option A cost to relocate utilities is \$61M, Option B is \$25M. Option A total cost to acquire right-of-way is \$178M, Option B cost is \$137M. Option A total cost of design/construction is \$450M, Option B is \$428M. Option A total cost is about \$100M higher than Option B. Option A impacts more acres of wetlands, rivers/streams, forest/prairies than Option B. Option A impacts 14.9 acres of statewide important farmland, Option B only 2 acres. Option A's increase in noise would have a severe negative impact on the established Stonebridge Ranch neighborhoods. Option B does not come as close to any existing neighborhoods. Option A would cause increased traffic on Stonebridge Ranch Dr. & Ridge Rd., which both have elementary schools very close to 380 (Wilmeth Elementary & McClure Elementary).		W	SC						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
818	b5186246-61a0-49c9-8af2-7a07bb20b6f6	3/31/2022 16:53	3/31/2022 16:53		Highway 380 is dangerous. I live in Princeton and drive this road multiple times a day. I have seen too many accidents and fatalities in the short 6 years I have lived here. This road must be improved, period.	G	Colby						_work_for_TxDOT_
819	5d2b9869-0e41-47d7-8de4-baf889780150	3/31/2022 16:54	3/31/2022 16:54	I strongly oppose option B. We live in a neighborhood that would be negatively be impacted by option B. In addition our young children will attend Founders Academy, which could potentially have a highway right next to it emitting unhealthy exhaust.		Stockman	Julia						
820	a8370ff6-46ed-43ef-897d-ed2f56f426d2	3/31/2022 16:57	3/31/2022 16:57		I oppose Option B. I live in the Prestwyck neighborhood right off 380. The traffic noise is really bad and we do not have a retaining wall between our homes and 380. Option B would create even more noise. I also have 2 children who will be driving around the time this project kicks off development and I do not want a freeway to be right outside our exit from the community.	Anderson	R						
821	9eb018cc-df7b-4a3d-8305-624ee45a3501	3/31/2022 16:59	3/31/2022 16:59		I am in favor of this project as it will help to reduce the traffic and help residents to commute quickly and easily and can get more time with family rather than spending hours in traffic. I vote for this expansion. I will be moving to Aubrey area in December and looking forward for this project to happen.	Musale	Amol						_work_for_TxDOT_
822	dc9dc444-8a1d-43b0-873b-8bc3e52df5b0	3/31/2022 17:02	3/31/2022 17:02	What will happen to the portion of 380 between the Denton County line and Coit Rd? I live in the Lakes of La Cima and use that portion of 380 daily.	What about the Collin County Outer Loop (COOL)? Send all the thru traffic up there and keep 380 as is. It is only a few miles north of 380 and will connect with the Dallas North Tollway once it is built up that far. The thru traffic will figure out quickly that the COOL will be the better way to get from US 75 to IH 35. TxDOT has no one to blame but themselves. They have known for over a decade this part of the metroplex was growing quickly, but they decided to ignore it. Now they want to displace home and business owners to fix the problem they caused. Out tax dollars at work!							_am_a_business_owner_	
823	deae65a7-4fe5-43bb-8821-fc7437e07f0b	3/31/2022 17:03	3/31/2022 17:03	Still will not help with congestion from Ridge to Custer Rd, especially with all the development coming to the southeast corner of Custer/380.	Option B still affects the least amount of businesses and residences along 380. It will benefit those wanting to avoid 380 all together, making it a true bypass.	T	K						
824	69682b1e-fbcf-497b-8b5b-bf012d1333b4	3/31/2022 17:05	3/31/2022 17:05	I would like to oppose option A and E, I believe they will destroy the appeal and usability of Erwin park and useable cycling routes/livability and environmental impacts. our family utilizes these area and enjoy the lack of traffic and noise and pollution. This would destroy these natural, green space areas and fill it with pollution and traffic.		Vander Heide	Rick						
825	b5a427f6-ce26-4050-8ac6-dba264646001	3/31/2022 17:06	3/31/2022 17:06		I prefer the brown alternative. I am against Option A.	Masley	Jeff						
826	343a04df-518c-4172-8d7b-9a39813057be	3/31/2022 17:09	3/31/2022 17:09	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for many reasons. For example: *It destroys & removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business, the environment & residential vibrancy of our community.	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for many reasons. For example: *It destroys & removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business, the environment & residential vibrancy of our community.	Brown	Ana						
827	dc2f93f5-f5b9-47af-8271-5c5144a92ef3	3/31/2022 17:23	3/31/2022 17:23	This is a high housing and school area. This type of development would seriously damage the current landscape and environment.		Goheen	Chris						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
828	09642058-6b8b-4a2b-8ee6-0a8a71da8334	3/31/2022 17:24	3/31/2022 17:24	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for many reasons. For example: *It destroys & removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business, the environment & residential vibrancy of our community.		B	B						
829	b0c0a62c-0083-4c94-83fc-a0d082a6ffb4	3/31/2022 17:42	3/31/2022 17:42	The area needs a freeway, there is going to be more pushback because people have money up there and don't want that. The thing is it will take them an hour to get onto the DNT or 75 if it isn't built. You cannot stop suburban sprawl. Eminent domain is a real thing and the population boom out there has caused this. In the backs of everyone's mind in these northern suburbs they know the population has outgrown the existing roads.		McCarroll	Todd						
830	b2ae8ffc-09ab-47a0-8e14-184db56cfc0b2	3/31/2022 17:48	3/31/2022 17:48		I SUPPORT Option B and OPPOSE Option A. Option B will disrupt fewer homes and businesses that have had longer establishment than Option A.	Leps	Melissa						
831	cb0b968f-b1f8-4e95-8fb8-fc6ab322a09a	3/31/2022 17:50	3/31/2022 17:50	I want to emphatically support proposition B and just as emphatically oppose prop A. My home is directly affected as well as my whole neighborhood. The disruption of 380 alone, which is the sole access point to my neighborhood should be enough to cancel this. But, air quality and noise add insult to injury. The cost is also a HUGE concern as prop A is far more expensive. B also impacts far fewer people. The city of Prosper is vocal against this but, in my opinion, every city involved must compromise a bit. For God's sake it's only 1.14 miles in Prosper! Please go forward with prop B!!!!		Allcorn	Leslie						
832	bb978ff2-cb21-412e-8c6e-1f59a1591d6c	3/31/2022 18:04	3/31/2022 18:04	I oppose segment A and support segment B. Segment A would disrupt the traffic and homes around Stonebridge Drive too much. Segment B is cheaper and would have less impact on surrounding homes. It is too much to ask many people to sacrifice just to save the Main Gate Therapeutic Horsemanship farm. The farm could and should move farther out into the country. They have the money that I am sure homeowners like myself, that Darling Homes made the money from in the first place, do not have to relocate.		VanderHeide	Denise						
833	8d4089b4-819f-4f3d-8e41-15f44939b25b	3/31/2022 18:05	3/31/2022 18:05	We strongly oppose section B. We live in Prosper for a good reason - peace, tranquility and small-town feel community in the middle of the metroplex. Having a highway of this magnitude running through the town will negatively impact our quality of life, our home value, traffic/noise/pollution considerations, not mentioning the loss of land/revenue negatively impacting our taxes. This is a small town, we fight hard to keep it that way, our voices should be heard and discard segment B from this proposal.		Gomez	C						
834	55cb0239-5bdc-48db-8d76-4b46a61678e1	3/31/2022 18:26	3/31/2022 18:26	Please, Please reconsider the USA/Coit Rd to FM 1827 project in Collin Co. This will be devastating to many families, and to ManegaitTherapeutic Horsemanship Center. Tammy Malnory		Malnory	Tammt						
835	96388924-394c-4fa6-8675-5492301af5de	3/31/2022 18:27	3/31/2022 18:27		From my knowledge, Prosper had a better overall plan and has worked with TxDot for years to assure Prosper's future. McKinney hasn't. To curb growth and prosperity in Prosper to help congestion compounded by McKinney is just Texas Wrong.	Purcell	Dean						
836	1b99a90c-c7b6-4913-85f0-1f53e67814a8	3/31/2022 18:28	3/31/2022 18:28		There are no public objections that come close to offsetting the immediate imperative need to move this project forward. Yes, some people will be inconvenienced and displaced. This is miniscule compared to the overwhelming benefit for the greater good. TXDOT must use the full force of the agency to get this done asap. The road situation is untenable and getting worse by the day.	Harvey	Cary						
837	e9f1889d-477b-48bc-8c31-34a53e17530a	3/31/2022 18:36	3/31/2022 18:36		Option B provides an option for future growth and impacts fewer homes and businesses that are already established along Option A. I support Option B.	Holguin	Gilbert						
838	039a154c-f07d-4f64-8de5-f2fc8ad817ee	3/31/2022 18:46	3/31/2022 18:46		Route B is completely unacceptable. Prosper residents moved here for a quiet suburban life and have had ample opportunities to provide comments and feedback to the city to plan for its growth in a sustainable way that does not change to character of where we live. Running a bypass through the eastern quarter of the city will radically change the lifestyle of Prosper's residents and constitutes a forceful and unwelcome attack on our community by TXDOT.	Donovan	Brian						
839	d33cfd6-3c4a-43b5-857f-3c94f4ea02db	3/31/2022 18:52	3/31/2022 18:52	How are you going to safely and over time be able to keep up with a road/bridges that are over a flood plain area? There's housing that is trying to be built that can't because of the flood plain and a bridge is going to be built here and sustain over time? The whole 380 bypass needs to be rethought. I would think that it would be less expensive and a better option to wide the current 380		A	Scott						
840	2e595758-f0c2-404c-8170-caf9a8e216e8	3/31/2022 19:08	3/31/2022 19:08	We have debated this for 6 years and wasted countless government employees time and contractor cost to make a decision. Can we just move forward NOW! I am for segment B, E, and C. We are in desperate need of a resolution. I live in Prosper and I am for Segment B. Mary Kemp		Kemp	Mary						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
841	7c18f265-cd1e-4ec1-8670-a41d22bd3899	3/31/2022 19:15	3/31/2022 19:15	I support option B NOT option A		Garcia	M						
842	2f685811-e182-42be-873f-36a675b9ee8f	3/31/2022 19:16	3/31/2022 19:16	We do NOT SUPPORT B - we've lived in Prosper 17 years - and do not want our 9x3 mile tiny town bisected with a major highway ... absolutely say NO to B segment.		Bellon	Audra						
843	3d8833b8-414b-461b-8d28-a67805834b5b	3/31/2022 19:16	3/31/2022 19:16		I vote for options B & C. Option A is a terrible solution. As a civil engineer for over 30 years anytime a highway has 90 degree bends in it, it is a sign of very poor planning in an effort to shoehorn a design solution into a poorly thought out problem. In addition it is too close to existing major housing developments in McKinney where thousands of residences will be negatively impacted forever, and destroys several existing restaurants near Custard Road which are some of the few in this area of McKinney/Prosper. Option B allows for much greater future businesses locations along the new highway and service roads as well as development of businesses along the existing 380 roadway in west McKinney and east Prosper.	Pogany	Tim						
844	a76a4f04-bb65-4362-842d-47d04b056608	3/31/2022 19:29	3/31/2022 19:29	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.		Burton	Mark						
845	23d41774-1eb5-485d-8340-465622f66646	3/31/2022 19:39	3/31/2022 19:39	We recently purchased a home in Trinity Falls - their tagline is 'your home in nature'. We specifically wanted the 'away from the hustle' feel of northern McKinney. The proposed route E would cut through many new and growing neighborhoods and disrupt what little 'country' we have left in the metroplex. I would like to see the bypass at E rejected and an alternative found - perhaps improving 380 in its existing location - rather than disrupt so many residents. We moved away from Hwy 121 in McKinney/Allen due to noise and the business atmosphere a highway brings. We want to keep our neighborhood peaceful.		Morris	Tanya						
846	6b98ff9b-cfa0-4d1b-85cb-a223043604fc	3/31/2022 19:43	3/31/2022 19:43	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. The Segment B option is the least disruptive to families and local businesses along and adjacent to US 380. I strongly oppose Segment-A for the following reasons: >Displacement of 17 small businesses West of the 380 and Custer intersection. >Creates an overpass on 380 over Stonebridge Drive and Custer Road. >Poses a danger to local pedestrian and bicycle traffic from increased traffic volume on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive. >Increasing traffic, noise and pollution in our neighborhoods >Reduction in property values during construction. Segment B is the best option to preserve the safety and economic and residential vibrancy of our community.		Neu	Brian						
847	b426d4ce-8ce4-4d67-8dff-1a8a0b54b9f4	3/31/2022 19:45	3/31/2022 19:45	As a homeowner McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. B option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.		Mccurdy	Michael						
848	cad358de-4878-4cf1-8770-304bbd95e2a5	3/31/2022 20:03	3/31/2022 20:03			Dakshinamo	Balamurugan						
849	5ed7e256-b5e7-4596-8f9b-29c9bd97740f	3/31/2022 20:17	3/31/2022 20:17	I oppose bypass option A through Stonebridge /380 route in Mckinney. This would impact many small business establishments as well as create unnecessary noise pollution for an already established neighborhood compared to Bypass Option B which is in a developing area and would have a lesser impact to residents and businesses overall.		F	Ashley						
850	542657e4-3d20-4ad2-83e4-c87f5de9c456	3/31/2022 20:17	3/31/2022 20:17	I am opposed to Segment B completely as this would put our neighborhood in the path of a highway. We bought our house 3/4 of a mile away from the highway so we could not be on the highway. Segment B would put 2 sides of this highway around our home. We would have expanded 380 on the south side of our neighborhood and the new expansion on the east side of our neighborhood. I am also against the plans to limit access to Lakewood Drive with both Segment A and B sections. This roadway is a major road for current and future development in the area, and it would limit entrance and exit by Right Turn only.		Hamilton	John						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
851	4810da8e-727c-4027-8e3c-72e825a49e33	3/31/2022 20:21	3/31/2022 20:21	I'm a citizen of Prosper and I greatly oppose the option B route. Please eliminate this option from consideration. Thank you.		Lugo	Andrew						
852	2b03c364-b16b-46e0-806d-0e7468da64f3	3/31/2022 20:37	3/31/2022 20:37	Who cares what one community wants. 380 is a disaster! just build the bi-pass already!									
853	0f48b524-81d5-46bd-8573-3e8c1d1d4801	3/31/2022 21:23	3/31/2022 21:23	Option B is a complete waste of tax payer dollars U S 380 is large enough and has planet of space on both sides to expand if necessary and the Colin county outer loop in Celina is already going to reduce traffic on 380 so no to option B.		Altman	Jason						
854	263064b9-fe14-41ec-8b8a-36166f45054f	3/31/2022 21:27	3/31/2022 21:27	Plan B would only use 1.14 miles of Prosper and not affect as many homes and businesses as Plan A. Construction would cripple the area before Custer and Ridge. There would be no entry or exit for residents in Tucker Hill. We only have two now that is not safe in the event of an emergency. The noise and air quality would also be a great concern if 3 sides of Tucker Hill would have freeways. The original builder, Darling Homes, in Tucker Hill, previous owners have property affected on Plan B, and now want Tucker Hill to be placed in a terrible position if Plan A is chosen. Tucker Hill is unique by nature as the city of McKinney states. It would be an awful decision to do anything to disturb the area. Please do NOT choose Plan A!! Choose plan B.		Midkiff	L.						
855	4430c11d-2508-4319-8dc5-36696d131081	3/31/2022 21:27	3/31/2022 21:27	No to option B, the outer loop that is already in Celina will reduce the traffic. No to option B, we have too many kids and too many families in this area and safety is a primary concern.		Altman	Kimberly						
856	066c65da-7e9d-4b0d-8665-0bbda4642ef9	3/31/2022 21:32	3/31/2022 21:32	Hi. I live in Lowry Crossing, TX. Our subdivision is accessed off of Highway 380. The traffic is pretty heavy from Princeton to McKinney and vice versa. We live just east of Bridgefarrow Road. I'm just not sure how much the loop is going to help us.		Ramey	Terri						
857	fb15aa9-c7c9-4692-86e5-c048ea16e26f	3/31/2022 21:37	3/31/2022 21:37	Prosper has planned for 380 on 380. A big no way to plan B.	No to plan B. Leave 380 on 380.	Tucker	Ronnie						
858	79188259-2601-448a-8004-2d0c32cb97f4	3/31/2022 21:41	3/31/2022 21:41	Stop building more roads. Every time I have an issue with TXDOT, your response is there isn't money for that. If you don't have the money to build safe, efficient roads and maintain them, which your track record shows you can't, don't build more crap. Also the bluebonnets look like crap when inundated with litter. Texas wildflower season is a pathetic excuse to defer maintenance.	The project should take the widest swath off of 380 going E to B vice E to A. That provide plenty of feeders throughout McKinney and pulls the traffic to a spot that can support it. Dropping of before Custer will only exacerbate an already busy area of the road	S	D						
859	c37e453b-39a4-4c3b-8708-87c4607037fc	3/31/2022 21:46	3/31/2022 21:46	Keep 380 on 380. There already needs to be another freeway more to the north of 380 anyway. This area is growing faster than roads can keep up with.		Rardon	Harley						
860	5acc566c-a8d5-4844-80e5-5025eacd8945	3/31/2022 21:47	3/31/2022 21:47	I would like B,E,C... The others are too expensive to taxpayers.									
861	ba384bfd-8f7b-4d37-8d57-4b50bd81ed5f	3/31/2022 21:58	3/31/2022 21:58	I am a McKinney resident and homeowner and I strongly oppose Project 380 Segment-A. I have scrutinized information imparted during the 3/22/22 meeting. As the surviving spouse of a disabled military veteran, I was heartened when I read the notation that ManeGait will not be directly impacted by the Segment-B alternative. But as a Kensington Village resident whose home abuts Highway 380, I feel the impact comparison between long-time residents and prospective homebuilders is inherently unequal. And I cannot unsee the early map that showed my home and all others on my side of the street slated for demolition. Segment-A would negatively impact home values, decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380, as drivers seek a southbound route. For these reasons, as well as those enumerated in my comments following previous meetings, I strongly support the Project 380 Segment-B bypass alignment option.		Wiener	Carol						
862	6d3b1a7b-5346-4d16-8822-794c83ff0291	3/31/2022 22:06	3/31/2022 22:06	We do not want option b we want option a. Away from stonebridge		Hill	Joyce						
863	373f7c3b-26f5-40ce-8bbb-15f19c4ca04f	3/31/2022 22:25	3/31/2022 22:25			S	S						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
864	a5869bf2-d6ba-4e82-8713-88ad0d4ac500	3/31/2022 22:31	3/31/2022 22:31		We do not want Plan B to come near our home in Whitley Place. This will effect our home values and where our children attend school. There is also a cemetery near Plan B hasa road option. Prosper is a small town. Prosper is not a city. We have a small population. Please avoid this area and stick with the original plan to run through McKinney. I am disappointed that this option keeps coming back. It's obvious we don't want the road.	Sanchez	Stacey						
865	53d97361-ef28-4e75-81bb-90da4138a8ff	3/31/2022 22:35	3/31/2022 22:35	I strongly oppose Option A. It should not be considered for the following reasons: 1. Too costly - Option A is \$99 million more than Option B. 2. Lost businesses - 17 small businesses north of University and west of Custer would be destroyed. 3. Traffic - There are so many businesses at the intersection of 380 and Custer Road already, and plans have been approved for more (H.E.B., Whole Foods, etc.). If the 380 Bypass was routed back prior to Custer Road, it would make traffic at that intersection even worse and truly create a bottleneck. 4. Safety - As Stonebridge Drive, Ridge Road and Lake Forest Drive would be the only roads leading South from 380, the increase in traffic would be massive. As a resident and homeowner, safety issues, noise and pollution would be significant and would reduce our quality of life and property values. Option B is the best option to improve traffic flow and preserve businesses and our residential community.		Todd	Michele						
866	7775dc0c-1712-4406-87f6-00f2a37dad8ae	3/31/2022 22:40	3/31/2022 22:40	Segment B would bisect a under construction age 55+ home development resulting in hundreds (200+) of homes needing to be destroyed, relocation of residents, and damages to make the residents displaced whole for the undue distress. Additionally, it would run exceptionally close to a brand new charter school academy on the south side of 1st St and west of Custer. Finally, it would run exceptionally close to a brand new Prosper ISD high school under construction south of 1st St. Keeping Hwy 380 in its current location is what I recommend, and if not feasible, I recommend option A as it will impact far fewer homeowners. I strongly oppose option A.		Strommer	Jeffrey						
867	bec22724-f11d-4bce-837a-26562e7ca47b	3/31/2022 22:42	3/31/2022 22:42	I'm curious why consideration is not being given to just elevating the 380 in current location in lieu of running through residential and schools?		T	Chris						
868	1896e8a0-08fc-4bc9-896b-db725741f9ed	3/31/2022 22:44	3/31/2022 22:44	Obviously the BEC or BED alignments are the most functional routes with less cost and destruction of McKinney. The B bypass saves \$98.8M in projected cost, less utility & water pipeline conflicts, less destruction of traffic flow for 3 to 5+years, less hazardous materials, less environmental concerns, and would cross over not affecting Mane Gait & continuing across non-buildable land to 380!! Anticipated growth of 155k population in NW McKinney & not counting Prosper/Celina would create a devastating nightmare of traffic problems on Business Route 380 & North/South traffic. In my opinion, if the B bypass is not selected it will be a disservice to the future of Collin County by cost overruns, damage to existing majority of homes & business due to construction!! Don't kick the can down the road, please consider the future of Collin County! Also, don't let special interest for political & personal gain affect this decision or charge them \$98.8M!!! Please explain why 98.8m more is Ok.	Why does paying an additional \$98,800,000 + make sense???? And we all know that is a low estimate!!! Why were we told not to bother TxDot and yet now we only have 6 days after McKinney City Council meeting to reply? Please furnish full environmental study report & cost to alleviate the hazard/environmental issues!	Self	Monte						
869	bd82d756-5ef4-4d18-84b9-eaef4dd1ef0f	3/31/2022 22:46	3/31/2022 22:46		We vote for Section B. A is not enough distance to relive traffic on 380.	Groenteman	Frank						
870	97f8581f-1bc9-4cab-8583-2e39a6c63ac6	3/31/2022 22:51	3/31/2022 22:51			Schade	Henry						
871	f3aa79e8-9d42-4b4e-8c29-fad496487015	3/31/2022 22:52	3/31/2022 22:52		As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million.	Reddick	Kari						
872	1e930d5b-3f18-454c-87f0-9a1abeb2f8f9	3/31/2022 23:00	3/31/2022 23:00	I support A plan and opposed B plan as it will ruin proper's residential area		Shah	Shail						
873	97b9965e-3760-4456-8a3e-4e3bcd43b8b8	3/31/2022 23:08	3/31/2022 23:08	First of all, why on earth would the City of McKinney approve Option A which will cost \$98m+ more than Option B? And, we all know the final cost will be even greater! We at Tucker Hill currently only have one exit out and that's on to 380. Are we expected to be locked in for 3-5 years during construction? Also, where are the full environmental reports on both Options A&B for us to review? Finally, we would like to see the complete break-out of expected cost instead of just an overall 'projected' number. If Option A is selected, I see a strong lawsuit coming similar to the Billingsley lawsuits regarding Stonebridge. Did you factor in those cost as well???? Please have our back on this and NOT the special interest groups who most likely have a financial/vested interest in the future development of 380.	Please explain in detail why we should agree to an increased budget of \$98m+???	Self	Chris						
874	0e6b1b89-af0a-4d0d-8ab2-1cd7023744cf	3/31/2022 23:16	3/31/2022 23:16	Please do not move forward with option B. Option A is the fair choice. Residents of Prosper should not be punished for lack of planning by the city of McKinney. Residents who purchased homes along 380 knew what they were risking. Tucker Hill residents decided to live that close to a major freeway. Prosper Residents purposely stayed a safe distance from 380. My property has 2.5 acres. We like the space and country feel. We do not want a major freeway running close to us. Also consider Mane Gait, Founders academy, Prospers 3rd High School... Walnut Grove, Cockrell elementary. Its very concerning that this option keeps coming back up. Please hear the Prosper Residents loud and clear. We do not want option B. We strongly urge you to do what is right and proceed with option A.		Folkerts	Tonya						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
875	c5e8e0c6-2092-4d47-802e-a0cafb2010b7	3/31/2022 23:19	3/31/2022 23:19			K	V						
876	c16dc1f4-4066-46cc-8012-b482d5e336e9	3/31/2022 23:29	3/31/2022 23:29	Please do NOT go with Option A! Option B is the better choice, as Option A has a far greater impact on businesses than Option B. Option A impacts more than 15 business, hereas Option B impacts no businesses. Option A costs far more than Option B and, frankly, impacts more people's livelihoods. Please ... refer to the data ... and choose Option B. It's the better choice. It's a more fair choice (to people who have been here far longer). It's the right choice.		Beauregard	Cindy						
877	26350c16-844a-45a3-8370-0d47fd0ae30b	3/31/2022 23:30	3/31/2022 23:30	Having lived here for 8 years, I am strongly opposed to Option A for the US380 expansion project for the following reasons. <ul style="list-style-type: none"> Option A displaces a total of 17 businesses, Option B displaces ZERO Option A cost to relocate utilities is \$61 million, Option B is \$25 million Option A total cost to acquire ROW (right of way) is \$178M, Option B cost is \$137M Option A total cost of design/construction is \$450M, Option B is \$428M Option A total cost is about \$100M higher than Option B Option A impacts more acres of wetlands, river/streams and forest/prairies than Option B Option A impacts 14.9 acres of Statewide Important Farmland, Option B only 2 acres Option A's increase in noise would have a severe negative impact on established Stonebridge Ranch neighborhoods. Option B does not come as close to any existing neighborhoods. <ul style="list-style-type: none"> There will be considerably increased traffic on Stonebridge Ranch Dr & Ridge Rd which both have elementary schools close to 380: Wilmeth and McClure. 		Morum	Narendra						
878	277137d3-ca4f-4c7f-868b-bcd37e003f43	3/31/2022 23:34	3/31/2022 23:34			Hall	Tammy						
879	efab86c5-27e4-410d-8bb0-f2602c133bd5	3/31/2022 23:40	3/31/2022 23:40	The route across Custer Road in Prosper is not an acceptable. Why? 1) It disturbs Maingate. 2) It will disrupt 2 high schools. 3) It will disrupt 2 planned neighborhoods, one of which has already started. 4) Other proposed routes are less disruptive. My preference is simple - keep 380 on 380. A bypass is not needed. If the state insist on moving forward with a bypass, a route was previously chosen and environment study completed. That route goes by Tucker Hill subdivision. Now, a county judge that lives in that neighborhood is using political power and influence to try and change the prior route. Keep 380 on 380, but most of all, keep a bypass out of Prosper!		Leggette	Kim						
880	0f90e35b-9711-4501-87b0-7383d2e53d8b	3/31/2022 23:41	3/31/2022 23:41	Please select Option B! I live in Ridgcrest near Stonebridge and Custer.		Hood	Caroline						
881	18bb9c55-e553-407a-87d9-4835dce91885	3/31/2022 23:41	3/31/2022 23:41	Segment B is a much better option. It costs less than Segment A and is much less disruptive to residents and businesses.		Norton	David						_work_for_TxDOT_
882	2fa88465-bc46-41a3-80b9-d2d1134fc5f2	3/31/2022 23:53	3/31/2022 23:53	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along to US 380. It is also the least expensive, nearly \$99 million, when compared Segment-A I strongly oppose Segment-A, for the following reasons: It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. It will create an overpass on 380 over Stonebridge Drive and Custer Road and cause the installation of water pipes (ducts) over 380. It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.		Gaiser	Roberto						
883	87b3437c-2725-4832-821f-0810a2eb0081	3/31/2022 23:54	3/31/2022 23:54	Best way to get traffic off current 380		green	bud						
884	8a17d7b2-b595-4be0-8a45-e1a4d0df2015	4/1/2022 0:09	4/1/2022 0:09	I oppose route A	I oppose route A	Martinez	Amy						_am_a_business_owner_

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
885	543f6419-27f3-4052-8d07-68cb40ad68ff	4/1/2022 0:11	4/1/2022 0:11		Prosper has planned for expansion of 380 ON 380. Just because McKinney didn't plan accordingly doesn't mean Prosper should have to suffer. Prosper is already such a small town and this project, especially segment B, greatly hinders potential revenue for our small town and grossly imposes negatively on the surrounding SCHOOLS, neighborhoods, and equestrian therapy site. Nobody wants this! Move it further east or create more east-west roads north in Celina where there is expected to be a great increase in population. This makes no sense! Keep 380 on 380 through the town of Prosper!	Schallmo	Renee						
886	f1a94a53-4ceb-47c1-8e3a-c22684e1e8cc	4/1/2022 0:32	4/1/2022 0:32	I am adamantly opposed to ALL section B! We have lived in Prosper for 25 years and have raised a family in the small-town atmosphere and DO NOT WANT A HIGHWAY!! I have many reasons for opposing 1) noises and increase of traffic 2) decreased home values,3) substantial lost tax revenue to the Town of Prosper. 4) negative effects on Manegait, the non-profit equine facility that helps children and adults with disabilities!!! 5) pollution from vehicles I support segment B. Homeowner in Stonebridge estates.		Savoy	Debbie						
887	3e378052-1d3e-4821-8623-a4b35714f7a8	4/1/2022 0:35	4/1/2022 0:35			Simmons	Terry						
888	7ea1185a-2914-4c71-81c0-c5815cdf4825	4/1/2022 0:56	4/1/2022 0:56	Roy Alderson highly support option B. I live in Wren Creek Subdivision. If option A is chosen I for one will move. It only make sense to choose option B and not have to redo if option A is chosen in 10 years or less.		Alderson	Roy						
889	343900fac793-4ee8-8012-545a6afb84be	4/1/2022 0:56	4/1/2022 0:56	This 380 bypass CANNOT happen! What is being proposed will be destructive to businesses and communities! Having this bypass going through Prosper will take away so much beauty of the town of Prosper! We moved here to have small town feel, a community that loves its land and this will ruin that! Do NOT allow this bypass of Option B to happen! You will destroy what the town of Prosper residents live about our town and you will cause major issues to ManeGait, Ana amazing therapeutic horse facility for those with disabilities, and families whose homes are in the path of the bypass! Do NOT allow this bypass! I prefer to have 380 take B route instead of A. Currently the intersection of 380 and Custer is very busy and I prefer that traffic be routed away from there.		Miller	Tammy						
890	475c91c4-5ca6-42de-8bc2-450b421024a1	4/1/2022 0:57	4/1/2022 0:57			P	S						
891	30dbe832-d60f-4316-8dab-da76d74551b9	4/1/2022 0:59	4/1/2022 0:59		As a homeowner and citizen of McKinney, TX, I strongly support the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. Segment-A should not be considered for the following reasons: - It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. - The cost of Segment-A is \$99 million more than Segment-B - It will require the installation of expensive water pipes (ducts) over 380. - It will decrease traffic safety on neighborhood streets diverted from Highway 380, increasing traffic, noise and pollution Segment B is the best option to improve traffic flow in our corridor while also preserving economic business and residential vibrancy of our community.	Thompson	Rachel						
892	442a7d0b-0882-4295-874a-cad7b4078d37	4/1/2022 1:05	4/1/2022 1:05		As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will increase traffic on Stonebridge neighborhood streets such as Ridge Road Segment B is the best option to improve traffic flow in our corridor while also	Daunis	Eugene						
893	c9474150-5724-4b8e-8533-91a0e5b1f90a	4/1/2022 1:07	4/1/2022 1:07			Brown	Amanda						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
894	d40a97f3-2b30-40b5-8c00-1beb338d49cc	4/1/2022 1:11	4/1/2022 1:11	I strongly oppose option B. Having a highway near three schools, ruining a well planned development and section of town, increased noise and pollution to local residents, and avoiding the route selected by a tax payer funded environmental feasibility study seems ludicrous. We all know Judge Self of McKinney was involved. That is wrong on many levels.	I strongly oppose option B. Having a highway near three schools, ruining a well planned development and section of town, increased noise and pollution to local residents, and avoiding the route selected by a tax payer funded environmental feasibility study seems ludicrous. The option originally selected by the environmental study can't be fully developed, so why not use it? We all know Judge Self of McKinney was involved. That is wrong on many levels. Please do the right thing and choose the option selected by the original feasibility study.	Demases	Daniel						
895	31379b64-8ce5-41d4-8a3f-2ab002de46fe	4/1/2022 1:16	4/1/2022 1:16	My name is Michael Schofield. I live at [REDACTED] am very much opposed to Plan A for the following reasons: 1. If selected, Plan A would significantly impact HWY 380 from west of Custer to Ridge for several years. 2. Plan A would impact more people, businesses, and affect a greater area than Plan B. Plan B would only affect slightly more than a mile of Prosper. 3. Entering/exiting Tucker Hill with its one entry/exit point would be extremely difficult if Plan A is selected. Rescue vehicles and first responders would certainly be negatively impacted, potentially putting TH residents and their property at greater risk. 4. Plan A would cost significantly more than Plan B, approximately \$100,000,000 more. It appears to me that Plan B is clearly the best alternative for this project. It is less costly, less invasive, and affects less people than Plan A. I encourage you to select Plan B.		Schofield	Michael						
896	d90e5797-c89c-48ea-8767-3e6e9fceb217	4/1/2022 1:27	4/1/2022 1:27		After reviewing the alternatives relative to the HWY 380 project, it appears that Plan B is the best alternative considering cost, environmental impact, number of people/businesses affected, and traffic impact. Plan A would certainly be more expensive, more disruptive, and more dangerous than Plan B. I strongly support Plan B for these reasons. Thank you.	Schofield	Debbie						
897	cf995c77-243c-4f55-8c72-510f33249cf6	4/1/2022 1:28	4/1/2022 1:28	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.		Criss	Mark						
898	8ab11c7e-ed1a-41fe-8f16-918c02dcaef	4/1/2022 1:29	4/1/2022 1:29	Please do not do route B. That goes straight through one of main parts of Prosper that is very quiet and beautiful. I think it is absolutely awful that it is even being considered in the first place. You people have no respect for communities or figuring out options that will uphold their value. Actually, I strongly oppose any of the bypass options. Option E also goes right by Press Elementary and a quiet treed part of McKinney. Kids leaving school should not be subject to that kind of traffic. Keep 380 the way it is, we can deal with the traffic without displacing thousands of people and ruining our way of life. If you wanted 380 to be easier to drive on, you should have thought about that before building a bunch of neighborhoods along it and letting people settle. Think of the communities at stake and not just the bottom line.		Roberts	Kathryn						
899	93a7069b-1cc7-48b4-8f4b-f569e9a5494b	4/1/2022 1:30	4/1/2022 1:30	Keep 380 on 380. As a resident of prosper at Whitney place, having a 8 lane highway with frontage roads will be devastating to my neighborhood and the schools we feed into. MainGate rehabilitation facility will be directly impacted as will the special needs children and adults they serve. Or world needs more places where empathy, patience, and compassion is modeled and taught. At MainGate the 300+ volunteers a week learn these skill as they help support our special needs population. Having a bypass thru Prosper is not right.		Nayar	Tiffany						
900	aad2428c-76bb-45a0-8053-aa5fa997b9b5	4/1/2022 1:35	4/1/2022 1:35	Opposed to option B. Negativity affects Founder's Academy, Cockrell elementary, and Manegate. This will also effect student drivers attending Walnut Grove in the future.									
901	c97b84ea-6d81-4de8-8771-4f973d670dd5	4/1/2022 1:38	4/1/2022 1:38	I live in Tucker Hill. Alignment A will severely impact our neighborhood. I oppose alignment A.	I support Alignment B. Not only is Alignment A more expensive it impacts more residents and will severely impact travel on 380.	Etier	Frank						
902	a7cc0cc4-4a8b-4b28-8e6f-399e3691d109	4/1/2022 1:40	4/1/2022 1:40	We oppose proposed option B as it negatively impacts the small town feel of Prosper. We moved here to get away from the city. It will be extremely close to our neighbourhood, Lakewood at Brookhollow as well as the schools our children attend now and will attend in future.		Harmse	Nadia						
903	c4e57135-a559-4af2-8a44-8546c99d9974	4/1/2022 1:41	4/1/2022 1:41	I strongly reject the proposal B going thru Prosper. This will highly affect our community and safety of our residents. Let's keep 380 on US 380 by widening 380 or building a double deck 380 for express traffic.		keckeisen	warren						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
915	2acc8434-a642-4d09-837e-0810bfe2c938	4/1/2022 2:20	4/1/2022 2:20	No on plan B									_am_a_resident_
916	d4cbcd9f-7647-4b17-877e-5548dbdd098c	4/1/2022 2:20	4/1/2022 2:20	I support option A not option B		Kurpinski	Erin						
917	5cef86ea-d163-4d67-85bb-2ff0fbbe06be	4/1/2022 2:23	4/1/2022 2:23	I support B.		Brenner	Rita						
918	3f46c350-6030-44bf-87a0-309f87f21211	4/1/2022 2:23	4/1/2022 2:23		As a recent resident to Prosper, this project is very concerning. I purchased my home with the thought that Prosper and the development I live in would remain beautiful, safe while enjoying tasteful growth with things such as nice dining establishments, quality shopping areas such as Legacy west and Highland Park Village. Allowing such an expansion of a major highway will prohibit investors to want develop within Prosper. This will also result in a major decrease on home prices. Should this pass, I will be looking to move out of Prosper. Thank you for allowing input.	Lowy	K						
919	a699f0a6-52b6-4238-899a-3c4009cee4df	4/1/2022 2:25	4/1/2022 2:25	I prefer option A. It is the best option for long term growth and sustainability.		Rinker	Matthew						
920	74b3e895-6c76-4e46-8241-5116b06412f9	4/1/2022 2:25	4/1/2022 2:25	We prefer to keep 380 on 380 and not disturb the Mane Gait facility. Prosper is a small town and this large project would have detrimental impact on our community.		Rinker	Raegan						
921	75b6c92d-6285-4252-8694-516b0ab1a176	4/1/2022 2:26	4/1/2022 2:26	I am opposed to option B for many reasons. Prosper has done an incredible job planning for the future growth and we should not be punished because of our good planning and McKinney's lack of better planning. Also, the Mane Gate farm serves a community of children who are already underserved and make up 11% of PISD. Also, the tax money PISD would receive from the senior community going in would greatly benefit the students without added enrollments.		White	Kasaundra						
922	a0ebaa91-c78d-431f-8c80-ac1ed4960d5b	4/1/2022 2:27	4/1/2022 2:27	Not good because it cuts too close. Just build another hwy north of prosper. Build a new hwy from 380 Princeton area going north of Prosper then end somewhere on the west side of prosper. Celina is growing, Aubrey is growing. This will help their town grow.		P	S						
923	39949873-0dd4-4289-8d20-9fee52ea3d7a	4/1/2022 2:28	4/1/2022 2:28	I support Option A, NOT option B. Prosper is not big enough to have a huge highway run through it. Please do not turn 380 into a massive highway.		DeGraffenreid	Heather						
924	837b3980-8f5b-4309-8076-ebddbbaab1	4/1/2022 2:31	4/1/2022 2:31	I live near 380 and strongly urge you to choose the project option to build the 380 bypass west of Custer and Stonebridge Drive. Segment option B is more cost effective and will not have a negative effect on our community.		Jordan	Clarenda						
925	db840d09-57bc-4151-8418-ed10c1292325	4/1/2022 2:33	4/1/2022 2:33	I live in Stonebridge Ranch. I do not support Section A!!! It would be best to direct traffic away from this subdivision for many reason. Some of these reasons include safety, traffic control entering onto 380 from Stonebridge Ranch, and the effect it would have on the value of our homes.		Snyder	Debbie						
926	ad372695-1606-4c49-8e04-070ed362f593	4/1/2022 2:37	4/1/2022 2:37	After studying them closely, I support option B over option A. It is clear to me that option A would cause far more disruption for inferior final product. The driving experience with sharper and more complicated curve also makes option A inferior to option B.		Truesdale	Larry						
927	34259a4c-abe6-41f4-8539-d3ff3f2671a7	4/1/2022 2:39	4/1/2022 2:39	Prior to moving to Propser I researched about 380 and learned that the town of Prosper had done building set backs to permit 380 to be widened. I'm just so upset at the thought of Option B being built through our Town. Please don't allow it! Stick with Option A. Option B will decimate property values and affect our schools which is what made us choose Prosper. No on Option B!!		Loftus							
928	3687dcd7-17fa-4319-8545-7971e91e2d1c	4/1/2022 2:39	4/1/2022 2:39		I vote for plan b	Terry	Travis						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
929	04428072-d40f-47d0-87e6-f38f5a043933	4/1/2022 2:41	4/1/2022 2:41	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community. Thank you for your consideration		Smith	M						
930	bf58029f-3f73-4e30-8ea3-941b68622d7b	4/1/2022 2:42	4/1/2022 2:42	Section E borders SkyHigh RC flying field which is on the South side within Erwin park. I am concerned that the highway encroaches on our field and limits our operations the farther south section E can be routed, the better it would be for the long term viability of our flying field.		Truesdale	Larry						
931	e5e1d9b9-c869-4a33-8540-feb1a564bb52	4/1/2022 2:51	4/1/2022 2:51	As a Collin county/Princeton Tx resident and current City of McKinney employee I feel it would be beneficial for the new bypass to encompass the total proposed area of B,E,C " Brown alternative which would not only cut through McKinney but a part of Prosper as well. I like the spur 399 segment C+ for that project.		Lozado	Carlos						
932	72a7b153-6c7f-4ebc-80fe-8497747ed643	4/1/2022 2:56	4/1/2022 2:56	This Impacts multiple schools in prosper isd. This also very negatively impacts manegait		B.	Kelsie						
933	80ca6a7e-fcf9-44d5-8d1f-027a250d47ec	4/1/2022 2:56	4/1/2022 2:56	Impacts manegait disrupts multiple schools in prosper isd McKinney needs to suck it up		J	S						
934	5fb2e11b-a02c-478f-835d-53c0c9c50df0	4/1/2022 3:00	4/1/2022 3:00	Option A		Frank	Dustin						
935	71514db8-e276-4061-8796-989d33e9f494	4/1/2022 3:00	4/1/2022 3:00	I oppose option "B" which incorporates part of Coit Road for many reasons. 1. It would severely hamper entry to my Lakewood subdivision. 2. It would disturb a large number of existing homes and neighborhoods. 3 Option "A" seems to disturb the least number of existing homes and could be built on land not currently being used or occupied.		Kouba	Wesley						
936	b16f02cd-30db-49b0-8b90-4a6d0b806ec4	4/1/2022 3:05	4/1/2022 3:05	I support section B, please do not choose A		Snyder	Dave						
937	bf5a92b9-667a-4809-8c24-39c8b30359f9	4/1/2022 3:07	4/1/2022 3:07	I'm against building the 380 bypass. McKinney WAS unique by nature and now it is becoming just like every other over built, concrete city. The traffic on 380 is not as awful as building this bypass would be to the communities that surround it. I live in Timbercreek which would be right by the bypass. We bought in this community because of the trees and how quiet it was. The noise, extra traffic and the eyesore this would be is not why we choose either this community or this city. The value of our homes would decrease and the overall beauty of the area would disappear. I hope that someone stands up for the residents of this city and hears our concerns. What good is this kind of "growth" when it makes your residents want to leave their homes.		Nunez	Vanessa						
938	f46444c7-cbb0-4976-8662-b2f49ee77db1	4/1/2022 3:07	4/1/2022 3:07	Option B will drive a 12 lane wedge in the heart of Prosper. Directly impacting 3 schools, current/future neighborhood developments (resulting in lost revenue and community) and the safety of our citizens and students. Option B will increase noise pollution and emissions in Prosper. Additionally the impact to the Main Gait is heartbreaking. The Main Gate serves children with disabilities providing much needed benefits using therapeutic riding. No to Option B!		John	Casper						
939	e1d0b3d7-19dd-43da-8169-cc52ed3345a4	4/1/2022 3:09	4/1/2022 3:09	Prosper properly planned years ago for growth while McKinney did not. We saw this coming and properly accounted for the growth. Keep 380 on 380.									
940	fc1b8bda-bed0-4b85-82cf-6852de836621	4/1/2022 3:15	4/1/2022 3:15	This is where we currently live and our hope is to move just north of 380 between Coit and Custer. It would put us in an extreme disadvantage for future lots, being able to see the highway, noise levels, and also our current home value.		Angulo	Taylor						
941	085e5be1-83f3-4e68-8371-1651af32331f	4/1/2022 3:16	4/1/2022 3:16		I would like to see option A be adpoted. For the horses and future of that community option B is more destructive to both the community and long term economics.	JH							_am_a_business_owner_
942	651bf049-cee5-4fb4-88cd-e1f06407f5c0	4/1/2022 3:18	4/1/2022 3:18	I oppose the bypass through this section. An elevated highway through this area will cause harm to existing homes, schools, future development and Main Gate in this area.		Epner	M						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
943	74030adf-19ea-497b-8dfc-e16024e6e5c1	4/1/2022 3:20	4/1/2022 3:20	We live in the Auburn Hills community. We moved here in 2019, and at that time, there were no plans for a freeway to be built this close to our house. This will impact us financially, because of the reduction in property value, and will also impact our quality of life, due to the significant noise increase caused by a freeway. We kindly ask that you consider other options.		B	G						
944	d0069cf7-ade2-484f-85e7-5bf0581b76e0	4/1/2022 3:22	4/1/2022 3:22	Plan B directly affects less people and homes. I feel this is a much better option. Very little area of Prosper is touched here even though some in Prosper are saying this plan goes through the "HEART" of Prosper. This alternate makes sense to me.	I feel alternates B and C make the most sense and will affect the least number of homes and people. I also feel that TDoT has spent far too much time debating this project with citizens and needs to move forward as soon as possible. We will not be directly affected by any of the plans except that we will travel on 380 again, once the through traffic is re-routed. Thank you.	McNaughton	Susan						
945	f89e04bb-2bec-4653-8b74-e1a0f54c9a42	4/1/2022 3:25	4/1/2022 3:25	I strongly oppose plan B. This is a plan that would have a major NEGATIVE impact on the town of Prosper. The is a major roadway that would change the character of my community. This plan would interfere with the development of Prosper, it would negatively impact a very important therapeutic horse ranch, it would interrupt a senior housing development, it would interfere with existing and future building of schools. This is out of proportion to our small town. I strongly OPPOSE plan B or any plan that does NOT go along the existing 380 highway.		Jackson	Cindy						
946	b4328f89-3902-48f6-8edf-377e0e44e55e	4/1/2022 3:35	4/1/2022 3:35	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.		Porter	Chris						
947	e62965b9-85eb-485e-841f-f81bd4019cf7	4/1/2022 3:42	4/1/2022 3:42	Keep US 380 on US 380. We live close to Custer road and 1st. We have family the volunteers at MANE GATE. Please do not build a highway that will have significant negative impact on MANE GATE. Thank you.		Tucker	Dylan						
948	f752fa37-704e-45cc-8488-7df7c05b2c22	4/1/2022 3:47	4/1/2022 3:47		Please do not approve. We don't want more major roadways through our nice town of prosper. We don't want to bring crime to our safe neighborhoods. We don't want more traffic as my home backs up to the new expansion. Please don't do that to us.	Johnson	Erin						
949	3a1f30fd-78fb-43c4-8d79-435f9edc3875	4/1/2022 3:54	4/1/2022 3:54	The 380 Loop should go all the way to Prosper the city of McKinney has been accommodating when it has come to several highway expansions, including Sam Rayburn Tollway and 75 expansion. The city of Prosper needs to start carrying its weight when it comes to the growth of Collin County. They want all the benefits and non of the sacrifice.									
950	4314b31e-06f3-487e-8b9d-26bca77cc174	4/1/2022 4:02	4/1/2022 4:02	As a homeowner and citizen of Shiloh Ranch in McKinney, TX, I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements with minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. I also strongly oppose Segment-A. It should not be considered for the following reasons: -it destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. -the cost of Segment-A is \$99 million more than Segment-B. -it will create an overpass on 380 over Stonebridge Drive and Custer Road. -it will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.		JR	JR						
951	bfa3ce91-7373-4111-8014-1eb954fd0f6f	4/1/2022 4:19	4/1/2022 4:19	I am opposed to option A because it's increased noise pollution would have a negative impact on the Stonebridge Ranch neighborhoods. It will also increase the traffic around the Stonebridge Ranch Dr & Ridge Rd neighborhoods which both have elementary schools close to 380 - Wilmeth & McClure. Option A is also very close to the Stonebridge Ranch area and that is going to adversely impact the home values in our area since this is an already established neighborhood unlike other options where there is considerably fewer homes. So new constructions can be planned accordingly.	I am opposed to Option A for the US380 expansion because: 1) Option A displaces more businesses than option B. 2) Option A total cost is higher by almost \$100Million compared to Option B. 3) Option A impacts more acres of wetlands, rivers/streams and forest/prairies than Option B. 4) Option B is more through area which is not as densely populated as Option A. Hence the negative impact will be lesser if you went with Option B over A.	S	Karthik						
952	2fedbc61-cab6-468c-863d-dd06797f9dab	4/1/2022 4:24	4/1/2022 4:24	This destroys the family and peaceful environment purchased for our home. Please keep 380 on 380 and build below grade to reduce noise pollution. This also impacts the local honey farms, equestrian therapy centers and overall value of homes in the area. The larger economic impact is much greater than moving the road to the Collin county Loop only a few miles north.		Swam	Chris						
953	411d8832-de5b-4870-8a14-03cc14ccfe8f	4/1/2022 4:41	4/1/2022 4:41	NO TO B! You will displace families, homes, businesses. Make McKinney pay for their poor planning and uproot THEIR OWN BUSINESSES AND PEOPLE. It should not be the other way around. 380 is already being widened in prosper. KEEP 380 on 380.		Schumacher	A						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
954	f4fac1d3-042b-4df5-825e-a43a05eac7d3	4/1/2022 4:45	4/1/2022 4:45	I prefer option a		Crawford	Donald						
955	970f05d7-3e5a-4545-82d4-fdd76b953a2e	4/1/2022 4:51	4/1/2022 4:51	As a homeowner and citizen of McKinney, TX, I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the	I also strongly OPPOSE Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380. *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.	Zucker	Kelsey						
956	95803655-fe0e-49be-8bf5-d2b167077187	4/1/2022 5:19	4/1/2022 5:19		Keep 380 on 380! Prosper has done their development in a proactive way, not reactive like McKinney. How can one ethically approve this massive expansion through established developments, up and coming developments that were well planned out and most importantly, how can one justify the negative impacts to MainGait? Keep 380 on 380 !	Wolfe	Jana						
957	5c2f1a8a-9d06-43b6-881f-48286e7e9ba3	4/1/2022 5:42	4/1/2022 5:42		I oppose all segment B options. Keep 380 where 380 is and keep Prosper a small town as it has always been and should be	palamidessi	anthony						
958	90e978c7-ee80-4652-8f0d-1a822a6233f7	4/1/2022 5:51	4/1/2022 5:51	Segment B has a detrimental effect on ManeGait Therapeutic Horsemanship; a unique nonprofit facility providing equine therapy to hundreds of adults and children with disabilities. Segment B will increase ground-level ozone impacting at least two environmentally sensitive facilities (ManeGait and Founders Academy) resulting in a conflict with Air Quality guidelines publicized by the North Central Texas Council of Governments (NCTCOG).		Savy	Amanda						
959	6c36bda2-1ed8-48f8-8404-838ae8959a0d	4/1/2022 7:13	4/1/2022 7:13			Mb	Mb						
960	cadd184c-8804-4537-84e6-9b1687a03abe	4/1/2022 10:36	4/1/2022 10:36	NO to B, YES to A		Pearce	Monica						
961	a819ab0d-4f66-44b1-8f48-145116d35a8b	4/1/2022 11:03	4/1/2022 11:03	I don't think a major road should be going through residential property in Prosper. This would have a negative effect on the surrounding areas and Prosper is a quiet peaceful town. Option B is way to close to homes.		Williford	Chris						
962	e9e25058-d9cd-4c93-8ab4-9a120ecae608	4/1/2022 11:24	4/1/2022 11:24	I'm not sure if this is the solution but something must be done. The development that has come in, is a major issue. This has caused that side of town to become overly crowded and the lanes we have does not serve the city well. What used to be beautiful land has become filled with more city life than ever. The traffic is horrible. Developers have come in like a recking ball. The city will only get bigger and more crowded and by the time you know it, it will look just like Preston in frisco. The area from Preston and the 121 toll road all the way to Preston and main and further. Something needs to be done to this growing city.									
963	13db0861-9cb7-4f4a-85ca-b1a7db057176	4/1/2022 11:39	4/1/2022 11:39	I oppose option B for the following reasons: 1. The safety of our children (emissions, traffic, and etc). I have 3 boys that will go to school at Cockrell, Rogers, and Walnut Grove. 2. Impact to our communities. Plan B goes through existing subdivisions. That will destroy our home values. 3. Prosper city specifically left enough room to on 380 to widen the road. Prosper planned properly for growth and McKinney didnt.		Pittenger	Kyle						
964	59b2b4ff-92c0-4dda-8c88-1bd6ed4275f3	4/1/2022 11:39	4/1/2022 11:39	Segment B will be detrimental for Main Gait therapeutic horsemanship! Please please .. many kids in both mckinney and prosper.. receive benefits here that can not be had anywhere else. please do NOT use option B. Please keep 380 on 380 where it hs always been planned. It's the right thing to do! Other cities should have planned as did Prosper! Many thanks		Tucker	Staci						

_work_for_TxDOT_

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
965	158f455f-528b-48de-829a-9c7936132e77	4/1/2022 11:40	4/1/2022 11:40	I understand 380 on 380 for McKinney is off the table. Ashame their bag planning has put the burden of the project on so many people in Prosper and McKinney. Please make you examine all current land usage in the path of both A and B segments. The least impactful is segment A. The Town of Prosper will be significantly impacted much more then North McKinney. Thank you for listening and doing the right thing. Please select Segment A.		Beebe	Douglas						
966	625f7561-9b43-4008-8d32-d1da5c68b7e8	4/1/2022 11:52	4/1/2022 11:52	I support B. Please do not choose A. It would be a disaster		D	A						
967	5fd80280-1159-401f-82c7-1d73b29a8d5e	4/1/2022 11:54	4/1/2022 11:54	Option B clearly provides the best solution for the most people. Option A is more costly and displaces more p we people and businesses. The construction of Option A would be very disruptive and dangerous for our neighborhood in terms of entering and exiting as well as emergency vehicles reaching our homes for 3-4 years. Option A would negatively impact our economy and our housing prices as well as the significant noise and air pollution.		Holcomb	Traci						
968	d454c3a7-a233-43b9-8b50-0b8f649d71e1	4/1/2022 12:18	4/1/2022 12:18	No to segments B as a 380 bypass option		Bellon	Greg						
969	2d12b5a4-f052-4af4-8ca5-c283ec9f4100	4/1/2022 12:20	4/1/2022 12:20	I vote for option B and against option A		Dickson	Kellee						
970	39faaccd-a139-4fef-821f-d0955cad945f	4/1/2022 12:20	4/1/2022 12:20	This needs to stop. ManeGait is a valuable asset to the community, and it would be impossible for them to relocate and find anything similar that they could use to service the community. TXDot and County Commissioners need to STOP taking people's land like it's nothing! We are landowner's, homeowner's...we've built our lives on these lands and for someone to just come take it away is heartbreaking and should not be allowed! Texas has taken Eminent Domain WAY TOO FAR and uses it like I use my toothbrush. Laws need to change.		Redding	Kerry						
971	1cba66dc-bd38-449e-8dbc-db70bd559c06	4/1/2022 12:28	4/1/2022 12:28	As a retired businessman, Tucker Hill resident and tax payer for 5 1/2 years, I support plan B. Least disruption to homeowners, specifically T.H. and it's main entrance, businesses and the environment. As you know, this has been the preferred route from the beginning. It says much that this has prevailed for years of surveys and meetings. Simply makes sense. Paul Clark		Clark	Paul						
972	d867112d-7032-42f9-8f96-bc4fef95c820	4/1/2022 12:31	4/1/2022 12:31	The City of McKinney failed to plan for future expansion of 380 and should now bear the burden of that failure. The proposed Segment B would unduly punish the citizens of Prosper for the inept leadership of a bordering municipality. The mere suggestion of placing a 12-lane bypass in such close proximity to a charter school and a local high school is unconscionable. The proposed Segment B would materially impact ManeGait Horsemanship and limit their ability to provide therapeutic treatments for disabled children and veterans. The Ladera development, a retirement community of 244 homes, would be demolished; resulting in an estimated \$2.0B in lost tax revenue to the Town of Prosper and Prosper ISD. The proposed Segment B would require a massive utility relocation effort that are critical to Prosper's infrastructure. Keep US 380 on US 380. McKinney caused this problem and, as such, McKinney should be held accountable for the resolution. I vehemently oppose ALL Segment B options!		Aguilar	Brian						
973	1fe3d765-e44f-42ed-87b0-e11f5c13d56a	4/1/2022 12:31	4/1/2022 12:31	I do not want 380 bypass to be behind Rogers missing school or anywhere near lakes of la cima or brookhollow or any other neighborhoods that are already existing. These homes were built and purchased without a huge highway bypass next to them and needs to stay that way. Also we need to protect our schools. So many kids walk to and from that school. Mine included!		Johnson	Misty						_am_a_resident_
974	8957fd2b-d377-442b-8cfb-e68d0a197d8b	4/1/2022 12:43	4/1/2022 12:43	I am against Option A and for Option B (or an option that would be further north which actually makes even more sense than either A or B). Option A impacts more homes and businesses than option B, has more negative environmental and tax impact than Option B and as it would surround the Tucker Hill development on all 3 sides with a freeway would greatly increase both the noise and air quality of the surrounding area. There is also no good plan to even enter/exit the Tucker Hill development under the present plan. In addition Option B only impacts roughly 1 mile of the Prosper area compared to almost 5 miles on Option A. Option A is also \$99 million dollars more expensive than Option B, removes 17 businesses and decreases traffic safety in the Stonebridge and Tucker Hill and surrounding developments which will decrease home values because of the traffic volume and difficulty navigating the area. Option B is the best option (or moved even further north) to improve 380 traffic flow.		McKee	Dennis						
975	801e7f71-23c6-4ed2-8d40-11415a7b7765	4/1/2022 12:49	4/1/2022 12:49		With prosper growing with business and 380 being the main road for business I believe that this road addition would be greatly appreciated. Less traffic, less stops, less accidents.								
976	94777448-187d-4bbd-80c2-ee0537f15887	4/1/2022 12:58	4/1/2022 12:58	Do not build this! I don't know how this route B was even conceived, what a terrible location to expand 380. We (prosper residents) do not want this here or anywhere else in Prosper. The only option should be to widen the current location of US380.		Paulson	Derek						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
977	6e0f246f-2504-4ce5-885c-9aa6e1bd57b9	4/1/2022 13:06	4/1/2022 13:06	<p>As a homeowner in Stonebridge Ranch since 2002 and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along 380. It is also the least expensive option by nearly \$99 million.</p> <p>I also strongly oppose Segment-A. A sample of the reasons: *It destroys and removes 17 small businesses West of the 380 and Custer. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.</p> <p>Thank you for giving citizens the opportunity to give feedback.</p> <p>Brian Rowland</p>		Rowland	Brian						
978	bc490464-e065-47bc-8837-32c8d838b800	4/1/2022 13:06	4/1/2022 13:06	<p>I am STRONGLY opposed to Option A for the US 380 expansion project for the following reasons: Option A displaces a total of 17 businesses vs. ZERO for option B. Option B presents a financially responsible alternative in an environment of rising home values, which lead to rising tax liabilities, and overall inflation depressing taxpayer free cash flow. Option A impacts more acres of wetlands, rivers/streams, and forest/prairies than Option B. Option A impacts 14.9 acres of Statewide Important Farmland while Option B only impacts 2 acres. Option A increases noise volumes that would have a severe negative impact on the established Stonebridge Ranch neighborhoods. Option B does not come as close to any existing neighborhoods. Option A would cause increased traffic on Stonebridge Ranch Dr. and Ridge Rd, both of which have elementary schools very close to 380 putting parents, staff, and, most importantly, children at risk to serious injury and/or death.</p>		Rincon	Joe						
979	5e98ea86-8a97-4051-8fae-66b5995aa8a7	4/1/2022 13:11	4/1/2022 13:11		<p>I am opposed to Route A for various reasons. A is too close to 2 large McKinney ISD elementary schools. Both of these schools have children who walk to school and I worry the increase in traffic on Stonebridge & Ridge would effect the safety of their schools & transportation to/from their schools. Option B seems to be a better option because it effects less housing, businesses, and schools. Custer is a main artery for the area and is better suited for this project. Please choose option B.</p>	Fulenchek	R						
980	13781711-71a8-459e-8459-e7d5537eca9d	4/1/2022 13:12	4/1/2022 13:12			Casso	Adam						
981	09adf3d2-7d17-464a-881f-56e6bfc07e64	4/1/2022 13:12	4/1/2022 13:12	<p>Option B provides the best route with the least disruption to the surrounding businesses and residential areas.</p>		M	S						
982	2ea157c7-c2dd-4da0-8380-0b4f2b9b4c00	4/1/2022 13:13	4/1/2022 13:13	<p>Please vote for Plan B for the new 380 corridor. It will be a nightmare from Custer to Ridge and a safety concern. Plan B is a much better option and less expensive.</p>		Barbara	Andrews						
983	7a009883-5e38-42e7-8967-3efbbde00874	4/1/2022 13:14	4/1/2022 13:14	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.</p> <p>I also strongly oppose Segment-A. It should not be considered for many reasons, but mainly due to traffic and safety concerns as well as that it destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.</p> <p>Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.</p> <p>Thank you for your consideration of this comment.</p>		Burgess	Russell					_work_for_TxDOT_	
984	f6636b00-21eb-429c-83d4-1db72744c710	4/1/2022 13:14	4/1/2022 13:14	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.</p> <p>I also strongly oppose Segment-A. It should not be considered for many reasons, but mainly due to traffic and safety concerns as well as that it destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side.</p> <p>Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.</p> <p>Thank you for your consideration of this comment.</p>		Burgess	Russell					_work_for_TxDOT_	
985	cb3d6365-0e9e-4f7f-8a21-d19f7f3bd4f7	4/1/2022 13:14	4/1/2022 13:14	<p>No one likes loosing their property to a new road or for the new road to be near them; however, these are the same people who complain about 380 and the traffic on the roadway. Hindsight is 2020 in that 380 should have been widened but the ROW does not exist. I am for option B, it is far less to taxpayers in utility relocations alone along with it appears to impact fewer individuals and businesses. When someone builds in the country of one of the fastest growing area in the nation, they should also understand it will not always be the country. TxDOT needs to do what is best for the largest number of people versus bowing to what a few want because they will be impacted. Someone will always be impacted.</p>		Gurney	Randall						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
986	aebf2121-0c4c-4fd4-857c-de2f4cc801eb	4/1/2022 13:22	4/1/2022 13:22	Road alignments "B" and "C" are a must for this project. DO NOT USE ROAD ALIGNMENT "A" or "D"	Road alignments "B" and "C" are a must for this project. DO NOT USE ROAD ALIGNMENT "A" or "D"	O	B						
987	968695f8-bae2-4774-86bf-f69dd5f01049	4/1/2022 13:22	4/1/2022 13:22	The people who bought houses in neighborhoods along US-380 knew they were buying near a U.S. highway. The people who bought houses in neighborhoods in the path of segment B did their research and chose to buy away from a U.S. highway. This should not even be a proposed route. US-380 needs to be improved, but the improvement needs to stay on the existing 380 route. Segment A may be more expensive, but it's the best option.		Deaton	Vanessa						
988	73b40938-57bd-4008-8f92-73d739113b42	4/1/2022 13:27	4/1/2022 13:27	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380. *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380		Schmidt	Kevin						
989	f9f0c026-7561-41c9-860e-f7ef6b73a986	4/1/2022 13:32	4/1/2022 13:32	I am a Whitley Place resident. I am deeply concerned with the negative impact on Mane Gait's therapeutic horse program for disabled and special-needs citizens. There is also the new private Foundation school located at the corner of First Street and Custer, as well as both the new Prosper High School & a new senior living community- both in the process of being built. Additionally, I am concerned with the devaluation of my own home with the negative impact of such a massive bypass in close proximity to my neighborhood. Prosper had enough forethought to plan for the expansion of 380 through Prosper, and it seems unfair that Prosper should take the hit because of the lack of planning by McKinney. I am 100% opposed to the Option B bypass, especially when there is already room to expand existing 380 in our area.		Douglas	Vicki						
990	fb44868d-5118-4141-8d02-8788ad1eb162	4/1/2022 13:34	4/1/2022 13:34	My name is Sydney Sherley and I have been a resident of Mckinney for over 40 years, the last 16 in Stonebridge, very close to 380. I am totally opposed to Plan A for the expansion. Plan B is considerably cheaper by millions and will not affect destroying homes and home values. Rerouting traffic through undeveloped land is the intelligent and more efficient route to take. My vote is for Plan B.		Sherley	Sydney						
991	6a96a18a-8b47-4127-8d6a-0643e6b7297c	4/1/2022 13:35	4/1/2022 13:35	I moved to this area for the smaller town feel and this is not going to bring anything but mess to this sweet town. I am very opposed to this as a home owner in lakes of la cima. This will cut right over where my son goes to school. Very dangerous and not what parents want for the safety of their children. I strongly oppose this. Thank you		Walter	Sara						
992	c1cc6ecc-7229-40fa-8509-abc770688ab2	4/1/2022 13:37	4/1/2022 13:37	My concerns as a resident of Tucker Hill include the safety of entry/exiting my neighborhood (which currently can be difficult & risky even with a dedicate stop light), the ability of emergency services to reach us, the noise, the poor air quality both during and definitely after construction, the trash & debris that will ultimately & continuously blow into our neighborhood, loss of homes & businesses that this expansion will cause. It will cause our properties value to drop and ruin a peaceful, beautiful & well maintained neighborhood. It will will jeopardize our safety, the health of our air quality, turn our neighborhood into a trash dump for street debris, and bring a level of constant noise that would never allow one to relax. And with all these cars, noise, trash, and pollution, comes people and as always an increase in crimes Tucker Hill currently does not have, nor do we want to offer ourselves up for. No expansion- yes bypass, please. My HOME is not up for debate Thank you.		Critch	Shea						
993	c89cca85-327c-42f1-8c7f-de40e2a7b527	4/1/2022 13:43	4/1/2022 13:43	B has far less impact on businesses as well as the large masterplanned communities on both sides of 380		Smith	Rafael						
994	e7d86125-c3c2-4de1-89d2-7111834a4547	4/1/2022 13:43	4/1/2022 13:43		I strongly oppose the 380 Bypass project in prosper . I am a resident of prosper and have school age children and this is the last thing we need coming through our community. Please do not move forward with this project as this is not why we moved in to this community . Thank you.	Walter	Mike						
995	bf9c5c3f-b201-4ac4-83da-81fcb3a4fb9	4/1/2022 13:44	4/1/2022 13:44	Mr. Endres, I wish to voice my strong opposition to Option B of the 380 Bypass realignment. My reasons are as follows: 1. It has already been reviewed and studied and determined that option A is the best route. 2. Prosper should not have to suffer economic and other negative outcomes due to McKinney's poor planning. 3. Option B would divide the town of Prosper, who has planned appropriately for 380 expansion along the existing 380 route. It would destroy several housing communities under construction and disrupt our tax base significantly. 4. It would endanger and destroy the facilities and abilities of ManeGait therapeutic horse ranch and prevent the invaluable services to those who need it most. 5. Due to the small size of Prosper compared to McKinney, a disruption like this would have a far greater impact financially, tax wise, and community-wise. McKinney can absorb the impact of such a change much easier due to their large footprint and population. Thank you for your consideration		Moss	Clint						
996	4668cd94-89f5-4bc0-8c86-53661fd269d5	4/1/2022 13:46	4/1/2022 13:46	As a resident of McKinney, Alignment B on the west portion and Alignment C on the east portion is a much better fit.		Stillwell	R						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1010	4ea0ed56-7f4b-41d9-8abf-43776e29220a	4/1/2022 14:32	4/1/2022 14:32	<p>I am vehemently opposed to option A as it laid out. As a resident of Tucker Hill. Option B is clearly less impactful to residents of the area. Option B impacts barely over 1 mile of the populated area.</p> <p>Option A will impact residents and businesses between Custer and Ridge for the next 3-5 years. As a parent to two young teenagers...one 16 and driving and another that will begin driving in 2 years. Option A will make this area very dangerous for drivers. Additionally Option A would place major hwy traffic on 3 sides of our neighborhood. Noise pollution would be off the charts</p> <p>Please consider the very real issues that Option A brings to the table.</p> <p>Kip Carr</p>		Carr	Kip						
1011	b8a809b9-e120-4700-87ee-13dccc80c334	4/1/2022 14:35	4/1/2022 14:35	<p>I am strongly opposed to Option A for the US380 expansion project for the following reasons.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Option A displaces a total of 17 businesses, Option B displaces ZERO <input type="checkbox"/> Option A cost to relocate utilities is \$61M, Option B is \$25M <input type="checkbox"/> Option A total cost to acquire ROW (right of way) is \$178M, Option B cost is \$137M <input type="checkbox"/> Option A total cost of design/construction is \$450M, Option B is \$428M <input type="checkbox"/> Option A total cost is about \$100M higher than Option B <input type="checkbox"/> Option A impacts more acres of wetlands, rivers/streams, and forest/prairies than Option B <input type="checkbox"/> Option A impacts 14.9 acres of Statewide Important Farmland, Option B only 2 acres <input type="checkbox"/> Option A's increase in noise would have a severe negative impact on the established Stonebridge Ranch neighborhoods. Option B does not come as close to any existing neighborhoods. <input type="checkbox"/> Option A would cause increased traffic on Stonebridge Ranch Dr & Ridge Rd which both have elementary schools very close to 380: Wilmeth Elementary and McClure Elementary. 	<p>I am strongly opposed to Option A for the US380 expansion project for the following reasons.</p> <ul style="list-style-type: none"> • Option A displaces a total of 17 businesses, Option B displaces ZERO • Option A cost to relocate utilities is \$61M, Option B is \$25M • Option A total cost to acquire ROW (right of way) is \$178M, Option B cost is \$137M • Option A total cost of design/construction is \$450M, Option B is \$428M • Option A total cost is about \$100M higher than Option B • Option A impacts more acres of wetlands, rivers/streams, and forest/prairies than Option B • Option A impacts 14.9 acres of Statewide Important Farmland, Option B only 2 acres • Option A's increase in noise would have a severe negative impact on the established Stonebridge Ranch neighborhoods. Option B does not come as close to any existing neighborhoods. • Option A would cause increased traffic on Stonebridge Ranch Dr & Ridge Rd which both have elementary schools very close to 380: Wilmeth Elementary and McClure Elementary. 	COGGIOLA	DAVID						
1012	4f71318a-2831-4cb7-87dc-fec1f0d3f5be	4/1/2022 14:40	4/1/2022 14:40	<p>I would prefer to see "B" put in place. This would be of great benefit to the entire Stonebridge Ranch Community.</p>		Carson	Ted						
1013	940da692-992d-432b-8e5b-cea6cee68813	4/1/2022 14:40	4/1/2022 14:40	<p>If the intent is to divert traffic, option B and C seems obvious.</p>		Hirvela	Emery						
1014	8fcc4b7e-a851-445d-8a2a-5178ffd9b306	4/1/2022 14:40	4/1/2022 14:40	<p>I fully understand the need for commuters to find an easier way to get to Central from 380. However, it is clear that Option B must be chosen. To permanently disrupt major businesses and homeowners along the A route would be a stunning blow to McKinney. The lost tax revenue to the city and state, the inconvenience to a MUCH higher number of commuters during buildout would cause irreparable harm to our city and lifestyle. Option B would clearly be MUCH less disruptive, would create a better experience during buildout and would cost far less from a build out and lost tax revenue perspective. Impacting 1.14 miles in a sparsely populated area on option B would be far superior than majorly and permanently disrupting the lives, businesses and health care providers. Lastly, the environmental impact would be far less - less traffic, less congestion and less complaining from commuters and inhabitants if option B was chosen.</p>		Kohl	Mike						
1015	62e5c461-51f5-42e4-8fcf-b34479785744	4/1/2022 14:47	4/1/2022 14:47	<p>I am writing to strongly oppose Option B through Prosper for the expansion of 380. This will have significant negative impacts on the city of Prosper, who has planned our city appropriately for 380 expansion. It will destroy several communities currently under construction, erode our tax base, and prohibit a world class institution (ManeGait) from delivering therapy to the disabled.</p> <p>In addition, putting the expansion in Prosper will effect a much larger percentage of Prosper compared to McKinney due to our smaller size, both economically, environmentally, financially (taxes), noise pollution, air quality and safety. McKinney is larger in size and populace and therefore can absorb this impact easier.</p> <p>Placing the expansion has much more to consider than simply which option allows for the fastest traffic flow.</p> <p>Please do not let McKinney's poor planning become Prosper's problem.</p> <p>Thank you.</p>	<p>I am writing to strongly oppose Option B through Prosper for the expansion of 380. This will have significant negative impacts on the city of Prosper, who has planned our city appropriately for 380 expansion. It will destroy several communities currently under construction, erode our tax base, and prohibit a world class institution (ManeGait) from delivering therapy to the disabled.</p> <p>In addition, putting the expansion in Prosper will effect a much larger percentage of Prosper compared to McKinney due to our smaller size, both economically, environmentally, financially (taxes), noise pollution, air quality and safety. McKinney is larger in size and populace and therefore can absorb this impact easier.</p> <p>Placing the expansion has much more to consider than simply which option allows for the fastest traffic flow.</p> <p>Please do not let McKinney's poor planning become Prosper's problem.</p> <p>Thank you.</p>	Moss	Owen						
1016	fb6a174f-d77f-4ef4-8a0b-b38ccbf95ed	4/1/2022 14:49	4/1/2022 14:49	<p>This is very inconsiderate. Prosper is already a small Town. The do not need an Highway to go through it. This will destroy everything Prosper stands for. Please rethink this proposal</p>		Aina	Oluwaseun						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1017	3e0fdd78-87ab-4353-8fed-fc8c1883acc1	4/1/2022 14:49	4/1/2022 14:49	<p>As a homeowner and citizen of McKinney, TX, I strongly support the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.</p> <p>Segment-A should not be considered for the following reasons:</p> <ul style="list-style-type: none"> - It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. - The cost of Segment-A is \$99 million more than Segment-B - It will require the installation of expensive water pipes (ducts) over 380. - It will decrease traffic safety on neighborhood streets diverted from Highway 380, increasing traffic, noise and pollution <p>Segment B is the best option to improve traffic flow in our corridor while also preserving economic business and residential vibrancy of our community.</p>		Contreras	Ryan						
1018	349c4957-28d4-4d3f-8a1c-beecb055c349	4/1/2022 14:49	4/1/2022 14:49	<p>I am writing to strongly oppose Option B through Prosper for the expansion of 380. This will have significant negative impacts on the city of Prosper, who has planned our city appropriately for 380 expansion. It will destroy several communities currently under construction, erode our tax base, and prohibit a world class institution (ManeGait) from delivering therapy to the disabled.</p> <p>In addition, putting the expansion in Prosper will effect a much larger percentage of Prosper compared to McKinney due to our smaller size, both economically, environmentally, financially (taxes), noise pollution, air quality and safety. McKinney is larger in size and populace and therefore can absorb this impact easier.</p> <p>Placing the expansion has much more to consider than simply which option allows for the fastest traffic flow.</p> <p>Please do not let McKinney's poor planning become Prosper's problem.</p> <p>Thank you.</p>	<p>I am writing to strongly oppose Option B through Prosper for the expansion of 380. This will have significant negative impacts on the city of Prosper, who has planned our city appropriately for 380 expansion. It will destroy several communities currently under construction, erode our tax base, and prohibit a world class institution (ManeGait) from delivering therapy to the disabled.</p> <p>In addition, putting the expansion in Prosper will effect a much larger percentage of Prosper compared to McKinney due to our smaller size, both economically, environmentally, financially (taxes), noise pollution, air quality and safety. McKinney is larger in size and populace and therefore can absorb this impact easier.</p> <p>Placing the expansion has much more to consider than simply which option allows for the fastest traffic flow.</p> <p>Please do not let McKinney's poor planning become Prosper's problem.</p> <p>Thank you.</p>	Moss	Emily						
1019	716bbb14-9511-48f2-8695-7c3d6b5ce6ea	4/1/2022 14:51	4/1/2022 14:51	I prefer option C.		Roberts	Leslie						
1020	1d33d0d3-43ef-43e8-8ee9-879457834a38	4/1/2022 14:52	4/1/2022 14:52	<p>One of the reasons we value Prosper so much is the lush, open landscape that this small town provides.</p> <p>Running a 12-/8-lane freeway through these areas will significantly and adversely impact the traffic and quality of life environments.</p> <p>We can widen the existing 380 route without destroying the identity of the Town of Prosper.</p>		IG	IG						
1021	7133efab-fb06-4880-82e0-8ab6686eff38	4/1/2022 14:52	4/1/2022 14:52	<p>One of the reasons we value Prosper so much is the lush, open landscape that this small town provides.</p> <p>Running a 12-/8-lane freeway through these areas will significantly and adversely impact the traffic and quality of life environments.</p> <p>We can widen the existing 380 route without destroying the identity of the Town of Prosper.</p>		IG	IG						
1022	9eb68c0a-1a27-4948-813a-d046c1ceee82	4/1/2022 15:10	4/1/2022 15:10	Option b. Cheaper and less destructive to existing hone values as well as small business		F	S						
1023	6a614bcc-3b23-4f15-8d9c-0019a9353d9f	4/1/2022 15:10	4/1/2022 15:10		As a resident of Stonebridge Ranch and a business owner with a booming business on 380 and Stonebridge Drive, I support option B, as the proposed option A will cause great disruption to our community.	B	J						
1024	1ac937c0-7227-419a-8684-1b331f372721	4/1/2022 15:11	4/1/2022 15:11	I am requesting and supporting Segment A for the 380 bypass project and absolutely against and object to Segment B		McGregor	Caroline						
1025	4abb8afd-820c-4e03-8e4a-792d81a006bb	4/1/2022 15:18	4/1/2022 15:18	As a homeowner and citizen of McKinney, TX, and someone that lives less than 1/4 mile from 380/Stonebridge, I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment A.		Thurrow	Jason						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1026	4abd83f1-f608-484a-8b13-120fd4370332	4/1/2022 15:21	4/1/2022 15:21	I select B bypass and say NO to A bypass. The A bypass would totally disrupt any way to get in or out of our neighborhood as we only have one way to enter and exit Tucker Hill! It would disrupt any way for emergency vehicles to get into Tucker Hill! The destruction and disruption to businesses along 380 would be horrible! The noise and pollution would be unbearable if bypass A was passed! It would cost millions and millions more if A was selected. In bypass B is selected, it only takes 1.14 miles of Prosper land. Land that is underdeveloped at this time. Bypass A would destroy mile after mile of existing homes and businesses! Please make the SMART and INFORMED decision and select BYPASS B!! Thank you!		Dorton	Christina						
1027	cbb493b3-6100-43f7-88f4-ead41b6e6de0	4/1/2022 15:24	4/1/2022 15:24	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. Segment-A should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.		Wolfe	Thomas						
1028	0ac23c99-42cb-439a-83df-d7a8aa65e1e9	4/1/2022 15:26	4/1/2022 15:26	I am against option B. Keep 380 on 380.		K	Lauren						
1029	7ca70f63-1a28-4815-81ba-c98d3cbf5047	4/1/2022 15:27	4/1/2022 15:27	Please remove segment B from consideration. It is disruptive to a large portion of the small town it cuts through - creating a massive variance to the existing and planned neighborhoods and schools. It simply doesn't make sense to consider this option when other approaches exist that are more in line with the current alignment.		Uber	Mike						
1030	aae42565-d5e4-4d64-8d81-e3939a46cda2	4/1/2022 15:27	4/1/2022 15:27	As a homeowner, I strongly support the Project 380 Segment B bypass. This is the least disruptive option to businesses, homes, and neighborhoods. Segment B will also save \$99 million dollars which can be used for future improvements.		Cagle	Paula						
1031	6b8d9521-2eca-425c-896d-12ef32008276	4/1/2022 15:29	4/1/2022 15:29	I strongly oppose Option B due to the negative affect it will have on Prosper, ManeGate Therapeutic horse center and the Prosper housing developments.		Mawson	Jolene						
1032	5edca76e-637f-4a8e-8c4e-192cce9cb017	4/1/2022 15:35	4/1/2022 15:35	Against Option A as it disrupts two existing elementary schools and significantly more existing residential areas than Option B. There is still time to plan development around the proposal for Option B while the Option A development along 380 between Ridge and Custer has been in existence for many years. Home valuations, noise, and air pollution would all be more impacted by Option A.		Fulenchek	Brandon						
1033	52cb3804-822f-4628-8f0e-645d39ad30d5	4/1/2022 15:36	4/1/2022 15:36	This plan negatively affects the Town of Prosper in the largest way compared to other options. Prosper should not have to bear the negative brunt of this project because McKinney has the power to stop it affecting them! All areas involved should have some culpability. The biggest problem I see is impacting ManeGate Therapeutic Riding and Therapy. Special needs individuals deserve to have their property remain intact as they have very few places to go that support them anyway. The Town of Prosper should not bear all the brunt of this project because TXDOT didn't take care of this project in years past before it became such a huge issue. As it is, it will affect all of us negatively with the extensive construction and time constraints.		Kunde	Jeffrey M						
1034	7abe93ea-0cc6-4c31-80f0-9aebbdee36f3	4/1/2022 15:38	4/1/2022 15:38	Option A for the US380 loop will create even more additional congestion to an already congested road. The only access into and out of Tucker Hill is 380. The added amount of traffic will add air pollution and road noise to an established neighborhood. All of the above will definitely impact the quality of life in these areas. According to your own data Option B is cheaper and disrupts less businesses. Your study also said that other Therapeutic Horse Facilities were surveyed and were able to work successfully with major highways around them. Why would you want to spend more money, disrupt more businesses and impact the quality of life in neighborhoods that are already in place? Are "future possible" neighborhoods more important that already established ones? I can see no advantage to the Option A plan and many disadvantages!		Carr	Mary						
1035	fc6e1ffc-9b55-4471-8e41-061438ba7f8a	4/1/2022 15:44	4/1/2022 15:44	Opposition to Route B. This will impact numerous schools and businesses. Our schools are already overcrowding & this plan would only make things worse. Please reconsider		Piotrowski	Colleen						
1036	7c066ee1-59e5-4592-8ac4-8ede37735848	4/1/2022 15:58	4/1/2022 15:58	Segment B runs directly through a quickly developing section of the Town of Prosper causing significant environmental impacts on the human and natural environment by adding a new and unplanned interstate through Prosper versus using the existing alignment within Town limits. Segment B is in close proximity to existing and future schools including high schools impacting thousands of students. Segment B poses a significant, negative impact to both existing and future residential and commercial developments planned within the Town. The alignment would directly impact over 360 future homes and thousands of residents and indirectly impact many more.		Savy	Dmitry						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1037	64cdc961-3f70-424c-8afa-70eb0f6cb1a1	4/1/2022 15:58	4/1/2022 15:58	I oppose to ALL US 380 SEGMENT B in this area as a highway as big as 75 will directly impact homes, schools, businesses & much need non-profit organizations by decreasing value of homes, increase of traffic & noise, pollution, safety of our residents, especially students (drivers as well). It will literally tear The Town of Prosper down. Many of us moved here 10, 15, 20+ years ago to get away from the DFW metroplex for a more easy and safe living environment. We've worked hard to build a beautiful community and this will basically diminish that.		Strickland	Tracy						
1038	6d833b9e-cd53-4d00-82d5-b3023ea8e549	4/1/2022 16:00	4/1/2022 16:00	The route would remove people from their homes in order to accommodate construction. Homeowners, families, etc, should not be removed from their homes in order to create space for vehicles travel. There are too many options available for land not being utilized currently for this to impact homeowners. In a market that it is already insanely difficult to find (or afford) a home in Prosper, no one should be put through that agonizing process on purpose. Strongly oppose segment B.		Blair	Ellie						
1039	dde62639-19f5-4663-8d59-39720cc894d0	4/1/2022 16:00	4/1/2022 16:00	Section B should not even be an option! Having a freeway go between a school and therapeutic facility is a terrible idea. Why should places of education in one town be required to suffer because of lack in city planning of another town?		Heistand	Kristi						
1040	10a5586d-a3b7-486e-8383-ef0bb6cbdb4b	4/1/2022 16:07	4/1/2022 16:07	I vote for route B as opposed to route A. There are schools in the area of Stonebridge and Ridge that need to be considered. People already speed down 380 and Ridge. Putting the bypass in that area will attract more traffic that will continue to speed plus generate more noise to those students trying to learn at the Goddard school on the corner of 380 and Ridge, McClure elementary school next door, and Applebee Montessori on Stonebridge near 380. The A route would dump the bypass in an area that is largely already commercial.		Geiger	Courtney						
1041	d92ced4c-568e-497c-84a4-0cd6dc02ccdc	4/1/2022 16:08	4/1/2022 16:08	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380.		harvard	Nancy						
1042	5da8520d-e14e-47ad-8125-f29b7134b6c2	4/1/2022 16:09	4/1/2022 16:09		I support option B as it is the least disruptive and least costly. I also think option B creates more opportunities for much-needed business growth.	Rodriguez	Sam						
1043	c585cfb8-91fc-4358-8cf3-c831b8a85acb	4/1/2022 16:11	4/1/2022 16:11	No to Segment B!!!! For 380		K	B						
1044	11f7d2a0-59d2-43cd-8819-092cbab05d02	4/1/2022 16:13	4/1/2022 16:13	I do not think "A" near Ridge and University is a favorable spot because it is right by the Stonebridge residential area and an elementary school - such projects and their resulting thru traffic should be situated away from residences and schools as much as possible - redirecting to a more commercial area is recommended for both commuters and residents.		Geiger	Karl						
1045	a401db91-9c49-4795-856e-5d9614d24bca	4/1/2022 16:14	4/1/2022 16:14	I am opposed to segment B. Keep 380 as is in Prosper.		Liu	Steve						
1046	0064b59c-8979-4c67-8b93-cea5e659b769	4/1/2022 16:14	4/1/2022 16:14	This location would put the highway directly into the path of the FCA Prosper Campus, this will cause pollution detrimentally effecting 600+ students health and learning ability. This is unacceptable for the state to put children in this situation. Several Studies have been done regarding schools next to highways and have concluded they can cause severe health and learning issues. here are a couple of links to articles explaining just some of the effects of a highway next to a school, which include, Lung Development issues, asthma attacks, lower test scores, increased behavior issues and so much more. Please do not put this next to a school that is servicing our community. https://ssti.us/2019/08/05/proximity-to-highways-affects-long-term-school-performance/ https://publicintegrity.org/environment/the-invisible-hazard-afflicting-thousands-of-schools/		Ventre	Dawn						
1047	1d953746-8328-4a81-80ae-0fdce402022f	4/1/2022 16:15	4/1/2022 16:15	No to Segment B!!!! For 380		K	J						
1048	14943ae9-a7e0-4d9e-80fd-88276cd19ed7	4/1/2022 16:16	4/1/2022 16:16	No to Segment B!!!! For 380		H	J						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1049	0ff72d47-4f61-4965-8a4c-4e2b713eaf10	4/1/2022 16:24	4/1/2022 16:24	As a Stonebridge Ranch homeowner I strongly support 380 segment B. Not only is this solution lower cost but is also the least impacting to homeowner values and is in the best interest of the majority impacted by 380 bypass.		Laing	Jeff						
1050	727c5d58-859a-4b37-8bde-779499a5bc1	4/1/2022 16:26	4/1/2022 16:26	I live in Gentle Creek. I own a home. I oppose segment B that runs through Prosper because it will displace people's homes, schools, businesses and most of all ManeGait's, which is a integral part of our community for veterans and disabled children; who are mentally, physically, emotionally, cognitive and sensory challenged. These 2 types; the disabled and children, have protected status under the laws of our government. Americans with Disabilities Act. This legislation prohibits discrimination and guarantees people with disabilities the same opportunities as everyone else. The Environmental Justice mission is to promote no discrimination in federal programs including federal highway projects. Therefore ManeGait should have protected status in Prosper. Traffic noise is another detriment to this area which would effect in a negative way the serene environment needed for this type of therapy. Again, i oppose any rerouting of 380 into Prosper, Texas. Thank you.		Morozzo	Deborah						
1051	0f8d2bee-8f0b-4836-80c0-c9407f520da1	4/1/2022 16:26	4/1/2022 16:26	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the also strongly oppose Segment-A. It should not be considered for the following reasons: *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.		Albrecht	Marty						
1052	37346da3-fa5a-445a-8985-9c78621b8fa1	4/1/2022 16:28	4/1/2022 16:28										
1053	b7e51bb8-f7bc-4738-8272-826f6608656c	4/1/2022 16:35	4/1/2022 16:35		My wife and I support segment b	R	M						
1054	5e6fe63f-ff6d-4f75-87a1-e66d2e039c8d	4/1/2022 16:41	4/1/2022 16:41	I am against option B.		H	Bria						
1055	b919a7fc-c4f8-4f12-867d-ab90cb7c97da	4/1/2022 16:43	4/1/2022 16:43	We do not want the 380 by pass in the Celina prosper area, stop trying to destroy our farm land and our communities.		Dw	Dw						_am_a_business_owner_
1056	91a08d1f-4247-408f-8eb3-98629539510e	4/1/2022 16:44	4/1/2022 16:44	I'm strongly opposed to Option B. It dissects several major housing developments (current and already being developed), close to two schools, and comes way too close to Manegait Therapeutic Horsemanship which serves many children and adults with disabilities, as well as our military veterans that face their own disabilities trying to adjust to life after serving. I've lived on the immediate area for over twenty four years and have seen the carefully planned and managed growth of the little town I moved to. Let's allow Prosper to continue to grow in a managed way and continue to prosper. I believe that Option A would be less disruptive to all, and the environment, if we can't keep US 380 on US 380.		Dye	Joseph						
1057	43ed3532-6fc2-4af1-8990-707014eda2cf	4/1/2022 16:44	4/1/2022 16:44	Option B would destroy Prosper. Keep 380 on 380		Nathe	Bob						
1058	9b16732b-2045-4a1c-89ba-86c505b403f8	4/1/2022 16:46	4/1/2022 16:46	Plan B is my choice.	Plan B costs less and routes traffic better. Protects Stonebridge established community.	Bentley	Daniel						
1059	63a14f1a-c643-42df-885f-8451006ca445	4/1/2022 16:48	4/1/2022 16:48	I prefer Route B for a lot of reasons.		Miles	Garyld						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1060	6fb14314-9e82-4d12-80e1-5283bfb7d923	4/1/2022 16:50	4/1/2022 16:50		As it is drawn up, I support Route B. My question is . . . how much traffic will actually be diverted to the bypass? Will trucks be required to take the bypass as opposed to coming through town? What is the estimate for the amount of traffic that will be relieved on the original strip of 380 when a bypass is constructed? With the growth in Raytheon, businesses and housing even when the bypass is complete it seems we will be exactly where we are now . . . RATED F still for safety etc. I live off 380 on Meandering Way. Our quality of life is directly affected by the amount of traffic on 380!	Langford	Doris						
1061	2c9b0ee5-717b-42ba-80f4-e5fa11f387b4	4/1/2022 16:53	4/1/2022 16:53		Speaking as someone who owns a home immediately adjacent to 380 and Stonebridge, I am deeply concerned about the impact that option A will have on our community. As an alternative, I would strongly support option B for the 380 bypass. Not only does it directly affect fewer businesses and homeowners, it also is the less expensive option by a fair margin. Option B appears to be the best option for all parties involved.	Bowman	Brandon						
1062	b66a6953-1a77-4ce4-8df4-01c3bffc63d0	4/1/2022 16:53	4/1/2022 16:53		I strongly oppose Option A which will have a severely negative impact to La Cima and the along with it's alignment of Wren Creek, Tucker Hill, Kensington, and Ridge Crest before it veers north. The highway will be noisy, unsightly, and will completely disfigure our undisturbed nature preserves at the La Cima pond and adjacent green belt and preserved wetlands. It will also have the same negative impact on the upscale West Grove entertainment hub that you and the council have worked so diligently to bring to our corner of McKinney. Another reason I strongly oppose Option A is the safety of our children who need to take 380 to get to both Mckinney Boyd and Mckinney North High Schools. This will make it more difficult and dangerous for our young drivers to get to school. We support the Option B alignment which has US 380 veering north about a half mile west of Custer. Prospers claim of the shut down of MainGait is just not truthful. Please look at your own analysis of this project.	Denne	Alison						
1063	c0c8a9f1-9a44-4b8c-8c8f-e95f3620b860	4/1/2022 16:55	4/1/2022 16:55		To Whom It May Concern: My name is Camille Chan and I live at [REDACTED] in Tucker Hill. When I bought my house 1 1/2 years ago I thought I had found a forever home, quiet, beautiful with a wonderful neighborhood with amazing people! Never in my dreams would I have bought here if I had known an 8 lane freeway would be built directly in front of our entrance with no signal light, no way to turn left, the noise and pollution will be terrible for all the people in Tucker Hill and parts of Stonebridge. The freeway will also veer up the east side of Tucker Hill directly next to my home. The noise, air pollution and the visual will be like living in the middle of a city. I am terrified that I will be stuck with a home that will be unsellable in that environment. Our peaceful neighborhood will be destroyed by Segment A. If Segment A is implemented the traffic from before Custer through Ridge Dr. will be impossible. How will we be able to get in and out of our neighborhood?	Chan	Camille						
1064	083e6e73-9b2e-4b75-8f3b-ca1849ffe09b	4/1/2022 16:58	4/1/2022 16:58		I prefer option B and C	Richardson	Keresa						
1065	a5707c35-7911-4ab3-8457-1d30ac162b22	4/1/2022 17:00	4/1/2022 17:00		TxDOT has proven itself incompetent time and time again -- rather than widening and opening up 380 as it stands -- even with something as benign as putting linear overpasses in (as at Prestory/380) they opt for the far more intrusive stop lights every few hundred feet. The small communities there do not need additional lights (and could stand to lose most they have) if a simple overpass/frontage road system would go up along their 'busier' (exaggerating) needed intersections. The entire breadth of 380 from Greenville to beyond Denton needs a full expansion. TxDOT does NOT need to infringe upon the surrounding communities and dissect the traffic to make additional/multiple avenues poorly implemented. Expand along the already existing road where you can -- earmark the locations you currently can't -- quit fling up in the first place. I oppose the entirety of this alternate exchange and recommend scrubbing the whole idea.	B	A						
1066	43811716-1c61-4dbf-8e49-3d8355c24baf	4/1/2022 17:05	4/1/2022 17:05		Please see file upload	Wooley	Diana						_am_a_resident_
1067	93bd75f6-afcd-4c84-858d-f989539504bc	4/1/2022 17:12	4/1/2022 17:12		Thank you for your careful work. This project is extremely important to the ability to travel safely in this area. I live near where A, B, and E come together. I strongly favor moving forward with construction using B, E, C. I know there are what I believe to be vocal minority groups already moving to protest the route. I hope you will move forward with the best route for all people. It appears to me you have done your best to minimize the impacts with all of the routes of this needed project. Thanks for your hard work!	Powell	Lee						
1068	03d237db-8cd4-4887-82cd-53db95b9b6f7	4/1/2022 17:14	4/1/2022 17:14		As a fourteen year resident of McKinney, I would like to state my support for option B as apposed to option A. Option B would be much less disruptive of businesses and residents in the area. It also would cost much less in dollars in complete.	Gasser	Dale						
1069	8e2985b0-87c7-410e-81ea-5d9042897fe7	4/1/2022 17:15	4/1/2022 17:15		I am a resident of Tucker Hill and have concerns with the proposed 380. I feel option B would impact less business and my neighborhood. Without a dedicated light it forces u turns and increases accidents. Clean air and noise concerns with 3 sides surrounded with plan A. You job is to make the right decisions and impact fewer disruption to citizens. Meaning plan B is the only path to take to accomplish this. We have families and the construction from Ridge to Custer a nightmare not just the next 5 years but 20! Please consider the better option. Plan B.	Glover	Cynthia						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1070	639be5df-da3e-495a-8b7a-998f498de46b	4/1/2022 17:16	4/1/2022 17:16		As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is the least expensive option by nearly \$99 million. I strongly oppose Segment-A. It should not be considered for the following reasons: - it destroys and removes 17 businesses West of the 380 and Custer intersection on the North side. - the cost of Segment-A is \$99 million more than Segment-B - it will create an overpass on 380 over Stonebridge Drive and Custer Road - it will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive. This will increase noise and pollution in our neighborhoods and reduce our property values during construction as those are the only roads leading South from 380	Bowman	L						
1071	b8dd0147-8c0b-444b-8176-cd99cf0b2693	4/1/2022 17:16	4/1/2022 17:16	PLEASE do not ruin Prosper!! We greatly oppose option B! The Town of Prosper planned ahead and set aside land for 380 to be widened along 380. Option B would divide our town in half, affect families' homes and schools, and ruin Manegait, which helps those with special needs. One of the main reasons we moved from McKinney to Prosper was for the small town feel and how it was laid out-this would negate all that.		F	Stacey						
1072	cace9344-18d2-49b1-8ee8-6523c1200dfe	4/1/2022 17:31	4/1/2022 17:31	Strongly oppose a bypass through Prosper. Prosper followed the zoning guidelines and planned for 380 to expand: McKinney did not. Keep 380 on 380 as planned. Do not disrupt the town of Prosper it's schools, students and residential communities. Do not hurt or possibly destroy Maingate, as they serve the needs of deserving people that need their services. Be responsible and keep the 380 bypass out of Prosper Texas,		Salisbury	Larry						
1073	d0266364-5682-4354-88a7-3a3cf6949c71	4/1/2022 17:34	4/1/2022 17:34	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.		Z	SJ						
1074	97fff402-7f29-44b4-8481-a3383079d277	4/1/2022 17:39	4/1/2022 17:39	Unsure why McKinney's failure to plan is Prosper's problem. Looking back this is ultimately the root of the problem (& that a Judge lives in McKinney on 380 used his money and power to influence others) Please do not destroy the town, the area, the school, and the plans the town of Prosper has for its future.		H	D						
1075	ff083177-4eee-4103-8cab-fc7a8f8bdc9b	4/1/2022 17:39	4/1/2022 17:39	Unsure why McKinney's failure to plan is Prosper's problem. Looking back this is ultimately the root of the problem (& that a Judge lives in McKinney on 380 used his money and power to influence others) Please do not destroy the town, the area, the school, and the plans the town of Prosper has for its future.		H	D						
1076	402adba6-5a79-4bfb-897b-7ce90c0e825f	4/1/2022 17:39	4/1/2022 17:39		I am a resident of Melissa and the traffic on the existing 380 to anywhere west is out of hand. I welcome these improvements and the ability to get to Frisco more quickly.	Strobel	A.						
1077	96888bfb-b3b9-439c-8dbe-9c31ce482e80	4/1/2022 17:41	4/1/2022 17:41	The alignment of C,E, and B is what makes the most sense and are the less intrusive. The C alignment helps in not having to have extra elevated roadway than the D selection. The B alignment goes through less populated areas than the A would and it would let you go beyond Custer Rd, which would take a burden off of Custer traffic. The C, E, and A alignment is not long enough to matter to by-pass McKinney and I fear would not be in the best interest to all.		Garza	Eddie						
1078	46bcde1c-81e7-4ddb-8b17-9b3a12e45482	4/1/2022 17:44	4/1/2022 17:44	I strongly SUPPORT the Project 380 Segment-B bypass option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It's also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.		Logue	Janet						
1079	bb58032b-27a5-4ffb-88b6-43286f58605b	4/1/2022 17:48	4/1/2022 17:48	My name is Jim Bridges and I am the President of the Prosper ISD Board of Trustees. I strongly oppose the Option B routing. Three of our schools are in the route of this path as is another significant piece of district property that may be used for schools as well. Nothing is more important that our student safety and I believe that this Option B routing will endanger our students, particularly as they move to and from out campuses. Additionally, the certain reduction in taxable values will result in less revenue for our growing district and a reduced level of educational services. Please remove this destructive option from your consideration. Thank you!		Bridges	Jim						
1080	21420ee6-b5c5-469f-86f1-ada45593a34d	4/1/2022 17:49	4/1/2022 17:49	I oppose the proposed Segment B which will divide Prosper. McKinney shouldn't make Prosper sacrifice due to that City's poor planning. The proposed segment B is not a compromise.		Huynh	Jimmy						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1081	d7dadf03-7109-4920-89dd-3c9e059f5f3a	4/1/2022 17:52	4/1/2022 17:52	I am writing to STRONGLY support segment B over segment A. Not only is the proposal for segment A significantly more expensive, segment A would displace many real, existing businesses and home. The real impact of segment B is significantly less and the concerns those against B are bringing are largely about proposed development or things not yet in existence. Things that actually exist today need to take priority over those proposed for future development, and human-populated areas should be given priority to remain over ranch land.		Nelb	Katherine						
1082	a6b3dbd4-fadb-4c75-87e7-737736933657	4/1/2022 17:58	4/1/2022 17:58	I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive & Custer Road. *380 will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.		Logue	Andrew						
1083	29b01fc2-35bb-44df-8159-beae9a1a1d9d	4/1/2022 18:00	4/1/2022 18:00	Proposed path B, E & C are the most logical. While I have no desire to eliminate more of our beautiful countryside I frequently enjoy it makes no sense to add potentially heavy amounts of traffic to roads such as Stonebridge Dr. and Ridge Rd. These roads were not designed to support any more traffic than they already are not to mentioning adding the potential danger to residents in these areas.		Adams	Mike						
1084	bc261e5d-703b-487c-8a57-ca1341319ec1	4/1/2022 18:03	4/1/2022 18:03	My family moved to Prosper from Just outside NYC in the summer of 2020. We made a bold move to leave family and friends for work opportunities, to get away from the restrictions of Covid in the NE, and to give our two boys the opportunity to experience a similar upbringing as both my wife and I enjoyed around community, family and friendships. After a few visits, we chose Prosper over other neighboring towns for its community, fast growth, and schools. To date, we have not looked back and know that we've made the right decision. We are completely opposed to Option B as it would destroy or significantly inhibit all of the things that we came to this town and state to enjoy. The impact that Option B will have to home values, decreased tax revenues, stymied economic growth and knock on effect to schools will be devastating. There are never easy options. Someone will always be impacted. Option B will have a more negative impact than A.		Pursley	Sean						
1085	11638758-2500-47af-8940-8035c541388d	4/1/2022 18:08	4/1/2022 18:08		Option B is the best and least expensive way to go. Why would the state even consider option A with the most destruction and most cost? I live in Tucker Hill and option A will result in hazardous air quality for us and Stonebridge and surrounding areas not only during construction, but also long term with the increased traffic. We only have access in and out of the hood via 380. There is NO OTHER way in or out. Option A will definitely make emergency situations for fire or medical almost non-existent for Tucker Hill. Please choose OPTION B.	Reynolds	Diane						
1086	9679944e-ca62-4788-8a52-f2f8c86d6b19	4/1/2022 18:11	4/1/2022 18:11	As a homeowner and citizen of McKinney, Tx, I strongly support option B in the proposed improvements to 380. It will be less expensive and less disruptive than option A.		Massey	Janie						
1087	40d6ce22-47d4-4551-86b7-a5c6d5575e63	4/1/2022 18:13	4/1/2022 18:13	I prefer B and not A		Terilli	James						
1088	94c10a0b-5ea9-49b5-8be1-8de356761c66	4/1/2022 18:20	4/1/2022 18:20	In favor of Option B. Option A would be profoundly disruptive to established neighborhoods, and dump heavy traffic into an area with a planned mixed-use development ("West Grove") that will itself be generating additional vehicle and pedestrian congestion. Option B will more effectively route thru-traffic around the busiest portions of 380 farther west for easier connection to Preston and the Tollway.		Robbins	Gordon						
1089	e9fb31ad-e802-4ded-8d80-f40353eae025	4/1/2022 18:26	4/1/2022 18:26	I highly support option B. This option will provide less pollution, less loss of businesses and jobs and is only disruptive to a few. The other options are devastating to neighborhoods on 380. Please the other options will slow emergency vehicle response and provide poor air quality.		Midkiff	Lee						
1090	1872a649-1d42-4cc1-8bda-203dd7245ba3	4/1/2022 18:33	4/1/2022 18:33	I vote for Segment - B. It is more practical, cost efficient and impacts fewer residences and businesses than any of the other options.		Jackson	Robert						
1091	1246324e-ab39-4e07-80e7-f93cd4d709f9	4/1/2022 18:41	4/1/2022 18:41		Please look at what many other countries have done and been very successful. They built an express highway above the current highway. It has been proven to be cheaper, faster and with less traffic interruptions. The existing highway becomes a local route. Please consider building the sections offsite, and then assemble onsite	McCarty	Ken						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1092	ca1c815b-d2bb-4061-89b3-1b913c93f523	4/1/2022 18:46	4/1/2022 18:46	This segment runs through residential communities, a therapeutic horse riding facility that helps disabled kids and adults, and schools. The main 380 highway is dangerous enough and it was built before the homes, so it seems insane to try and squeeze a new segment of 380 into an area that's already populated.		Power	L.						
1093	27260739-7a1c-4f6d-8542-c4fe1a54ad30	4/1/2022 18:48	4/1/2022 18:48	Option B IS THE ONLY GOOD CHOICE		Kenny	Kenny West						
1094	cdc95b27-941c-471d-8c09-4530b3359663	4/1/2022 18:49	4/1/2022 18:49		My wife and I own a home in Tucker Hill which backs up to Highway US 380. We prefer designated route B to prevent relocating our home as well as others in our neighborhood which built our homes within the past few years.	Hedgpath	David						
1095	45dec211-d05a-44b2-8f89-9df4f85b048f	4/1/2022 18:51	4/1/2022 18:51	I support Segment B. Thanks!		Yuan	Jing						
1096	f22a6540-a2dc-42d1-80f2-625c00867358	4/1/2022 18:52	4/1/2022 18:52	I am opposed to both C & D routes of the expansion. I live in Willowwood and will be greatly affected by either route. Why not use the Collin County outer loop as it was initially designed for. I back up to the wetlands and if this goes thru my home will be devalued and using my back yard will be impossible due to road noise. Also Hwy 5 (McDonald) doesn't need to be a 6 to 8 lane Hwy when US 75 is perfectly good enough to carry traffic thru McKinney and into Melissa.		Whitlow	Coye						
1097	061b6b70-6c2f-4878-83f4-bfc990901565	4/1/2022 18:53	4/1/2022 18:53	I would like to voice my families position of opposing option B and supporting option A. I strongly believe that Maine gate facility will be affected by having so many lanes of traffic right next to it. I have a special needs child with a seizure disorder that will not be able to utilize this resource. Secondly I have two other elementary age children and feel that the impact of noise and pollution will be a large distraction to their learning capabilities and not to mention the congestion of increased traffic right next to three schools. Lastly, it appears the city of Prosper and ISD will be impacted by a loss of tax revenue because so many planned residential homes will not move forward. I strongly believe option A is the path of least resistance.		McLain	William						
1098	7f7fe629-5893-4b19-8d16-b4350719d2c5	4/1/2022 19:04	4/1/2022 19:04	Option B is supported. Being an estimated \$100 million less expensive and not having to displace a single household or business makes this the most sensible option available.		Rabenaldt	Jerry						
1099	cb82bf64-0724-4d8f-8fb1-2700442f556b	4/1/2022 19:07	4/1/2022 19:07		Absolutely against Option B. That will cross over our new highschool, several neighborhoods and most importantly Maine Gait. They are such an important part of our community and the impact of option B will be devastating.	Pettit	Alissa						
1100	f91f6c1d-96a2-48fe-8a32-890b0447b6f1	4/1/2022 19:09	4/1/2022 19:09	Why would you put a large highway right through the middle of a nice, growing town like Prosper? It makes no sense to blast through the middle of a well-planned community with a large highway. Route B disrupts established businesses, homes, and schools.	Hello, My name is Jeff Williams and I am a Prosper resident. I strongly disagree with the proposed bypass right through the middle of Prosper. While I understand the goal to assist with the traffic challenges, cutting through the middle of our community is a horrible solution.	Williams	Jeff						
1101	56ea6dee-6b61-478e-8d26-3c61884db9dc	4/1/2022 19:15	4/1/2022 19:15	As a Prosper & Prosper ISD resident I know that the impact of this proposed "B Segment" will be felt throughout our community. I find it irresponsible to even consider this option due to the displacement of schools, private business, residences, not to mention relocating a cemetery. Prosper is a great deal smaller than McKinney and therefore has less land area & financial clout, however this does not make us any less important. With the growth the need for every proposed school is VERY HIGH. To force the town and Prosper-ISD to relocate the Walnut Grove High School at this point is ridiculous; not to mention the impact on the Founders Charter School. The results of "segment B" will effect every family in Prosper and Prosper-ISD, with prolonged over crowding at the existing High Schools. As a genealogist I am also horrified at the idea of relocating Hunt Cemetery. There are graves there that are 160+ years old. Why disturb their final resting place when there are other options?		Norris	K						
1102	0156aae0-a517-4104-8440-c9800ef28d9f	4/1/2022 19:16	4/1/2022 19:16	Leave the Town of Prosper alone! Prosper is not interested in the bypass, so keep it out of its town. I do not live in the area, but this is ridiculous!	The ONLY alternative that should be chosen is turning the existing 380 into a freeway - displacing businesses is much better than displacing homeowners and family farms. If txdot had planned accordingly, this right-of-way would have already been purchased and this would currently be a non-issue. Get your act together!	Thomas	Rickey						
1103	a570157f-1fed-4c28-89ea-6be61112708e	4/1/2022 19:22	4/1/2022 19:22	I support alignment B of the proposed project. This is a more economical and less disruptive alignment of the project. I oppose alignment A due to the disruption caused by the necessary overpasses over Stonebridge and Custer.		Keese	David						
1104	32e2a772-4da9-4e08-83e9-164de9afcdbo	4/1/2022 19:30	4/1/2022 19:30	Keep 380 on 380! Destroying neighborhoods & ultimately our town is unacceptable!		Hallauer	Kristy						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1105	f6396a80-52dc-4fd9-8e0a-899fe8b81f36	4/1/2022 19:34	4/1/2022 19:34		As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million. This seems to be a much better alternative to Option A and the impacts to businesses and families that would occur if that option is chosen. Thank you.	Thurman	Rick						
1106	b0434efe-0502-4048-89b1-e133ca8c154e	4/1/2022 19:41	4/1/2022 19:41	I oppose A as it is more expensive and will increase traffic on residential streets such as stonebridge and lake forest.		Boal	Tawnya						
1107	29ffaf3e-8480-4e39-88c4-0e1a26b6817c	4/1/2022 20:14	4/1/2022 20:14	No to Plan B! Keep US 380 on US 380! Too many residents will be affected.		Conrad	Melissa						
1108	2c6d0afa-7c2c-4b34-8026-e234f868468d	4/1/2022 20:21	4/1/2022 20:21	I'm writing today in strong support of the Project 380 Segment-B bypass alignment option. The Segment-B bypass option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.		Patterson	William						
1109	ba0254cf-ed76-482b-8f92-3611f6638c89	4/1/2022 20:36	4/1/2022 20:36	I am totally against Segment B which dissect the town of Prosper, will cause shortfalls in tax revenue and continue growth, will make it impossible for ManeGait to survive in the environmental setting created and destroy therapeutic services that have been ongoing for needy children and our deserving military veterans. Let the 380 remain the 380, stop looking to solutions that cause destruction and financial ruin to men and women who have worked to attain their dreams and provide security for their families. Let Prosper prosper.		Nugent	Barbara						
1110	5df97b87-bf7a-4757-84b3-e8a041e6f8a6	4/1/2022 20:37	4/1/2022 20:37	I strongly oppose segment B of this plan due to the undeniable negative impact to Prosper.		Romney	D						
1111	316bd3b2-05eb-4c3b-8bab-f69e3c614284	4/1/2022 20:42	4/1/2022 20:42	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets increasing traffic, noise and pollution in our neighborhoods. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.		Huthmaker	Todd						
1112	41ec4a43-b257-4fa6-88a8-144b026586c4	4/1/2022 20:46	4/1/2022 20:46			Richardson	Robert						
1113	c1430b94-de9e-4364-859c-24bb582cf47e	4/1/2022 20:57	4/1/2022 20:57	I am worried that segment A will be noisy and disruptive to my neighborhood.	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of Segment A. I also strongly OPPOSE Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive.	Brown	Dalton						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1114	f02800b4-123b-42a4-84ab-bca8e5634031	4/1/2022 21:00	4/1/2022 21:00		The sheer size of the proposed bypass will have a generational impact on the Town of Prosper. 8 lanes with service roads will destroy the natural beauty of the Town of Prosper. It seems as though re-routing through the country side is a more cost effective solution for TX Dot. Please use the existing 380 to build the new 380. Use your right of eminent domain to acquire the needed space along the existing 380 corridor.	Nutt	Chris						
1115	444a0257-d0a5-415e-895f-c9bbe8fa9430	4/1/2022 21:07	4/1/2022 21:07	B) is less Disruptive to Local businesses		Hereford	Alec						
1116	4d6b084e-7c99-4217-813b-a885e9001d11	4/1/2022 21:10	4/1/2022 21:10	I strongly oppose the proposed 380 bypass (Segment B) from running through Prosper. Keep 380 on 380.		Wattenbarger	Jennifer						
1117	add9a06d-0c4b-4eaf-8cc4-5baa0fd8833	4/1/2022 21:10	4/1/2022 21:10	I oppose the (B) option of the bypass that will run through Prosper. This will increase pollution around the area including my home, create additional noise, increase the opportunities for road traffic accidents and significantly increase traffic in an area of neighborhoods, schools, churches and therapy centers. It will also ruin the small town feel of Prosper and significantly lower property values. This bypass should be well north of Prosper and join with the DNT via the many many empty fields surrounding the area. There is absolutely no need to have this bypass so close to population centers.		Bellia	Paul						
1118	11626f4d-e33d-4ad2-8669-416cec403c6c	4/1/2022 21:11	4/1/2022 21:11	I strongly oppose the 380 bypass, segment B running through the town of prosper. This will affect all of our property values and change our community by adding noise and unwanted emission from cars.		Sheila	Kring						
1119	b3d70b46-183f-4c8b-84b2-b6f3a7b3dfdf	4/1/2022 21:11	4/1/2022 21:11	I oppose the 380 bypass segment B running though Prosper. Will affect neighborhoods and property values, noise levels not to mention crime related incidents. In the long run will affect property taxes as well. Ronny Kring		Kring	James						
1120	c9c15634-3088-446d-8b57-259f61c662ff	4/1/2022 21:13	4/1/2022 21:13		I do not wish to see the 380 bypass run through Prosper. I am concerned that this will negatively impact our town, housing communities, environmental atmosphere and our institutions as a whole. I strongly oppose any proposed alignment for the widening of 380 that is not along the existing 380 corridor.	Ruiz	Katherine						
1121	e9a3c852-c283-499d-828b-c7b36c2cfeb8	4/1/2022 21:15	4/1/2022 21:15	I live in Stonebridge LA CIMA neighborhood which is directly behind 380 and the proposed Development for option A will directly impact me and my property value. a large interchange to be constructed at the intersection of Segment-A and 380 and will increase traffic congestion around my neighborhood	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.	Singh	Paramdeep						
1122	4454f2bc-fa05-4038-834e-a5dae1415e90	4/1/2022 21:22	4/1/2022 21:22	I am against Option B. Keep US 380 on US380.		Stewart							
1123	51760835-16b1-45d1-8c69-3197fd876ace	4/1/2022 21:30	4/1/2022 21:30	Option B should be chosen		Brown	Quincy						_work_for_TxDOT_
1124	6ee64873-274e-4f5c-8d37-0a85cddde5fa	4/1/2022 21:31	4/1/2022 21:31	Overall, I am in support of the bypass. That said, as a resident near the intersection of Lake Forest & 380, I would much prefer to see Section A omitted in favor of section B & Section D omitted in favor of Section C. As a traffic-reducing bypass, this larger area would do far more good. I anticipate it helping greatly with the frequency of traffic accidents along University in the city of McKinney.		Franks	M						
1125	2d719608-04b0-439c-8c40-f6da8286cd48	4/1/2022 21:34	4/1/2022 21:34	Segment B has a detrimental effect on ManeGait Therapeutic Horsemanship; a unique nonprofit facility providing equine therapy to hundreds of adults and children with disabilities. As a equine professional since 1988 both as an exhibitor & judge, I can say with all honesty that there is absolutely no way to conduct such sensitive training and rehabilitation work with a freeway and thousands of vehicles utilizing this roadway each day. Due to the rising cost of land, simply packing up and moving is not an easy option either as land 50 miles from the current facility is selling for \$25-45,000 per acre which doesn't include any stabling or office facilities. I live in Prosper myself but before putting my personal thoughts forward, I feel as an Equine Advocate that I needed to speak up for ManeGait as the horses and children they help can't speak up.		Doby	Karen						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1126	06e5d4ff-568f-4fe9-8d1a-fce1f05c7e7e	4/1/2022 21:42	4/1/2022 21:42	I would prefer that the bypass NOT exit onto 380 near Freedom Drive and Forest Hill Lane. This area has three large neighborhoods that are very close to 380 and the noise caused by this would affect the residents quality of life. This is also in an area where there is a hill on 380. Drivers heading east on 380 already speed down the hill in front of these neighborhoods and large trucks slow going up the hill westbound. Having traffic exit onto 380 with these slow moving trucks would create a dangerous situation. Thank you.	I would prefer that the bypass NOT exit onto 380 near Freedom Drive and Forest Hill Lane. This area has three large neighborhoods that are very close to 380 and the noise caused by this would affect the residents quality of life. This is also in an area where there is a hill on 380. Drivers heading east on 380 already speed down the hill in front of these neighborhoods and large trucks slow going up the hill westbound. Having traffic exit onto 380 with these slow moving trucks would create a dangerous situation. Thank you.	Gredig	Robert						
1127	5f72d738-0eda-4443-8af6-697eac3c19fa	4/1/2022 21:47	4/1/2022 21:47		Location B is extremely egregious to the town of Prosper. If route B is selected you will have a railroad, Dallas North Tollroad and route B of the bypass splitting the main growth and population centers of Prosper. No longer will we have a nice town feel. If the bypass must happen it appears that route A would be the least damaging option.	Syme	Scott						
1128	4c73d2a1-cc2-4e15-8797-742e66c2227b	4/1/2022 21:49	4/1/2022 21:49	As a homeowner & citizen of McKinney, I strongly SUPPORT the Project 380 Route-B bypass alignment option. Route-B is the least disruptive to businesses with minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of Route-A. My family strongly opposes Route-A. It should not be considered because: *It is significantly more expensive than Route B *It requires removal of several businesses *It requires an overpass on 380 over Stonebridge Drive and Custer Road - both unsightly and expensive *It will decrease traffic safety and increase traffic, noise & pollution on Stonebridge neighborhood streets feeding into Highway 380: Stonebridge Dr, Ridge Rd and Lake Forest Dr. *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area		Verser	Joe						
1129	48c74968-0f6c-4109-8fa1-2230b6bb1fcc	4/1/2022 21:53	4/1/2022 21:53	I oppose Option A as it would affect more businesses.		Sabatier	Lauren						
1130	d7030887-2ecd-42a7-8907-2e21fe9f0672	4/1/2022 21:57	4/1/2022 21:57	I live in McKinney and would like you to make a decision before I leave for the great hereafter! B, C, E		L	Barbara						
1131	c45006c3-af1c-4c2b-830f-d00367e95b61	4/1/2022 22:00	4/1/2022 22:00	No B option at all. Main gate is important to community and many home values will drop if this is used. Also a major road like this should not be next to a school. Traffic congestion is harmful to kids at recess.		Robinson	Teresa						
1132	a9478fac-4e6f-4e4f-8949-e6fcdad3021b	4/1/2022 22:05	4/1/2022 22:05	I support the Plan B. Plan A would be too disruptive to the present homes and businesses.		Creme	Joseph						
1133	8cbfd670-b0a2-43a0-8183-8055c27edf5f	4/1/2022 22:08	4/1/2022 22:08	I prefer route B- it's cheaper and bypasses more stoplights.		MILLWEE	ROBERT						
1134	0fc6b174-ff2c-42e3-833c-21878fb20287	4/1/2022 22:13	4/1/2022 22:13	It is true that 380 needs help, but it is certainly no help if you use Plan A. Plan B is the better choice because it disrupts less of the homeowners and businesses who have planned to be here for the rest of our lives. There is not that much difference, but going around in the back of Lowe's will make a huge difference in traffic flow and encourage the trucks to use that route when it is finished. Thank you.		CREME	MARY						
1135	0162f9ad-6917-459d-8be7-f33e3dde2bc1	4/1/2022 22:19	4/1/2022 22:19	I oppose the Proposal B option vehemently. This would be a drastic impact to the Prosper community, our neighborhoods, and one of our longest standing non-profits in the area who works with countless of at risk and in need families. The repercussions to the Prosper community would be devastating.		Meneley	Iris						
1136	336bb23b-3e1a-4b7b-893e-4c1710fbc2df	4/1/2022 22:21	4/1/2022 22:21		I am opposed to the separation of Prosper that the 380 bypass will create. It will destroy the serenity and peacefulness of our town.	S	S						
1137	a782fffc-6b2f-4754-881c-1f77cb051055	4/1/2022 22:26	4/1/2022 22:26	We are homeowners in Stonebridge. Reviewing the proposal it's obvious the plan B is the least evasive to existing business and homeowners versus the alternative route. Plan B goes through much more open land and is less expensive than than plan A by 99 million dollars. Throughout my previous experience I have never seen a project of this magnitude purchasing numerous properties and significant constructions cost always exceeds budget by an astronomical amount of money in the ten's of millions of dollar, excessive years to complete, and have a everlasting negative impact on a community.		Madrigal	Steve						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1138	5f48c1d4-8f46-4dc0-8974-bc8248fbef85	4/1/2022 22:29	4/1/2022 22:29	Please do not let the much larger town of McKinney bully the smaller town of Prosper and have the bypass ruin the town of Prosper's carefully planned future. Please do not allow the bypass to go through Prosper, as it would so negatively impact a variety of already built or in process schools, subdivisions, retirement community and a horsemanship program.	The lack of planning on McKinney's part, as they allowed homes and businesses to be built too close to the existing US Highway 380, should not create a situation where the eastern part of the town of Prosper is negatively affected. Please either build the bypass east of the Tucker Hill housing community or, as so many have said, "keep 380 on 380." There are a couple of ways this can be done, and I humbly urge TxDOT to not cave-in to the town of McKinney's unethical demands, which will harm the town of Prosper and those of us who live here. Thank you for your consideration in this request.	Osborne	Matthew						
1139	1eb2c6def06b-4e61-8477-3a74ce156bd5	4/1/2022 22:30	4/1/2022 22:30	I agree with the B, E and C segments. John F Wittenberg, McKinney, TX		Wittenberg	John						
1140	8f839a29-851a-4d59-80cf-78268d7bc3f7	4/1/2022 22:36	4/1/2022 22:36	As a resident of Prosper - I strongly oppose the proposed "Segment B" roadway which would bifurcate the Town of Prosper and damage values, negatively impact quality of life, reduce green areas with concrete and roadways, increase emissions near homes and lower taxable property areas with non-revenue producing highways		Holloway	David						
1141	80387fd0-f881-4c91-8b37-156748109af7	4/1/2022 22:40	4/1/2022 22:40	Hi, One thought to consider is, there seems to be more open room on the south side of 380 for a loop that would not cut into a well established residential area. Or, perhaps building a double deck freeway from Denton to 75 along and over 380 be the shortest and most beneficial for all the folks on 380 and this would likely be the best choice for this project for all concerned. I just know the routes on the map may have been studied but it just will not work and it doesn't even save time to 75 nor does it relieve the traffic west to Denton. Remember growth is expensive just don't make homeowners pay the price for this project. Either way it will take years of construction to complete any project on 380. I just hope you take into consideration the neighborhood you want to destroy. I hope you keep the hometown feel of Prosper in tact for generations to come.		Sterling	Pat						
1142	35be617f-ad1c-4a5d-87a8-29e59b0e8071	4/1/2022 22:40	4/1/2022 22:40	I am OPPOSED to Option B. While the development of any bypass will undoubtedly negatively impact some property owners & residents, to bisect the Town of Prosper and force the closure of a nonprofit group which serves hundreds of disabled children & adults EACH WEEK would be detrimental to the area. Given today's real estate market it is unrealistic to expect this organization could relocate. I urge you to educate yourselves on the unique services offered by Mane Gait Therapeutic Center (https://www.manegait.org/programs/audience-served/ & http://www.manegait.org/wp-content/uploads/2020/02/ManeGait-Overview-2020.pdf) and select a different bypass route. Thank you for your time & consideration.		M.	Amy						
1143	2ee0f045-1024-42df-8e88-d3c31e306193	4/1/2022 22:42	4/1/2022 22:42	As a homeowner and taxpaying citizen of McKinney, TX, I strongly support the Project 380 Segment-B bypass alignment option. This is the alignment option least disruptive to business with no displacements, minimal impact on existing homes and families living in the various neighborhoods along and adjacent to US380. It is also the less expensive option by nearly 100 million dollars when compared to the strongly opposed Segment-A. I firmly believe that Segment-A should NOT even be considered for the following reasons: * It destroys and removes 17 small businesses west of the US380 and Custer intersection on the north side. * The cost of Segment-A is 99million Dollars more expensive than the Segment-B option. * It will create and overpass on US380 over Stonebridge dr and Custer Rd. * It will create further traffic around Custer Rd and US 380 where a large development including 13 Apartment buildings are to be built. * It will also cause the installation of water pipes (ducts) over US380	Segment - A is simply Unacceptable.	Cawood	Christine						
1144	d27769e7-6b9e-400e-878c-140de1dd7efd	4/1/2022 22:51	4/1/2022 22:51	I am opposed to segment A due to the proximity to neighborhoods in the area. It will drastically reduce property values.		Barbeau	S						
1145	89f2f716-9e67-47b2-89f4-33496526c9a6	4/1/2022 22:56	4/1/2022 22:56	Keep 380 on 380. This will not be safe for our students!		Cooper	Lindsey						
1146	3570343f-15c9-4e0e-8d8a-3b39716d0742	4/1/2022 23:16	4/1/2022 23:16	Strongly opposed to Option B. This would have huge negative impacts to traffic flow through Lakewood as well as our property values. Lakewood homeowners bought in this neighborhood to be away from such developments as Option B. Prosper's businesses and residents would take a huge hit. Keep 380 on 380!		P	K						_am_a_business_owner_
1147	47e4c61a-dc72-42a6-8323-56dbf2303637	4/1/2022 23:16	4/1/2022 23:16	I oppose segment B in Prosper. The reasons are that Prosper is only 9 square miles. This will cut it in half segmenting both sides. Also, we rely on taxes and this will severely limit ability to accrue taxes. Also this segment will destroy the MAIn Gait nonprofit.		DeFrance	Kimberly						
1148	db6a91a4-9295-44f7-844e-3b664c8ddb9	4/1/2022 23:19	4/1/2022 23:19	I oppose Segment B. I have lived in Prosper for 8 years and live with the increased traffic. I see the improvements being made to Custer Road, but I feel the traffic has already greatly increased there and that another major road would be too much for this area. The neighborhoods, schools and actual houses impacted by the Segment B Proposal appear to be grossly underestimated and do not take into consideration recent developments. Founders Academy, Walnut Grove HS and ManeGait will be negatively impacted by traffic and pollution as part of segment B. I do not feel the detrimental impact of the segment B proposal has been correctly considered. Cutting Prosper in half is not the solution, rather 380 should be improved, segment A (shorter and direct) should be selected or the outer loop expanded. To reiterate, I strongly oppose ALL segment B Considerations for the 380 bypass in Collin County. Thank you for your time.		Osborne	Kari						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1149	5535f667-ce1a-4726-8cae-c5b0262e7bc8	4/1/2022 23:21	4/1/2022 23:21	We are a retired couple who moved from Colorado to Tucker Hill in McKinney 7 years ago. We love the area and the facilities provided with the high taxes we pay. We think that in general the expenditures are well planned. The "A" proposal would devalue our property and quality of life relative to the "B" proposal. The choice of "A" would not be good planning for the vast majority of people and all of the tax payers.		Gates	Suzanne & Willi						
1150	Obd7c078-2ff8-4f2d-8f5a-9ed7885aa52b	4/1/2022 23:24	4/1/2022 23:24		As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.	C	J						
1151	c785e3fe-63c5-470b-8be5-cf8d7daadea0	4/1/2022 23:30	4/1/2022 23:30	Please don't dump all 380 traffic out at Coit. Can't you just put them directly into the Tollroad and/or dump the bypass end beyond the Tollroad?		Selden	Meredith						
1152	3ec98d7f-04bf-4ff8-85f5-68b50b04d6ee	4/1/2022 23:35	4/1/2022 23:35	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the A. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community. -K.E.C.		c	K						
1153	bbec1caa-a301-4d75-844f-d635e1bf41d1	4/1/2022 23:35	4/1/2022 23:35	Strongly discourage and am vehemently opposed to this bypass and project as a whole.	Strongly discourage and am vehemently opposed to this bypass and project as a whole.	Hammer	T						
1154	4383487d-1665-4940-8eed-3d36d825e801	4/1/2022 23:37	4/1/2022 23:37	This would greatly affect the Town of Prosper. The Town planned for the growth of 380 on 380 and not through a non-profit and residential area. The Outer Loop was created to use as a bypass and not this. Because Prosper is a small town compared to McKinney and Frisco, we are getting taken advantage of. We do not benefit from this and should not have to take the brunt of the problem.		DROWN	Amy						
1155	55aaad67-7f37-402f-897d-08aeabf2c79a	4/1/2022 23:37	4/1/2022 23:37		I am a longtime Prosper resident (35+ years) who moved here to get out of Dallas (the rat race). I realized, at that time, that Custer road would eventually be a major thoroughfare, coming to fruition as we speak! Nevertheless, I never envisioned a 12+ lane [essentially] freeway less than 1 mile from my home. This is unacceptable!!! Build the loop through McKinney, option "A" as they apparently didn't have the forethought Prosper had, to plan for such an eventuality. Their POOR planning should NOT become my burden!!! Thank you for your time and consideration.	Lemay	Larry						
1156	6cb6cf77-83d8-4d61-82f7-3c1be8678312	4/1/2022 23:41	4/1/2022 23:41	Option A severely impacts existing neighborhoods in Stonebridge Bridge Ranch by decreasing property values and increasing traffic. The 380 Expansion comes to close to existing neighborhoods! Additionally, cost is 100M higher than Option B.		Stringham	Luanne						
1157	6149159d-4eb4-45e7-8653-3a537b39de67	4/1/2022 23:49	4/1/2022 23:49	OPTION A has a negative impact on existing neighborhoods in Stonebridge Ranch, the 380 Expansion is far too close to homes and residential life! It will increase traffic where residents have purposely established a family quality of life! The cost is 100M higher than Option B. It impacts wetlands, rivers, streams and farmland.		Stringham	Legacy						
1158	5885bec5-53c9-4b77-88ab-50677c84e22f	4/2/2022 0:06	4/2/2022 0:06	I oppose segment B. Keep 380 on 380 and out of Prosper. We should not be punished because other cities did not plan accordingly.		M	L						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1159	e00aacdb-e461-4e04-8cb8-61209546a14a	4/2/2022 1:15	4/2/2022 1:15	We live on the northern section of Stonebridge Ranch. We vote for plan B		Drees	Brian & Linda						
1160	5a4f9d69-9e92-4c09-8c9b-3bc5a2fda630	4/2/2022 1:17	4/2/2022 1:17	The 380 bypass around McKinney may or may not be the best option for the city of McKinney, however "Segment B" takes the bypass and cuts it through Prosper land, impacting our residents, businesses, schools, and future residents. We are opposed to the "Segment B" route and simply want the 380 expansion to remain on the current 380 route while in Prosper. I STRONGLY oppose to Segment B		Sk	Sk						
1161	a35a934f-5e74-4bc1-8331-896dd35a18a6	4/2/2022 1:24	4/2/2022 1:24	Please do not put a major highway through our beloved Prosper. It was supposed to remain a small town, mom and pop not divided with highways and abolishing our sense of community. Please do not do this project.		Erichman	Lesley						
1162	63258f21-5f1b-4cd7-8cf6-6612798492ae	4/2/2022 1:31	4/2/2022 1:31		I am opposed to Segment B. I am opposed to any widening of highway 380 that is not located along the existing highway 380 corridor. I am opposed to dissecting the Town of Prosper for any reason. We are not a large town and putting a major highway through the middle of our community will have adverse and detrimental effects on our town. It will decrease property values, cause environmental issues and an increase in noise will be a problem. As well as change the trajectory of the Town of Prosper's growth in both residential and commercial development. We moved to Prosper almost four years ago to get away from the overgrowth of Frisco. Keep Highway 380 where it is and figure out a plan to go over the existing area or right through the middle. It worked for Highway 635. The reality is hwy 380 should have been dealt with a long time ago.	Hundelt	Andrea						
1163	28e4025c-8f7d-40d1-89dd-3a88728ab327	4/2/2022 2:19	4/2/2022 2:19		Segment A near Stonebridge Ranch and Tucker Hill will ruin 2 of McKinney's premier neighborhoods and contradicts the "Unique by Nature" atmosphere on which I based my house purchase decision. The segment B alignment in Prosper traverses through a less developed and lower population density area and is therefore a more preferred route. The segment B route causes the least disruption to existing neighborhoods during the construction phase and the usage phase. I don't see how Txdot can sensibly justify the Segment A approach near Stonebridge and TH.	Koons	Micah						
1164	9a6afef0-c69a-430a-80e5-f75882d44f69	4/2/2022 2:30	4/2/2022 2:30		This proposal is extremely detrimental to the property values in Prosper. This cannot be allowed to happen. I and my neighbors will fight vigorously to see that this proposal is met with resistance and ultimately dismissed as a failed idea.	Frallicciardi	Louis						
1165	32488b85-e3fe-4289-8dd7-0aa43a3ad214	4/2/2022 2:39	4/2/2022 2:39	PLEASE do not proceed with option A as it will cause our neighborhood to be surrounded by 3 major roads, increasing noise and air pollution. Instead, please consider option B instead. It makes for a better route and avoids causing too much disruption to neighborhoods. Thank you 😊		Sears	Marilyn						
1166	ff940677-b1c7-4dd0-827f-7100b8f3a5d9	4/2/2022 2:48	4/2/2022 2:48	This location punishes the Town of Prosper for poor planning by the City of McKinney. This location disrupts a newly developed community that was not informed of this option when purchasing their lots starting four years ago. This also comes very close to the new Prosper ISD high school that has already broken ground. It will impact the main entrance into Lakewood at Brookhollow and cause additional traffic congestion and safety issues. The Town of Prosper should not be negatively impacted to address traffic issues caused by choices the City of McKinney has made.		Daddario	N & K						
1167	448a489e-cbf3-4bf8-84dc-46a9c40e983c	4/2/2022 2:51	4/2/2022 2:51		Please keep 380 on 380, disrupting development for growth and property is not a good solution for anyone. I am a strong supporter of veterans and therapy for mankind and your segment B option will force Maingait to downsize if not close. Why can't you guys look at doing something like what is in Austin where you just build a higher road? We see this type of construction all over the metroplex. Please don't destroy our community here in Prosper by allowing the area to become a metropolitan area. Thank you and I pray you guys come up with a solution that is good for all. I oppose Segment B and hope this comment reaches you.	Powell	Dustin						
1168	4fc2b997-197f-4d01-85ae-876678210309	4/2/2022 3:00	4/2/2022 3:00	I oppose the 380 bypass through Prosper (option B). It would cause too much noise and pollution as it passes next to my neighborhood Whitley Place and near the Founder's Academy school. McKinney (option A) would be much better suited to route the bypass through the flood zone where houses aren't built.		S	J						
1169	724c926b-ee12-4e9b-8ac7-22ff366ff3f4	4/2/2022 3:12	4/2/2022 3:12		I adamantly oppose option B approve	Warth	William						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).	
1170	70c0f203-63ba-475d-8b4c-68a5467db98e	4/2/2022 3:38	4/2/2022 3:38	Creating a 380 bypass through Prosper as a remedy for poor planning on the part of McKinney is a blatant injustice and greatly damages the city and residents of our community. Projections on the influx of new residents to Collin County were readily available before the majority of the new 380 McKinney businesses were built. The re-introduction of a bypass through Prosper to solve a problem that is not ours is obviously a political power play. Our community leaders have been thoughtfully planning for this level of growth for many years and have been steadfast in the promises made to our city. The long-term economic, environmental, and quality of life ramifications for Prosper residents that a Bypass B would bring are almost unthinkable. I can't think of much that's more unfair than making Prosper "pay" for the "sins" of McKinney when there are options that would solve the McKinney issue with a McKinney solution. The majority of Prosper's residents don't even commute East bound on 380.		Pierce	Robin							
1171	e479920e-5b45-437d-8e3e-bd2fd3679d02	4/2/2022 3:43	4/2/2022 3:43	Prefer segment B		Crise	Stephanie							
1172	8fd8af9f-8970-4334-89a1-b381fd5c2daf	4/2/2022 4:00	4/2/2022 4:00	I live in the LaCima subdivision of Stonebridge ranch. I oppose proposal A. I feel B will be the better option based on surface road conditions. Stonebridge Drive cannot handle that kind of traffic and will disrupt the entire community. That is the main entrance into our entire community. Option B will cost less overall. Option B will have less environmental impact on wetlands, farmlands, prairies and rivers. The entry from Coit would be much easier access and take the noise level away from all of Stonebridge and Tucker Hill, where there is more housing than over by Coit. Thank you for your consideration. Theresa Mendenhall		Mendenhall	Theresa							
1173	ba1fab78-03aa-4293-8a58-3f90acb28ed8	4/2/2022 4:36	4/2/2022 4:36	I live on ridge south of 380. I recommend TXDOT go with plan B. Thank you		Viswanath	Rabi							
1174	3e79b6ae-a04e-49e2-8432-4362cc112b4e	4/2/2022 4:37	4/2/2022 4:37	I live on ridge south of 380. I recommend TXDOT go with plan B. Thank you		Viswanath	Jennie							
1175	338a93e2-7f3c-4cd8-8a0e-303507efea2f	4/2/2022 4:55	4/2/2022 4:55	Segment B should not be consider as an option. It destroys too much land in a small town and gains very little benefit over Segment A. Don't destroy a small at the expense of poor planning by a large city. Avoid Segment B !!!!!		Lantz	Hugh							
1176	fc91f650-706c-4dd3-89e4-476f4c4cc69c	4/2/2022 5:18	4/2/2022 5:18		I support segment B, and strongly oppose segment A. See attachment.	Halsor	Alice							
1177	592a6c30-b50d-43d7-8390-dc78b0f52ca2	4/2/2022 6:41	4/2/2022 6:41	Segment A is far more disruptive to the citizens of Collin County. It will be within earshot of far more homes than B. Building over existing lanes of 380, closing dozens of small businesses and the traffic would insane. I feel sorry for the horses, but B is mainly through sparse open land and fewer lives will be impacted. Not to mention that it's easier to build when you aren't dealing with traffic on existing 380. I don't know what the school guy in Prosper is complaining about, I can't imagine what he would say if he was one of the 20,000 homes that would have an 8 lane highway in their backyard. Segment A would go right next to multiple schools and I don't see any schools next to segment B, just a horse farm and 5 houses, the impact is 15-20 people. This is a no brainer.SEGMENT A IS BAD..... Anyone with Google Earth can easily see B is a better choice. I want to see the impact studies for both segments. DON'T MAKE ME PROTEST TOO!!!		West	Claude							
1178	2f792ba7-6b5d-44d9-8975-bdc15b434676	4/2/2022 10:21	4/2/2022 10:21	I strongly urge you to select option A. Option B would have a devastating impact to MainGait in particular and Prosper in general. The children and veterans who depend on the therapy that MainGait offers would be forced to go elsewhere for therapy (if they can get in).		Gorres	Eric							
1179	ec070994-72a1-4f21-85b4-87b6b049af0e	4/2/2022 11:49	4/2/2022 11:49	Against B and for original 380...DOT plan as stated to the town entities as they developed their plan, tried hard not to let anyone become harmed by future highway expansions, trusted in DOT's plan, and grew the town. Schools, handicapped facilities, Senior homes and more are going to be hit hard due to DOT and other town's poor "going forward planning" thus hurting those who were careful to plan around what DOT outlined as well as the general environmental concerns. How sad! I hope DOT can see that this further destroys trust in their word. We were told earlier DOT was not considering the B route due to many issues that were not good for building on this route. Now, suddenly it is back on the table. WOW! I feel sad for all whose homes and businesses will be harmed because of others' poor planning and DOT's change from the original plan that towns planned around. It is all sad!!!	Distrust is running wild.... It is sad to not trust the decision making. How can the people trust when original planning changes are hurting so many!!!	Taylor	Thelma							
1180	55255dfb-1b93-438f-8ea4-4b8775c679e4	4/2/2022 11:55	4/2/2022 11:55	I oppose all options but particularly option B - Why can't we take a bypass further north where few businesses and homes will be interfered with unlike most these current options. For instance ... just take the bypass from 75 to the new DNT at or north of Wilmoth into Celina. Celina won't want it either but it's at least all (mostly) farmland. Better yet let's build out Wilmoth, bloomdake, lake forest. Hardin, Custer, coit and all other roads N/S or E/W between 75 and the tollway. Those roads and plans already exist, will cost significantly less money and do far less damage to what already exists.. that will take a huge load off 380. I already avoid 380 and take the "backroads" at all costs. I believe there are other options here. Let's lose the concrete jungle a little!		Sutton	Meagan							

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1181	ce7ad5fd-106d-4e3e-8455-1bd83ac6bf18	4/2/2022 11:56	4/2/2022 11:56	I oppose all options but particularly option B - Why can't we take a bypass further north where few businesses and homes will be interfered with unlike most these current options. For instance ... just take the bypass from 75 to the new DNT at or north of Wilmoth into Celina. Celina won't want it either but it's at least all (mostly) farmland. Better yet let's build out Wilmoth, bloomdake, lake forest. Hardin, Custer, coit and all other roads N/S or E/W between 75 and the tollway. Those roads and plans already exist, will cost significantly less money and do far less damage to what already exists... that will take a huge load off 380. I already avoid 380 and take the "backroads" at all costs. I believe there are other options here. Let's lose the concrete jungle a little!		Sutton	Cody						
1182	8c9e2ea7-7666-4667-8e83-02d54b529642	4/2/2022 12:26	4/2/2022 12:26	I adamantly oppose option B. As a 12 year Prosper resident I see multiple ways this bypass would negatively impact the community. My son is a student at Founder's Classical Academy. We transferred him from PISD because he had daily headaches from noise level. Founders is a sanctuary for children to learn and thrive in a quiet environment. Similarly, Mane Gait provides an essential service for those with special needs. I have seen first hand lives changed by horse therapy. It would be a travesty for this area to lose that local service. Finally, my house backs up to Townlake Park. It is the only park of it's kind in Prosper. In an area full of man made aesthetics, Townlake is a true natural setting where residents can escape the ever growing urban landscape. The noise pollution from the bypass so close by would forever change a preserved location of true nature. I ask you to please consider the negative effects of Option B on 3 unique properties. Mary Collins ██████████		Collins	Mary						
1183	79674166-73c9-41e7-85df-d47ea69e71c1	4/2/2022 12:26	4/2/2022 12:26	A large multiuse development will start construction shortly at the southeast corner of N. Custer and 380 which will add an additional heavy traffic load to the intersection which is already extremely congested. Option B would certainly help to alleviate that congestion.	Option B is the only logical solution as it is the least disruptive of the two options. A would either displace or interrupt a number of businesses and homes in the area. If B is routed through the southern Prosper area little or no disruption occurs. Additionally, as mentioned above more development has been announced at the 380 and N. Custer intersection. Traffic is already heavy often requiring two light changes to make it through. My home is about a mile South on Custer and I am frustrated having to take so long just to get through the intersection.	KIRBY	CONRAD						
1184	8c025fe8-b59b-4ac2-847b-92aa838b31be	4/2/2022 12:33	4/2/2022 12:33	Option B YES		L	S						
1185	eb166e81-88d1-41ed-8f75-8b89a35b4407	4/2/2022 12:36	4/2/2022 12:36		A, E and D	Freeman	A						
1186	61539ba6-3c26-48da-8416-9872b0c443d1	4/2/2022 12:45	4/2/2022 12:45	This section of Segment-A would create much more disruptive traffic during the years- long build of the roadway, compared with Segment-B, which could largely be built independently of the current 380 route, with a time- managed project to accomplish the tie in at Coit.		Baumgarten	Erik						
1187	0a994c9c-4c0d-4d08-8c26-14ff3ce4e610	4/2/2022 13:18	4/2/2022 13:18	As a Stonebridge homeowner and citizen of McKinney, I voice concern over segment A 380 Alignment. This brings significant noise, construction traffic, and safety risks to my immediate community. I am supportive of the Segment B alignment as outlined in my general comments. Thank you for your considerations.	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. Segment A will impact our community the following: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380. *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.	Brochmann	Jaret						
1188	abf7c1c1-908c-44f2-8e22-3eaac5c62845	4/2/2022 13:26	4/2/2022 13:26	No no no 380 bypass through prosper. Why divide a small town that is not the root cause of the issue? The root causes of the issues are in McKinney and should be solved in McKinney. If someone somewhere will be impacted, then it's only right to do it at the source. Don't harm those who had nothing to do with it and who bought where they did because Prosper development was being managed well.	No no no 380 bypass through prosper. Why divide a small town that is not the root cause of the issue? The root causes of the issues are in McKinney and should be solved in McKinney. If someone somewhere will be impacted, then it's only right to do it at the source. Don't harm those who had nothing to do with it and who bought where they did because Prosper development was being managed well.	Hatten	Kim						
1189	c0fa78d9-c00a-4a08-80bc-f260cb24b305	4/2/2022 13:27	4/2/2022 13:27	I oppose segment B which would run through a significant portion of Prosper. This option would have many negative impacts on our community including schools, homeowners and a charitable organization providing services to mentally/physically handicapped people. Prosper is a small community in terms of land mass and option B would destroy a large section of it.		Parkes	Michelle						
1190	b7ff7f11-71f1-4578-81f8-80076aef6446	4/2/2022 13:31	4/2/2022 13:31	NO to plan B		Kommineni	Naresh						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1191	8f01c4f2-c8b5-475a-8678-d181c78e4d37	4/2/2022 13:36	4/2/2022 13:36	As a homeowner and citizen of McKinney I strongly support the Project segment B-bypass alignment option. This option is the most practical and logical of the two options. It is the least disruptive to businesses, minimal impact to homes and families living in along and adjacent to 380. Additionally it is nearly \$99 million less to construct when comparing to segment A. And we all know something of this project size will cost millions more to build.	The goal of this project is to improve traffic along 380 which segment B does. Segment A would destroy businesses, devalue homeowners property, cause financial stress to thousands of McKinney citizens and that is absolutely the worst thing you can do to people.	Halihan	Marsha						
1192	a86d8f27-5c13-4cec-8427-e86fa18236b5	4/2/2022 13:43	4/2/2022 13:43	Hi, please do not approve this proposal, it will make traffic too close to residential neighbors that we would like to maintain for years 380 University already sufficient as is Thanks		VT							
1193	41e65a98-7065-45ff-8153-efda2ff6b70d	4/2/2022 13:46	4/2/2022 13:46	I am vehemently opposed to segment B of the proposed bypass. The negative impact on the Town and Residents of Prosper are not justified by the project.		Marcum	Connor						
1194	77b28e80-337f-4d8f-8b86-eff1051fd128	4/2/2022 13:56	4/2/2022 13:56	Section B is WAY to close to MainGate complex, it would destroy the purpose of this facility to provide therapy to handicapped adults and children! In general, this segment B proposal is terrible, it goes through several sensitive areas of this small town, specifically 3 schools, a retirement community, and MainGate. There are many people in this town that donate their time at MainGate. I could not imagine it could continue to function with the noise and pollution this roadway would bring.		Sheehan	Mike						
1195	401a494a-ce23-4eea-8d1b-347e26b63082	4/2/2022 14:02	4/2/2022 14:02	My family opposes the Plan B route of 380. The other route is clearly the least disruptive to the surrounding area and the environment..		K	G						
1196	c7aec010-8276-4bd0-84c9-52bffa2e2330	4/2/2022 14:07	4/2/2022 14:07		I support B and strongly oppose A due to the tremendous additional construction, traffic disruption, and higher cost of A. We do not wish to see the existing businesses along 380 fronting Lowes taken out. We do not wish our teens here in Stonebridge Ranch who drive to the 3 high schools north of 380 to have to deal with the prolonged detours and road hazards that would come from A. Also, your studies should drive times will be shorter using B which means less pollution.	Claunch	Jennifer						
1197	0d2206ea-adb7-4a00-8eff-f567322ded80	4/2/2022 14:43	4/2/2022 14:43	I prefer option B as it provided 'earlier' relief from congestion at Custer		Tutt	Gary						
1198	2240d92d-33d1-48ae-8d75-49f6a0380986	4/2/2022 14:53	4/2/2022 14:53	We strongly oppose the 380 bypass cutting through prosper. The people here moved out here for a reason and you are changing the whole dynamic of the city. Taking away someone's business that means so much to them and the community because it's easier for you is simply immoral and wrong. We support MainGate and oppose the development taking away their property. I would rather put up with traffic then destroy our community.		Mobley	Trisha						
1199	c4ba1c9c-281c-46d2-8126-33cab0917844	4/2/2022 15:07	4/2/2022 15:07		Segment B is the better option	Joules	Nasheel						
1200	d141205e-bb54-49bd-85cc-8c27300d9649	4/2/2022 15:09	4/2/2022 15:09	I strongly oppose proposed section B of this plan. The negative impact on Prosper schools, homes and community businesses is detrimental under this plan. It would put a large freeway running way too close to schools and homes. Additionally it is unreasonable to place such a burden on the community of Prosper when it was the poor planning of the city of McKinney that has put us in this situation. Further I would like to know if a raised or buried freeway over the existing 380 was considered (similar to the 635 project in Dallas, from 75 west past the Tollway).		Murphy	A						
1201	b5c017ca-a990-4d80-88d9-d8336c0fea3d	4/2/2022 15:28	4/2/2022 15:28	I strongly oppose Segment B of the US380 Bypass through Prosper, TX. Our 9 miles by 3-mile town will be divided and negatively impact revenue/taxes from future development of housing/business in that area. The loss of potential revenue/taxes will also impact the town's budget to properly manage our municipal Police, EMS and Fire services. The construction of the multi-lane HWY will bring increased noise and pollution around approved/pending zones for schools, housing and businesses - all while impacting the value of existing home values. I repeat, I strongly oppose Segment B of the US380 Bypass through Prosper, TX.		McCaughan	Greggory						
1202	8e626fb0-70e6-4ec3-876d-c568055c6514	4/2/2022 15:33	4/2/2022 15:33		As a Prosper family, we Strongly oppose segment B								
1203	8444639d-9810-437f-8ad5-608d8e62aa99	4/2/2022 15:33	4/2/2022 15:33	The bypass through Prosper will negatively impact the children of our community and their right to a safe education without the emissions, noise and traffic of a major highway cutting through their neighborhood. This also increases traffic through the town which directly correlates to increased accidents and crime for our town. This is vehemently opposed by myself and the residents of this town!!		THOMPSON	SARITA						
1204	7ce5d8f2-29da-4abe-8e84-9997e742b8a0	4/2/2022 15:36	4/2/2022 15:36		I live in SBR and would like to say my family and neighbors are against Segment A proposal and FOR Segment B proposal. We do not want more traffic and especially down residential areas.	Bigbie	Lisa						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1205	5fd11a1f-ada8-4e7d-8f20-e548f000f686	4/2/2022 15:46	4/2/2022 15:46	I oppose segment B as it will negatively impact the small town of Prosper, cutting off a relatively significant portion of a small town with only a 27 square mile footprint. It would hurt long established therapy services by affecting ManeGait. It would have a large impact on children with its proximity to current private and public schools, including the new Prosper HS #3. It will negatively impact current and under development residential communities. It's impact on a small town community is much greater than the impact of segment A would be on the much larger population of McKinney.		Akers	Lauren						
1206	7f05899b-42ba-4de0-8748-4175a4d6fec2	4/2/2022 15:48	4/2/2022 15:48	I along with the community of prosper oppose option B. This would significantly disrupt the community and the local economics. This seems like a small segment, but it disrupts a significant majority of east Prosper for little benefit for the overall north dallas community.		tan	steve						_work_for_TxDOT_
1207	496e7a39-3363-4890-8717-8970d948eb29	4/2/2022 15:55	4/2/2022 15:55	I strongly oppose route B. This road is too close to many schools and properties that help students and people of our community. Too many lives will be impacted in a negative way. I feel like we've been battling the is project for years and the town of Prosper keeps saying the same thing to route B. No! Please consider our stance as a community to keep 380 on 380. Thank you.		P	R						
1208	6aadb3c0-e266-4cb5-862d-3d37cfcffdef	4/2/2022 15:57	4/2/2022 15:57		I strongly support Option B because it will cost less and impact fewer businesses and residential areas.	Rush	Elena						
1209	e1b9ae58-f23c-4dda-8006-0ac7e3d46cc3	4/2/2022 16:03	4/2/2022 16:03	Prefered method would be to take it out first ave and go to Coit. E.B	It doesnt matter what we say you are going to do what you want anyway. Acting like tgere is a choice is political crap. But whatever route you choose to run your 8 lane highway through please make sure it is 45mph on all by pass roads with fines of 300.00 non negotiable for all violations. What you are doing is creating a race track back there. They will take 380 and the other will take the bypass see who can get to Ridge or coit faster. You might think I am crazy but people are crazier than me. Ridge rd is already a complete cluster and the amount of traffic you are bringing with just that it will triple with your new bypass. Why dont you run it along the county outer loop already there to the north. Or is that too close to privilage. It is already there. Oh well. Good luck with your highway.	D	T						
1210	a67033bbc00f-43ba-8626-afb7631d367f	4/2/2022 16:03	4/2/2022 16:03	Keep 380 on 380!! Putting it through prosper will effect thousands of home owners not to mention Maingate, schools & the town as a whole!		Hallauer	Paul						
1211	90e824d5-504e-40d3-8ab7-d79fb0240158	4/2/2022 16:05	4/2/2022 16:05		Only a Democrat Loon would think any of these proposals is a good idea. You're all lunatics who want to "Shit Hole" every town in Texas.	Everyone IsT	What						
1212	e3777161-6d96-4113-8c46-3b7803d990fe	4/2/2022 16:08	4/2/2022 16:08	I am in support of HWY 380 Option A and in strong opposition to Option B. I have many reasons, but due to the limited txt allowed, I'll state my top 3. 1) The previous route option going through Prosper was going to impact ManeGait, a highly valued therapeutic center providing services to thousands of persons with disabilities, including my cousin. TXDOT's own report referenced it would negatively impact ManeGait. Option B is 45 feet away from ManeGait, which would even more negatively impact its services. 2) The impact to Prosper's economic circumstances would be great. Just impacting the one of the new developments (Lander) would prevent \$1.4 million in taxes per year which would go to Prosper's school district. Other developments would be impacted as well, causing great harm to Prosper. 3) Prosper planned for 380's expansion. McKinney dd not. Prosper, a much smaller community than McKinney in both size and population, should not pay for another their failure to plan.		Stogsdiill	Matt						
1213	78fd6924-13a1-4ef0-8417-073e4b5fb359	4/2/2022 16:09	4/2/2022 16:09	Oppose B primarily and A secondarily as they both would negatively impact the Prosper local economy for little gain for north dallas		lasola	frances						_am_a_business_owner_
1214	997a279f-159a-40a9-8b7b-1baf22723367	4/2/2022 16:10	4/2/2022 16:10	No to option B		M	A						
1215	b578565d-ce05-412a-89c7-4e8505c8c5e4	4/2/2022 16:11	4/2/2022 16:11	I oppose segment B.		Tenkerian	Michael						
1216	cb163e22-9f56-470f-8346-a5eec180a988	4/2/2022 16:12	4/2/2022 16:12	No to option B		M	D						
1217	b03e7e0d-cfb4-45a2-80e7-b31e540ec0d6	4/2/2022 16:15	4/2/2022 16:15	I am a Prosper homeowner/resident OPPOSED to Plan B. It will be a HUGE impact to put a major highway like that through our town. My kids go to Cockrell Elementray school. Schools will be very close to this highway. In addition, the noise will impact MainGate horses which help kids with autism, etc. Lastly, the land was supposed to be used to build homes which would provide property taxes to the town		Pursley	Melissa						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1218	afcd7b71-611e-460f-8d58-1e8773d184c5	4/2/2022 16:20	4/2/2022 16:20	<p>I am opposed to HWY 380 Option B.</p> <p>My cousin, Elizabeth Litton, is one of the thousands of persons with disabilities that utilize ManeGait's services. In TXDOT's report out in 2020 stated that what was then Red A alignment (similar or identical to the current Option A) was the ONLY option that would not negatively impact ManeGait. Option Red B, was referenced as negatively impacting ManeGait. The proposed route then was further way and less impactful than the current Option B, which is even closer. Option B is only 45 feet away from ManeGait and would run through property ManeGait is able to use today for their therapeutic services.</p> <p>I'm disappointed that Option B is even being considered. McKinney's failure to plan for the expansion of 380, an obvious eventuality to most, should not be imposed upon a non-profit's ability to operate. This is especially true for one that provides essential services to thousands of persons with disabilities.</p> <p>Option A is the only choice for TXDOT</p>		Stogsdill	Ashley						
1219	8d1d706c-a9f0-4b70-8de6-ba3711a951cf	4/2/2022 16:27	4/2/2022 16:27	B		M	M						
1220	1db174f8-c51f-42e6-8e7d-268ddf9c309	4/2/2022 16:31	4/2/2022 16:31	<p>As homeowners and citizens of McKinney, TX, we strongly support the Project 380 Segment B-bypass alignment option. Option B will be less disruptive to businesses with no displacements, minimal impact on the existing homes & families living in the neighborhoods along & adjacent to US 380. It is the less expensive option by \$99 million compared to the segment A alignment.</p> <p>We oppose Segment A as:</p> <ul style="list-style-type: none"> - it will destroy & remove 17 small businesses west of the 380/Custer intersection-North side - Segment A is \$99 million more than Segment B - it will decrease traffic safety on Stonebridge neighborhood streets, such as Stonebridge Drive, Ridge Road and Lake Forest Drive by increasing traffic, noise and pollution in our neighborhoods. and reduce our property values during construction as those are the only roads leading South from 380. <p>Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.</p>		Reyes	Richard						
1221	a0d6d72e-97e2-4236-8d4f-1cced1c8982e	4/2/2022 16:33	4/2/2022 16:33	I oppose option B		B	M						
1222	2bb50f2d-bf0f-461b-8e86-8aa9b42780d7	4/2/2022 16:34	4/2/2022 16:34	As a homeowner and citizen of McKinney TX I strongly support the project 380 segment-B bypass alignment option. This option is the least disruptive to homes and businesses. It also is the least expensive option by nearly \$99 million compared to segment A. I oppose segment A as it destroys 17 small businesses west of the 380 and Custer intersection. It will increase traffic in the Stonebridge neighborhood and decrease traffic safety. I support segment B and oppose segment A.		Waller	Chad						
1223	0695d1ea-cc90-4160-8071-3a54c41fe3d1	4/2/2022 16:34	4/2/2022 16:34	I strongly oppose Option B.		Stacks	Robert						_work_for_TxDOT_
1224	4d1e0069-3e06-4c3c-8543-11c02f8cc3f4	4/2/2022 16:40	4/2/2022 16:40	I support option A, NOT OPTION B! It will ruin Prosper and the wonderful community we are building. We DO NOT want option B!		Hernandez	Lauren						
1225	8855a83b-3fdf-42de-842e-c043bb8748db	4/2/2022 16:41	4/2/2022 16:41	I oppose option B		Adams	Mamie						
1226	bb22a69d-bc09-48fe-8f15-abe093d25cf2	4/2/2022 16:46	4/2/2022 16:46	I strongly oppose option B		Parisi	Jamie						
1227	15ed656e-5620-43c4-8670-5471da612223	4/2/2022 16:48	4/2/2022 16:48	As a homeowner and citizen of McKinney Tx is strongly support the project 380 segment B bypass alignment option. This option is the least disruptive to businesses with no displacement., minimal impact on existing homes. It also is less expensive by nearly \$99 million compared to the cost of segment A alignment. I support segment B and oppose segment A. I support segment B and oppose segment A.		Waller	Laresa						
1228	c721a2a9-6b56-4387-8c2f-602026760be2	4/2/2022 16:52	4/2/2022 16:52	<p>I am a homeowner and citizen of McKinney, TX. My comments are furnished in support of Project 380 Segment B. This Segment provides the least disruptive footprint to businesses, homeowners, is more Fiscally responsive to the Tax Paying Public and meets the goal of expanded and safe traffic movement on US380.</p> <p>Equally, I strongly oppose Segment A. This Segment will remove 17 Small Businesses, West of 380 and Custer, Current cost is \$99 million more than Segment B. Segment A appears to create Choke Points at Tucher Hill, Stonebridge, Ridge Road and Kensington Village.</p> <p>Selection of Segment B, is clearly the only logical choice TXDOT can make on behalf of the Citizens that expect and Keep it Moving !</p>		Henry	Charles						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1229	985aa3ac-9743-4c52-82c7-1f44a4193f94	4/2/2022 16:53	4/2/2022 16:53	As a citizen of McKinney Texas I strongly support the project 380 segment B bypass alignment option this option is the least disruptive to businesses with no displacements minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380 it also is the least expensive option by the nearly \$99 million when compared to the cost of segment a alignment I support segment B and I oppose segment A		Waller	Max						
1230	64be183c-78b2-4ee3-8a0d-8eccc98e41b6	4/2/2022 16:57	4/2/2022 16:57	Why stop short of getting past Custer! Go for B!		Foot	Fred						
1231	e6ab7dd6-432a-49a0-8abe-3be7d93ef16c	4/2/2022 16:59	4/2/2022 16:59		Option B is not a good option for the town of Prosper, TX. This will negatively affect the entire town of Prosper. Please choose option A instead.								
1232	961613c9-28e8-4c72-8ce3-cb044a416ebc	4/2/2022 17:01	4/2/2022 17:01	I strongly oppose option B for the TXDOT expansion/routing of Highway 380. The town of Prosper covers a 3 mile by 9 mile area. This proposed route will put a highway through the middle of the town, significantly infringing on businesses and neighborhoods that already exist or are in the town's current planning, including a therapeutic equestrian center that serves special-needs children and veterans throughout the north Texas area. In addition, this proposed route would have a negative environmental impact on the town, including increased noise and pollution, detracting from the small, well-established, high quality family oriented community.	I strongly oppose option B for the TXDOT expansion/routing of Highway 380. The town of Prosper covers a 3 mile by 9 mile area. This proposed route will put a highway through the middle of the town, significantly infringing on businesses and neighborhoods that already exist or are in the town's current planning, including a therapeutic equestrian center that serves special-needs children and veterans throughout the north Texas area. In addition, this proposed route would have a negative environmental impact on the town, including increased noise and pollution, detracting from the small, well-established, high quality family oriented community.	P	J						
1233	a3d2883f-4523-4946-81ad-933e1eb9c4c8	4/2/2022 17:02	4/2/2022 17:02	B will run through Prosper communities and have a sever impact on ManeGait, a major contributor to the Prosper and surrounding area for therapy with horses for children with challenges. ManeGait has been a central part of Prosper not only assisting those in need but providing opportunities for our teenagers to volunteer and develop as human being their understanding of giving back to those in need and their community. Please do not choose to go through Prosper with this bypass		Jackson	Jill						
1234	64680690-f8d1-41ca-8c1e-5f4c51a209d0	4/2/2022 17:04	4/2/2022 17:04	Keep 380 on 380 in Prosper. This option (B) would devastate the Small Town of Prosper (only 3 x 9 miles). The displacement of businesses and homes, plus the School Sites and Town Parks - should exclude this option.		Dixon	Jason						
1235	502ad46c-8d2a-47af-8ab2-3d0f4030a72f	4/2/2022 17:06	4/2/2022 17:06										
1236	ec69d735-7326-4d13-888a-ec93ee15d1b6	4/2/2022 17:10	4/2/2022 17:10	I oppose Option B		G	J						
1237	190ccf46-9317-493c-8106-6a180b4959e3	4/2/2022 17:11	4/2/2022 17:11	I oppose Option B		G	J						
1238	fee2fb48-5802-4fc8-87c8-a622a1fae09c	4/2/2022 17:15	4/2/2022 17:15		This is a terrible idea. HWY 380 already has enough traffic as is, it does not need to be an alternative route of any kind or expanded. The construction alone will take years to even complete, leading to even more traffic and issues along HWY 380. Not only will their be traffic, a lot of the family owned businesses will take a serious hit in sales and profits during the construction due to most people losing interest to use the route due to it's high traffic volume. I get the idea to make HWY 380 flow more efficiently in a sense, but it will do the exact opposite and bring only environmental and economical destruction for those who actually live in the area and aren't just passing through. Thank you.	A	Michaela						_am_a_business_owner_
1239	312b4f7b-616a-461a-803b-289c2bfa5a74	4/2/2022 17:16	4/2/2022 17:16		I VERY STRONGLY OPPOSE Option B! Prosper is already very small & this would absolutely devastate not only our town, but the ManeGait equine therapy farm that is so very critical for the special needs kids, Veterans, & adults who get healing there. Please have a heart & do not do this to our little town- keep 380 on 380 or consider an area further east in McKinney due to them having a MUCH larger footprint to work with. Thank you for your consideration.	Norris	Mindi						
1240	f5a6ff8b-e77d-4118-8846-49edfa4b46b0	4/2/2022 17:17	4/2/2022 17:17	I strongly oppose option B as it will destroy a growing community.		Avila	Misty						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1241	cde54f22-a2f2-4a07-80cd-b8df04cb614d	4/2/2022 17:38	4/2/2022 17:38	I OPPOSE Option B for this project. It would be so detrimental to the town of Prosper.		W	S						
1242	ddf6bef5-5709-4471-81e7-d7360f754693	4/2/2022 17:40	4/2/2022 17:40	I OPPOSE Option B for this project. It would have such a negative impact on the town of Prosper.		Winchester	M						
1243	3865a437-bb13-4897-859a-dbb1977a3a74	4/2/2022 17:43	4/2/2022 17:43	No to Option B! Keep Manegate!		Marek	Kerstin						
1244	3d97efe8-f318-45f8-87be-b13a99778d9a	4/2/2022 17:48	4/2/2022 17:48	I want to register my opposition to US 380 Bypass Segment B. I am a resident of Prosper, TX, who wants to keep 380 on 380. The Town of Prosper planned appropriately to widen 380 in its existing location. Segment B would materially impact schools, ManeGait equestrian therapy center and many planned developments. Please reject Segment B for US 380. Thank you.		Egger	Elizabeth						
1245	ccb544d5-7db7-4aae-82f5-4103ad0ef44d	4/2/2022 17:49	4/2/2022 17:49	STONGLY oppose. This is detrimental to Prosper.		Pianalto	Kerri						
1246	af06d06c-af54-440d-86a5-145180ed26bf	4/2/2022 17:50	4/2/2022 17:50	380 Option B must not move forward. This has material impact to our schools, utilities and tax revenue. Furthermore it will decimate Main Gate and the therapy they provide to mental and physically challenged individuals. Please take this option off the table.		R	C						
1247	22e359b4-5415-4d28-8982-ac76835f86ee	4/2/2022 17:51	4/2/2022 17:51	380 Option B must not move forward. This has material impact to our schools, utilities and tax revenue. Furthermore it will decimate Main Gate and the therapy they provide to mental and physically challenged individuals. Please take this option off the table.		C	C						
1248	83fdbbc7-cbb3-4ae9-82cc-d7bce36c2a91	4/2/2022 17:52	4/2/2022 17:52	380 Option B must not move forward. This has material impact to our schools, utilities and tax revenue. Furthermore it will decimate Main Gate and the therapy they provide to mental and physically challenged individuals. Please take this option off the table.		H	P						
1249	bfdb3f17-26be-4e4e-81d0-42c40a91b973	4/2/2022 17:52	4/2/2022 17:52	I oppose all segment B options that would run through Prosper & Main Gait. Main Gait is a Wonderful rehabilitation organization for children.	I fully oppose all segment B options running through Prosper. They are also too close to our schools.	Weinheimer	Matthew						
1250	72d8ebfc-4a78-40ea-8399-38a1b5d1dad7	4/2/2022 18:09	4/2/2022 18:09	I am highly opposed to route B. It doesn't make sense to reroute 380 when 380 can be expanded. I understand this will impact retail businesses in McKinney but going through route B will also impact businesses and homes and will significantly change the entire model for city of Prosper. Is it more important to save a city or to save few retail shops built incorrectly due to poor planning by city of McKinney?		P	Nauman						
1251	f4f2d7d6-020c-4b4f-8233-6e0987b13aef	4/2/2022 18:16	4/2/2022 18:16	I am opposed to route B going through Prosper, Texas. I would be in favor of route A. Best, Robert C Edwards		Edwards	Robert						
1252	eb41daad-356d-4a75-87a3-3b10305d4d89	4/2/2022 18:19	4/2/2022 18:19	I oppose plan B. The city of McKinney did not plan and this has been rehashed so many times. Prosper, who did plan for growth, both on the business and residential side, should not bare the brunt of an inept town and their lack of planning. Shame on them. They can build frontage roads, move businesses, not Prosper. MainGate is also important to our family and needs to be protected. Please do not cow to the ill planning of a city and make the residences and businesses pay financially. Prosper will lose business revenue and property values will suffer. Thank you for not building a by-pass in Prosper. Keep 380 on 380!		Egger	M						
1253	4c179a9a-5356-4841-865d-b812134d10ac	4/2/2022 18:20	4/2/2022 18:20	I am vehemently opposed to segment B going through Prosper, Texas; however, I can support segment A. Thank you, Jeanne Edwards		Edwards	Jeanne						
1254	956de3d4-c06d-4e8e-8e21-47b680cabd9d	4/2/2022 18:32	4/2/2022 18:32	We moved to Prosper to enjoy the more relaxing environment. Segment B goes right through the heart of Prosper and disrupts everything that we and all families of Prosper moved here for. I don't understand how there isn't a northern loop planned around Prosper and joining at 377.		Seddelmeyer	Luke						
1255	15c82170-ae7-4483-85d8-68bd2be8e8c1	4/2/2022 18:36	4/2/2022 18:36	I am adamantly against 380 segment B through Prosper! We are a quiet bedroom community and this would destroy our environment that we moved her for!! NO TO 380 SEGMENT B		Crovella	Cristy						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1256	af286a15-9926-4a43-8b52-8cc28858fef4	4/2/2022 18:41	4/2/2022 18:41	I oppose the proposed HWY 380 Brown and Gold Alternatives (Segment B). These paths will impact the daily operations and special events held at ManeGait Therapeutic Horsemanship and the essential services provided to individuals with disabilities and children. I respectfully request that Segment B be removed from consideration due to the environmental impacts to ManeGait.		Webb	Tana						
1257	02260dca-d703-4c36-8919-2b1b3816a314	4/2/2022 18:41	4/2/2022 18:41	I oppose the proposed HWY 380 Brown and Gold Alternatives (Segment B). These paths will impact the daily operations and special events held at ManeGait Therapeutic Horsemanship and the essential services provided to individuals with disabilities and children. I respectfully request that Segment B be removed from consideration due to the environmental impacts to ManeGait.		Webb	Brian						
1258	2061585d-86a2-4336-8e5f-07f10cf3ffa8	4/2/2022 18:57	4/2/2022 18:57	As a Prosper resident, taxpayer and voter, I am categorically opposed to Segment B. We moved to Prosper because we were looking for a safe neighborhood with a small-town feeling. While improvements can be made, I don't understand why Prosper should be penalized when they properly planned for the expansion of 380 ON 380. Prosper required all buildings to have the proper setbacks to allow for 380 to be widened on 380. The fact that other cities were unable to plan or failed to plan for the eventual widening of 380 should not penalize Prosper. Everybody is watching YOU: TXDOT! If you, TXDOT, select Segment B this send a CLEAR message to Texas towns and cities that bad behavior (NOT doing the right thing and to plan for expansions) is being rewarded. TXDOT: Is this the message you want to send out? Is TXDOT want to be seen as rewarding bad behavior? Is TXDOT want to be seen penalizing the ones who are doing the right thing? TXDOT: Do the Right Thing: Keep 380 on 380, PLEASE!	As a Prosper resident, taxpayer and voter, I am categorically opposed to Segment B. We moved to Prosper because we were looking for a safe neighborhood with a small-town feeling. While improvements can be made, I don't understand why Prosper should be penalized when they properly planned for the expansion of 380 ON 380. Prosper required all buildings to have the proper setbacks to allow for 380 to be widened on 380. The fact that other cities were unable to plan or failed to plan for the eventual widening of 380 should not penalize Prosper. Everybody is watching YOU: TXDOT! If you, TXDOT, select Segment B this send a CLEAR message to Texas towns and cities that bad behavior (NOT doing the right thing and to plan for expansions) is being rewarded. TXDOT: Is this the message you want to send out? Is TXDOT want to be seen as rewarding bad behavior? Is TXDOT want to be seen penalizing the ones who are doing the right thing? TXDOT: Do the Right Thing: Keep 380 on 380, PLEASE!	Mortimer	H						
1259	6083d88f-1a92-4cc3-814d-c06043a0223c	4/2/2022 19:07	4/2/2022 19:07	I oppose the proposed HWY 380 Brown and Gold Alternatives (Segment B). These paths will impact the daily operations and special events held at ManeGait Therapeutic Horsemanship and the essential services provided to individuals with disabilities and children. I respectfully request that Segment B be removed from consideration due to the environmental impacts to ManeGait.		Webb	Madison						
1260	d02cac7f-b146-45c2-845b-670ae61cdf66	4/2/2022 19:07	4/2/2022 19:07	In regards to section B, we specifically selected to build in this community to be away from noise and traffic and to be a part of a small and quiet community. Moving forward on section B will change that. It will change Prosper in ways we do not want. We understand the need to alleviate traffic on 380 but there must be a solution that doesn't involve putting a massive highway in our backyards!		Beyer	Blake						
1261	b36ad291-f4da-4acc-8a89-465fb75440cb	4/2/2022 19:08	4/2/2022 19:08	I oppose the proposed HWY 380 Brown and Gold Alternatives (Segment B). These paths will impact the daily operations and special events held at ManeGait Therapeutic Horsemanship and the essential services provided to individuals with disabilities and children. I respectfully request that Segment B be removed from consideration due to the environmental impacts to ManeGait.		Webb	Mason						
1262	c4b08f53-cccf-4b00-8796-2d4eb37540f2	4/2/2022 19:10	4/2/2022 19:10	I vote for "B".		Vaughan	J						
1263	4202aee0-50a2-40df-8571-9b36424888e2	4/2/2022 19:11	4/2/2022 19:11	No bypass B 1. Will obliterate MainGate. They provide unique services to disabled children, adults, and veterans that are difficult to get in this area. They also offer opportunities to youth and adults to serve the disabled population. 2. Will directly affect 4 schools and the safety of the children at each of these schools. It will take millions of tax dollars away from Prosper ISD. Prosper ISD and the town have written multiple resolutions against bypass B. 3. Bypass B will directly affect multiple neighborhoods. It will decrease home values. Prosper will lose millions in tax dollars because of a bypass. It will affect the safety of the citizens and children in Prosper. 4. Bypass B was never a consideration until a group in McKinney Texas suggested that it be placed in Prosper. It is corrupt to ask Prosper to suffer in multiple safety and material ways because McKinney poorly planned.		Williams	Stephanie						
1264	9894d0a9-d31a-4daa-8f1d-8edd28d09a72	4/2/2022 19:13	4/2/2022 19:13	We live in Whitley Place and would be impacted greatly if a bypass is out into our backyard. The sound, pollution, and the increase traffic is a huge safety issue for our young family. Also, the greater impact of the school and businesses. Main Gait, the new Prosper High School, the planned retirement community, and Founders Academy would all be negatively impacted. That's the elderly, kids, and disabled!!! All of these populations need our support and help to have a voice. I am opposed to the bypass coming through Prosper and we need to keep 380 on 380!		Forsett	Angie						
1265	a7699434-7138-4957-8f95-89e7faa31220	4/2/2022 19:19	4/2/2022 19:19	Keep 380 ON 380!!!! Poor planning on the part of McKinney and Tucker hill, Prosper shouldn't have to pay for poor planning on the part of McKinney!! And you would be destroying MainGait, a therapeutic horse farm for the disabled and children, TWP protected classes!! Stop this stupidity!!		Ferrara	Connie						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1266	37410837-4811-4fef-8301-65ee291fa1a8	4/2/2022 19:25	4/2/2022 19:25	As a Prosper resident, taxpayer and voter, I am categorically opposed to Segment B. Please Keep 380 on 380! We moved to Prosper and found a safe quiet neighborhood with a small-town feeling. Understandably improvement can be made, but why should Prosper be penalized when they properly planned for the expansion of 380 ON 380? Prosper required all buildings to have the proper setbacks to allow for 380 to be widened on 380. The fact that other cities were unable to plan or failed to plan for the eventual widening of 380 should not penalize Prosper! Everybody is watching TXDOT! If TXDOT, select Segment B this send a CLEAR message to towns and cities across Texas that bad behavior (NOT doing the right thing and to plan for expansions) is being rewarded. TXDOT: Is this the message you want to send out? Be seen as rewarding bad behavior and penalizing the ones who are doing the right thing? Do the right thing TXDOT: DON'T select Segment B and KEEP 380 on 380, PLEASE.	As a Prosper resident, taxpayer and voter, I am categorically opposed to Segment B. Please Keep 380 on 380! We moved to Prosper and found a safe quiet neighborhood with a small-town feeling. Understandably improvement can be made, but why should Prosper be penalized when they properly planned for the expansion of 380 ON 380? Prosper required all buildings to have the proper setbacks to allow for 380 to be widened on 380. The fact that other cities were unable to plan or failed to plan for the eventual widening of 380 should not penalize Prosper! Everybody is watching TXDOT! If TXDOT, select Segment B this send a CLEAR message to towns and cities across Texas that bad behavior (NOT doing the right thing and to plan for expansions) is being rewarded. TXDOT: Is this the message you want to send out? Be seen as rewarding bad behavior and penalizing the ones who are doing the right thing? Do the right thing TXDOT: DON'T select Segment B and KEEP 380 on 380, PLEASE.	Mortimer	J						
1267	a6cb55b6-3788-4b2e-87a9-9c6211e22cf9	4/2/2022 19:29	4/2/2022 19:29	Option B would be a detriment to the Town of Prosper and the safety of our kids. This will run along the high school my children will attend and that scares me to death. 380 is already a road in place. It makes more sense to expand it to ease traffic than to build an entirely new road! How can it be cost effective to choose option B? It isn't. Just because a neighborhood that already knew 380 was there is complaining?? That is not right at all! PLEASE KEEP 380 ON 380!!!		Haggard	Holly						
1268	2cd50c96-9116-42c0-8c4a-98e3e6619176	4/2/2022 19:32	4/2/2022 19:32	I think B makes the most sense on the West end.									
1269	02a29150-c49e-4ba7-8d58-97acceec5078	4/2/2022 19:38	4/2/2022 19:38	My family and I including friends of prosper Texas strongly opposed route B. We need to keep 380 on 380. This is going to have many many years of impact on schools families and homes. We should not be penalized because the city of McKinney chose not to have the setback on 380 many years ago. We along with other cities gave the setback as everyone knew 380 was going to expand one day. It also makes sense to keep it in a straight line and 380 is already extremely busy. So keep it there and keep the rest of the towns nice and quiet. Myself and other Prosper residents are kindly asking you to not put the highway through our town/Route B		Conrad	Brent						
1270	f0b2c162-07d2-4389-8cc9-e917758528b5	4/2/2022 19:43	4/2/2022 19:43	B is a horrendous option. Fix 380 on 380, don't encroach on my town.									
1271	13e04a29-78f4-40b4-8c38-04911c9492c0	4/2/2022 20:00	4/2/2022 20:00	I live in Whitley place. There's enough traffic with the expansion of Custer road between prosper trail and 380. Creating further roads would diminish the appeal of living in Whitley and Prosper.		Sullivan	Patrick						
1272	07691657-7d2c-4da6-819b-aeae4d60c253e	4/2/2022 20:12	4/2/2022 20:12	Too many homes and people live in this area, several thousand will be effected- congestion, traffic, construction, and property values if route A is approved. Route B would not cause these problems because it is open land, and does not have the amount of development that A has.		Morgan	Kathy						
1273	0160a7ff-9bb6-49b0-8075-9bb10c4ea2b7	4/2/2022 20:12	4/2/2022 20:12	Option B hurts the town of Prosper. It is smaller geographically, impacts a horse therapy area for special needs, multiple Prosper ISD campuses, future home developments, student drivers at the soon to open high school, and negative financial impact to the community from lost tax revenue.		P	W						
1274	8ccff42e-a47f-4df2-814f-0b83aa1fd2a4	4/2/2022 20:13	4/2/2022 20:13	Option B hurts the town of Prosper. It is smaller geographically, impacts a horse therapy area for special needs, multiple Prosper ISD campuses, future home developments, student drivers at the soon to open high school, and negative financial impact to the community from lost tax revenue.		P	K						
1275	d4b3fb69-bb76-453e-855a-aead28581583	4/2/2022 20:14	4/2/2022 20:14		I oppose ALL US 380 Segment B options. This option is extremely destructive and disruptive to the Prosper community as well as to ManeGait Therapeutic Horsemanship. 1. This is a McKinney issue and Prosper should Not have to pay for McKinney's lack of planning and lack of acknowledging the issue (McKinney has continued to allow development right up to the right-of-way of 380 even when they knew 380 was becoming an issue. The amount of development just within the last 3 years since this was a problem back then is ridiculous.) 2. Exactly who will be using this Bypass & why can't they use the outer loop that is already being developed? Most of the traffic is from people traveling to all the local businesses along 380 especially as it approaches 75. 3. The schools that will be impacted should be a huge concern. The safety of our children should be a major consideration in this issue. Opt B will effect thousands of children and their families. There are Many More issues w/ Opt B.	Demases	Katherine						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1276	d862e206-aab2-49ae-8041-3435f499587d	4/2/2022 20:17	4/2/2022 20:17	Section B proposal for US380 will create a big divide for the town of Prosper. Planned future neighborhood developments along with displacing current businesses and homes in development along the corridor of proposed Section B will dampen the growth of Prosper. It will also drive current property values down and make Prosper less appealing to live in for many new residents planning to move here in support of large businesses like the PGA headquarters. Emergency services will have longer response times due to a highway literally dividing the town of Prosper up into two. Current fire and police stations in Prosper will be geographically separated to the north and west of the Section B proposal. Section B will hamper the plans to build a much needed 3rd High School that is due to start construction this fall, forcing Prosper ISD to start from scratch with surveying a spot in our small geographic area of 9 by 3 miles. I staunchly oppose Section B of US380.		Oldham	Daniel						
1277	6216110d-a3a8-4d8b-8ea4-f99ed12156f8	4/2/2022 20:24	4/2/2022 20:24	Option A is among the most disruptive. Based on the Segment Analysis documents, it also makes the least sense as it yields one of the higher numbers of environmental, infrastructural, and residential impacts. Please explore other options.		Thomas	Matthew						
1278	a10fa619-0d70-4fb7-866d-f7d08e9e346d	4/2/2022 20:36	4/2/2022 20:36	Please do option b		Gomes	Keegan						
1279	a09e2ee4-db2f-4a4f-8ff8-42c80179438b	4/2/2022 20:37	4/2/2022 20:37	I totally support option B rather than A Option B is cheaper about 100M and do not displace business, and impact less acres of wetlands, rivers/streams and forest (please do not destroy our peaceful neighborhood). Option A would affect our quality of life without a doubt.	It is evident that option B is a better one than A.	FLORES	CARLOS						
1280	af909f3a-5f2b-45e7-8db0-2b7acadd43b0	4/2/2022 20:52	4/2/2022 20:52	I am concerned and object to a 12 lane highway crossing into this established residential area. As a resident since 2009, this proposal presents grave danger to our way of life in Prosper with untold dangers to families, drivers, new drivers, school buses (drivers and riders/children), attendees of the nearby schools, the new high school that will be ready in 2023, the Maingait Therapeutic riding center for the emotionally challenged and disadvantaged (and their horses), and our overall safety as residents. There was a different proposal in the past that would ensure our safety as residents. Surely TXDOT has enough revenue to build this section in a less developed area.		Patrick	Inga						
1281	e8bbf80c-2f87-4e28-86af-19c3ecf39555	4/2/2022 20:53	4/2/2022 20:53	I am opposed to Option B that goes through Prosper. It will be detrimental to our town. There are much better options available.		Nelson	Kelly						
1282	ee040f74-bf1c-45bd-8c04-1cb4141e9789	4/2/2022 20:54	4/2/2022 20:54	Once again, the town of McKinney didn't plan and looks to Prosper to be the scape goat to fix their problems. I and the town of Prosper opposes the plan b option. This is not a pregnancy issue, plan B is for McKinney to deal with this themselves as they made the mess. Do not build a by-pass through Prosper. It will hurt property and business values.		E.	M.						
1283	b082839f-0b1d-4d1f-83c7-3c29494ad43c	4/2/2022 20:56	4/2/2022 20:56	I strongly oppose Option B. This option will disrupt businesses including a non-profit serving disabled children and veterans as well as schools and neighborhoods. It will directly put students at risk due to the close proximity to schools. Prosper has planned for expansion and growth on 380 for years as part of its planning and its citizens should not pay for the failure of other communities to plan. This is not right!!! Keep 380 on 380 rather than a 12 lane highway cutting through a town that is only 27 square miles to begin with.		Weddle	Jennifer						
1284	68090226-77e0-43fd-8972-876da82a9ced	4/2/2022 21:00	4/2/2022 21:00	Option B would destroy East Prosper... Prosper planned for this growth and McKinney chose to ignore the problem. keep 380 on 380		Beavers	Bill						
1285	86145271-491d-4af7-88f0-2b65342cfd6c	4/2/2022 21:05	4/2/2022 21:05	I strongly oppose option B.		Norris	Jessica						
1286	5544db04-c027-4603-8c14-0d32ccc02e01	4/2/2022 21:05	4/2/2022 21:05	I strongly recommend Plan B. It's a lot cheaper than Plan A and less disruptive to neighborhoods and businesses. We are already paying for the unchecked growth on 380 with excess traffic on our secondary streets as people try to find ways around all the new traffic that has been put in their way.		Halderman	C						
1287	761a37d5-93d9-4339-8a15-bcda3455e91f	4/2/2022 21:06	4/2/2022 21:06	As a resident of Stonebridge Ranch (living right off of Stonebridge Drive) in McKinney, I'm writing to express my strong opposition to the Option A alignment route. Option A would cause major disruption to the flow of traffic thru the neighborhoods of Stonebridge Ranch during construction, in addition cause devastation to the entire business area along 380 from before Custer to Ridge Rd. The scenic roads thru Stonebridge Ranch were not designed or built to handle the traffic that would be generated by the offloading necessary during construction necessary for Option A. I'm also concerned about the impact to Baylor Hospital (accessibility) and all the many medical buildings that are adjacent to Baylor and along 380, during the construction period if Option A is chosen. McKinney Baylor is a vital institution to the city of McKinney and maintaining easy access is critical.		Hawke	Gay						
1288	3fa85a4c-ae5f-483e-885a-dfedd7fdde4d	4/2/2022 21:09	4/2/2022 21:09	Option B provides a solution that negatively affects less homes, businesses and people than Option A. Plan B is our preference		R	P						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1289	44694759-5db9-4f91-8506-3e79059546fa	4/2/2022 21:16	4/2/2022 21:16		I oppose Segment B on the proposed 380 Bypass. If implemented, Segment B would negatively affect the ManeGait Therapeutic facility. ManeGait provides services to, among other individuals, combat veterans as part of their recovery. I think you owe it to those who risked their lives for the freedoms we enjoy to pursue an option other than segment B. Thanks for your consideration.	Solan	John						
1290	757e7b54-67a4-4665-8594-26ac3ab0d316	4/2/2022 21:27	4/2/2022 21:27	To whom It May Concern, We are completely opposed to option B. We are extremely disappointed and concerned about the recent proposal of running a bypass right next to Cockrell elementary school-option B. It seems there are other options including a flyover or the original proposed solution that runs next to Tucker Hill. This original option shouldn't be eliminated simply because legislators live in Tucker Hill. These legislators are elected to serve the community interest at large not their own interests. The fact that Tucker hill has one entrance is not a problem that 1,000 elementary school kids should be put at risk to solve. Sincerely, Concerned prosper resident and parent.		Mays	Stephanie						
1291	53b2fcf0-b8c3-4a20-8fb3-2328a3dcc2a6	4/2/2022 21:32	4/2/2022 21:32		I Oppose route B. There are so many schools directly impacted in our small town. It will hurt the families who live here.	Lee	Jacqueline						
1292	f1cd0b02-4f24-455d-8944-ad02d8d7488c	4/2/2022 21:37	4/2/2022 21:37		I believe option B puts students in Cockrell Elementary in danger and creates added unnecessary congestion to an already busy area with many student drivers. I believe a flyover is the best solution similar to what has been done on Preston and 380 as well as Preston and 121 but if that is not an option you have to go with option A. Just because Tucker Hill has a single entrance, it is not the right of the legislators living there to put their well-being about all the other families with kids going to school at Cockrell. Please do what is best for the community and not for the select few.	Mays	Eugene						
1293	f0d38115-b45e-4794-8e4e-2840b3ea432f	4/2/2022 21:47	4/2/2022 21:47		I strongly oppose Option B!								
1294	ea9ca5b2-d770-471f-8e4b-18844ee5978b	4/2/2022 21:52	4/2/2022 21:52		I oppose this. Will greatly impact us in prosper	Greg	Wisner						
1295	fceb0fb-6b33-4dfd-8f41-10134780fb41	4/2/2022 21:59	4/2/2022 21:59		As a resident of Tucker Hill, I would like to firmly oppose option A, as it would (on top of being more expensive) hinder traffic in and out of our neighborhood, and as a mother of 5, I take a personal interest in the bus routes and the ability of emergency vehicles to access our homes. Option B would allow for a more efficient flow of traffic, will disrupt less businesses, and have a smaller environmental impact!	Vorhees	Adrienne						
1296	14935750-c196-4c22-8f0c-5d877cdbcde5c	4/2/2022 22:04	4/2/2022 22:04		I am opposed to option B as it will split the Town of Prosper and divide neighborhoods and increase the traffic flow near families and schools.	Craig	Weddle						
1297	60d2d4e0-ae83-479f-8d19-80d43ed69d85	4/2/2022 22:09	4/2/2022 22:09		NO to option B	Stewart	Steffanie						
1298	dbff223b-03e4-4567-8d31-d4646d82e5f4	4/2/2022 22:10	4/2/2022 22:10		I feel like the long-standing businesses and residents near Stonebridge road should not be impacted by this project.	Pyland	V						
1299	a0d83122-06ff-44b6-8b58-527d2b209078	4/2/2022 22:12	4/2/2022 22:12		NO to option B	Stewart	Neal						
1300	f3b9cb8d-8767-4bff-8e5d-b3a2d6602d94	4/2/2022 22:16	4/2/2022 22:16		Please do not proceed with this project. 380 has been in place for ample time to allow for families and businesses to choose their home and/or business location. This would disrupt livelihoods and families. There is no reason for this change and expense. The funds would be much better served elsewhere. Prosper should be able to decide on this, not McKinney. This little town has a big voice and wants to keep it feeling small town. People moved here for a reason.	H	K						
1301	33b0f4d1-fedc-402c-862a-4c64f3b97532	4/2/2022 22:36	4/2/2022 22:36		Our household implores you not to place such a large and busy road near not only a large family community but an elementary school where the majority of children walk to school each day and will be directly impacted by the pollution, noise and traffic. Furthermore our teen drivers will now be met with more opportunity for accidents within such a close proximity to their home. Running this through an area like this simply does not make sense and the risks/damages far outweigh the benefits of this.	B	K						
1302	f05332c1-96d1-4580-8e39-a3a68a5f18fb	4/2/2022 22:45	4/2/2022 22:45		"B" would be not only a negative impact on property, but also the town of Prosper as a whole. Therefore I would oppose this from happening and would hope those making the decisions would also see it as not being a overall positive means to this project.	TURNER	DANNY						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1316	3b3e913e-a98a-49c1-8b5b-09e5fb20c552	4/3/2022 0:18	4/3/2022 0:18		Plan B which runs through Prosper is a very bad decision for many reasons. First, plan B effects Main Gait negatively. This facility is vital to many disabled children and veterans. This type of facility can not merely be picked up and moved, therefore TexDot would have to suffer a heartbreaking optic mistake. Secondly, Prosper only has 23square miles to take advantage of property taxes, which support our schools, fire, police, etc. By running the proposed bypass through Prosper, we will suffer greatly due the loss of land revenue by loosing development land and the loss of revenue from lower property values, which are sure to drop due to a major highway cutting through our town. I witnessed the same challenge we now face on 380 in Austin with HWY 35. Tex Dot made the wise decision to double deck Hwy 35 where it couldn't be widened, and it solved the problem with very little pain to anyone. Please consider that sensible solution in McKinney, and leave 380 on 380. Thanks	Yanof	Marvin						_work_for_TxDOT_
1317	6ad3b6bc-ff0f-4356-82ad-164e99f29fa8	4/3/2022 0:20	4/3/2022 0:20		I have a huge objection to the proposed options A & B of the bypass for 380. This proposed route is infringing on established neighborhoods with schools and walking paths that would be directly affected by the noise and constant traffic. There has to be a better option to go further North on Dallas North Tollway and then build a road East to connect to 75 and on East to Princeton. This plan is not acceptable.	Hatch	Beth						_am_a_resident_
1318	d2edd5a7-1e82-40d8-85dc-13735a1ec62	4/3/2022 0:22	4/3/2022 0:22		I oppose all portions of the proposed segment 'B' of US Hwy 380.	Cottle	Michelle						
1319	588c7e7b-c14a-4a6e-8720-d27dabac199b	4/3/2022 0:22	4/3/2022 0:22		I oppose all Segment B options. KEEP 380 ON 380!!	Spaeth	P						
1320	b5362ee7-b6ef-4817-86b5-56e7db2d27db	4/3/2022 0:24	4/3/2022 0:24		I would like to oppose Segment B. Please find another way that won't impact Prosper so badly.	Adams	Naomi						
1321	e00edf81-76d8-468c-86a7-014016b1a6ad	4/3/2022 0:27	4/3/2022 0:27		I oppose ALL Segment B locations. Keep 380 on 380.	Spaeth	J						
1322	e87e1d66-a2da-41af-8d60-90f5d3a76169	4/3/2022 0:33	4/3/2022 0:33		Absolutely not! Do not bring 380 through our beautiful town. We want our town to remain as is. Take it South through Frisco if you have to be stay out of Prosper! We do not want 380 in our backyard.	Parkinson	Deborah						
1323	fc21efdf-0274-4af2-8359-1c1a1a7ddabd	4/3/2022 0:36	4/3/2022 0:36		Option B should not exist. It was never in the proposal until McKinney did not want to be affected with the new project. We moved to Prosper for a reason and do not want a huge road in our backyard. If McKinney cannot plan their population expansion, we should NOT be faulted for their lack of judgement. Stick to the original plan and remove option B.	N	V						
1324	58d3bf46-d517-427a-8e1f-804304414447	4/3/2022 0:46	4/3/2022 0:46		Segment B is going to ruin our house value that we bought specifically because this wasn't an option when we bought the house and this is very upsetting that McKinney is trying to ruin our town because he did not plan accordingly.	Namme	Chris						
1325	35153c39-9015-4407-84aa-cea706601c76	4/3/2022 0:58	4/3/2022 0:58		I strongly oppose this.	Irwin	Warren						
1326	875e690f-0f00-4d77-8153-e1044d1aa2de	4/3/2022 1:00	4/3/2022 1:00		I strongly oppose this.	Irwin	Patricia						
1327	4449e3c6-cd1d-47d2-847c-4e2b37889174	4/3/2022 1:09	4/3/2022 1:09		I'm in opposition to the B plan running through Prosper. I'm a single mom who chose Prosper as my home for my daughter and I five years ago. Prosper has been a place of refuge and I specifically moved here for that reason. I did my due diligence before moving here. I am native to Dallas and have witnessed growth in many communities but ask that you don't let growth destroy what home is for me. Keep 380 on 380. It's the right thing to do. I ask for your consideration and understanding.	Canada	Clair						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1328	97b04a38-dc37-445e-8ba1-dda056698e23	4/3/2022 1:10	4/3/2022 1:10	TXDot cannot select option B as it will be detrimental to Prosper by ruining planned development, along this path, bisecting our small town, hurting MainGate Therapeutics Center, etc.. We live right off Custer near this proposed option and it will completely change the landscape of our town. It's not Prosper's fault that McKinney did not provide enough room along 380 like the Town of Prosper did all the way throughout our town. Prosper planned for 380 to be widened. Keep 380 on 380 and at the very least do not bring this proposed road through the middle of our town.	TXDot cannot select option B as it will be detrimental to Prosper by ruining planned development, along this path, bisecting our small town, hurting MainGate Therapeutics Center, etc.. We live right off Custer near this proposed option and it will completely change the landscape of our town. It's not Prosper's fault that McKinney did not provide enough room along 380 like the Town of Prosper did all the way throughout our town. Prosper planned for 380 to be widened. Keep 380 on 380 and at the very least do not bring this proposed road through the middle of our town.	Piot	Justin						
1329	afd7a626-82d9-4ca0-8102-23f8c7b36128	4/3/2022 1:11	4/3/2022 1:11	TXDot cannot select option B as it will be detrimental to Prosper by ruining planned development, along this path, bisecting our small town, hurting MainGate Therapeutics Center, etc.. We live right off Custer near this proposed option and it will completely change the landscape of our town. It's not Prosper's fault that McKinney did not provide enough room along 380 like the Town of Prosper did all the way throughout our town. Prosper planned for 380 to be widened. Keep 380 on 380 and at the very least do not bring this proposed road through the middle of our town.	TXDot cannot select option B as it will be detrimental to Prosper by ruining planned development, along this path, bisecting our small town, hurting MainGate Therapeutics Center, etc.. We live right off Custer near this proposed option and it will completely change the landscape of our town. It's not Prosper's fault that McKinney did not provide enough room along 380 like the Town of Prosper did all the way throughout our town. Prosper planned for 380 to be widened. Keep 380 on 380 and at the very least do not bring this proposed road through the middle of our town.	Piot	Vanessa						
1330	5947f61e-8922-40c1-877f-539be4468919	4/3/2022 1:16	4/3/2022 1:16	Section B should not be an option. This will not be good for the future of our children who will be in school close to a huge freeway. It's ridiculous to think that this is even an option. Also other live right there and their lively hood is there. Why destroy someone's life? Section B is absolutely not a good choice. Shouldn't even be an option. What about the outer loop! Put money and lanes there. Stop Thai madness with section B.		K	Courtney						
1331	0f088ebc-53d6-44e7-8e8c-3fe47d491070	4/3/2022 1:47	4/3/2022 1:47	I am opposed to the proposed area of segment B. I believe that it would be detrimental to our small town.		Buckner	Ryan						
1332	c92adb6-f79d-4ff1-8aa2-34829d4df8ac	4/3/2022 2:06	4/3/2022 2:06	We do not want it in our neighborhood, it'll create a higher traffic jam and more pollution to the area. Also many teenage drivers, higher chances of accidents!		Omotola	Naomi						
1333	b51f4145-1695-428e-8f4c-fe30015ba7b8	4/3/2022 2:07	4/3/2022 2:07	I live in Tucker Hill neighborhood. I am a surgeon in the community, frequently accessing 380 from our neighborhood. Any widening of 380 or conversion to a limited access freeway (option A) would greatly impact my ability to easily commute to and from Baylor Mckinney or Medical City Mckinney in a seem less fashion. I am a parent of young children. When they grow to drive on their own, entering and exiting our neighborhood onto a freeway (option A) would be extremely high risk. As a resident, the noise associated with option A would be disruptive to our daily lives. It would impact a large number of businesses, with difficult access, loss of parking and obstruction during construction. This would increase the risk of business failure and relocation, negatively impacting our business tax revenue. Option B gives the lowest direct business and resident impact. Option B gives the greatest outcome for the largest number of people.		L	N						
1334	129fcb86-50a5-465b-8a43-351700ea0118	4/3/2022 2:08	4/3/2022 2:08	No to plan B	No to plan B	A	I						
1335	76f0e91a-42ea-4b57-8244-a8aaac00bb23	4/3/2022 2:10	4/3/2022 2:10	We don't want option B. #Protect Prosper. Please we don't want this in our community. It will destroy businesses and schools.									
1336	65942ca2-3f92-4a35-87ce-ad6e6ff4253f	4/3/2022 2:11	4/3/2022 2:11	This would definitely disrupt the town of prosper and existing neighborhoods currently there.		Millan	Melanie						_work_for_TxDOT_
1337	884832ad-1af4-40b6-8496-d4962cf205d0	4/3/2022 2:13	4/3/2022 2:13	This would definitely disrupt the town of prosper and existing neighborhoods currently there.		Villa	Thomas						_work_for_TxDOT_
1338	9b34abe8-d50c-419d-8882-959d21da19f6	4/3/2022 2:16	4/3/2022 2:16	Please dont choose plan B , it will disturb communities		Nihar	A						
1339	3a84f3cd-0114-4051-8ed9-40ad07e79112	4/3/2022 2:23	4/3/2022 2:23	Please do not ruin Prosper. People who built their homes on 380 knew they were building in a congested area. Let them deal with it. Just put in an overpass above the existing roadway. We built our house in Prosper to get away from traffic.		Wilson	Melissa						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1340	b5871230-3063-4ff9-81fc-bcc0e79228f9	4/3/2022 2:24	4/3/2022 2:24	Choosing A or B almost amounts to "Sophie's choice." My wife and I live in Stonebridge, close to Stonebridge & 380. Our daughter and her husband live in Whitley Place. 380 is already dangerous and crowded with local traffic to retail, restaurants, and the hospital. Soon to come is all the traffic for new neighborhoods north of 380. There is also much traffic to and from two McKinney elementary schools and a high school. Construction on 380 for segment A and the ensuing traffic after completion would only exacerbate an already frustrating and dangerous situation. The main argument against "B" seems to center around Maingait. A solution was offered for relocation. Another was the bypass being located south of the establishment. If A were the decision, what would guarantee that Maingait would not relocate to another location after the completion of the bypass? It certainly would be a prime area for a future housing development. Choice "B" affects less people and is the wisest choice.		C	R						
1341	939bfa5a-66c6-4a89-84c4-788d31f1d964	4/3/2022 2:31	4/3/2022 2:31	This part of the project will cost more and will severely damage or remove existing businesses and homes in this area. It would affect already established business and homes directly not just as a future development like those in the B section but already existing businesses and homes. The cost alone should make this option almost null and void since spending an extra \$100 million does not make any fiscal sense. No matter how loud a certain group or community is should not determine this project. Sound engineering and fiscal responsibility is what should determine this project and that is not option A.		Rascon	Melissa						
1342	bcbc0b8c-6e74-49a0-8237-97b393a81196	4/3/2022 2:40	4/3/2022 2:40	I don't want a 8 lane elevated super Hwy in my backyard. I bought in Willowood with the understanding the Hwy would be around Kaud Howell. Either way why not move it further north since once it is done it will already need another bypass further north. No 380 bypass using C or D option!!!		K	G						
1343	26b68bdf-527a-46a7-8b53-4c2dcd1dfa7c	4/3/2022 2:47	4/3/2022 2:47	We don't want the option B. I am opposing option B. This will completely destroy the growth of Prosper town. There are so many great schools and neighborhoods in Prosper and communities that are coming up for old age people. Building 8 lane will disrupt peaceful living for old age people in Prosper. Please don't do any road construction through Prosper town. My humble request.		Chunduri	Lakshmi						
1344	e6ca7423-7b61-488b-8b19-b46d230331e6	4/3/2022 2:47	4/3/2022 2:47	As a longtime homeowner (26 yrs, 10 in Stonebridge Ranch) in McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to current businesses with NO displacements (17 potential with Seg-A), minimal impact on existing homes & families living in neighborhoods along & adjacent to US 380. It is also the least expensive option by nearly \$99 million. I STRONGLY OPPOSE Segment-A for these reasons: *It will create an overpass on 380 over Stonebridge Drive & Custer Road. *It will also cause the installation of water pipes (ducts) over 380. *It will increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge, Ridge Road and Lake Forest, increasing traffic, noise & pollution in our neighborhoods & reducing our property values drastically during construction & after. *It will also cause a large interchange to be constructed at the intersection of Segment-A & 380, depressing home values in that area.		Lowe	Glenna						
1345	1d1ad8a8-595d-4b03-8526-83b2919acf8	4/3/2022 2:55	4/3/2022 2:55	I strongly appose option B.		Cunningham	M						_work_for_TxDOT_
1346	eee30501-41ba-40c1-84c4-170b542f9f93	4/3/2022 3:04	4/3/2022 3:04		Please go forward with option B	Pagnard	Aaron						
1347	f24363bf-106b-4a62-87e4-3188a5714fa8	4/3/2022 3:05	4/3/2022 3:05	I oppose option b	I oppose option B through Prosper. Prosper is able to keep 380 on 380. If McKinney can't support leaving and expanding the highway in place, then they should reroute it through their own city.	Wilson	Ashley						
1348	2113de36-59a1-448c-89a8-3582582bcd70	4/3/2022 3:12	4/3/2022 3:12	I oppose option B		H	K						
1349	d45ec3a4-76e9-4335-886e-4a0644bbc835	4/3/2022 3:18	4/3/2022 3:18	This would devastate our neighborhood and town! Please do not allow it to happen.		Carter	Amy						
1350	0f8e9588-c63d-484f-811b-7491f28bf76b	4/3/2022 4:29	4/3/2022 4:29	I believe Option A would be the most disruptive to more people, homes and businesses than Option B which only impacts 1.14 miles for the town of Prosper. They object to this because of impacting future communities that are on the drawing board, whereas Tucker Hill is a long standing still growing community. Option A would impact the safety and well being of Tucker Hill for 3-5 years of construction making entering/exiting so much more difficult including the noise and air pollution factors associated with construction. Please consider the greater good in selecting Option B. My quality of life depends on it.		Gistaro	Marti						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1351	90codd19-c3a8-4077-875e-a4e7c01cbbf2	4/3/2022 4:48	4/3/2022 4:48		Our family moved to McKinney in June of 2021 from a peaceful rural town-Killingworth-in Ct. We are now homeowners and residents of McKinney. We strongly support the Project 380 Segment B bypass alignment option.This option is the least disruptive to businesses and homes and families living in neighborhoods along and adjacent to US 380. It is less expensive by nearly \$99 million when compared to segment A alignment. I am concerned about cost, safety, increased traffic , increased noise and air pollution, reduction in property values and the quality of life if Segment A comes to fruition . I support Segment B.	Trupin	Katharine						
1352	db2caaf1-7ad5-49f2-88cf-ca2897f4d090	4/3/2022 6:39	4/3/2022 6:39		Plan A is very disruptive	Scar	Kevin						
1353	a3fc9c39-05cc-4728-82df-163f18d79299	4/3/2022 12:45	4/3/2022 12:45		Oppose this section far too disruptive to the narrow growth of prosper. We do not need a roadway that cuts through and that close to schools and homes								
1354	81d07b47-6fa2-4e9d-894e-002656fee568	4/3/2022 12:47	4/3/2022 12:47		Strongly Oppose option B thru Prosper. I cannot believe there is not more infrastructure studies done before housing developments and businesses are approved.	Harpster	Pam						
1355	47578a96-7776-4af7-8a57-9659ae794ba9	4/3/2022 12:52	4/3/2022 12:52		Strongly Oppose option B thru Prosper. I cannot believe there is not more infrastructure studies done before housing developments and businesses are approved.	Harpster	David						
1356	35b519ec-65bc-444c-84cd-8b0930959d03	4/3/2022 12:57	4/3/2022 12:57		As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of Segment A. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *It will also cause the installation of water pipes (ducts) over 380. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.	Moon	Rick						
1357	7e63ab24-ef64-41de-86d6-e00f230baeb5	4/3/2022 13:02	4/3/2022 13:02		As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of Segment A. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *It will also cause the installation of water pipes (ducts) over 380. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.	Moon	Tracie						
1358	aa42293c-29bd-4f6a-833b-0d41c35ccb93	4/3/2022 13:03	4/3/2022 13:03		As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of Segment A. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *It will also cause the installation of water pipes (ducts) over 380. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.	Moon	Andy						
1359	d40b9854-0d34-4260-8a90-c507e6d73f62	4/3/2022 13:51	4/3/2022 13:51		I am OPPOSED to Route B. We moved to Prosper for a small town feel and safe schools. Adding a major freeway throurofare right through neighborhoods and schools is NOT what Prosper needs! As someone who will have drives on Custer multiple time per day, and who will have a student attending the new High School and will be driving, having to navigate a freeway through there is simply dangerous! Prosper is getting too congested and crowded and impeded by traffic as it is! We DON'T want this!!!	Ceccarelli	Stephanie						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1360	59c59067-8c8c-49ff-87a1-2fc5a2270632	4/3/2022 13:56	4/3/2022 13:56	No to route B. It will effect established communities, the new high school that is going in Prosper and Main Gait that has served the area for years.		Patterson	Shannon						
1361	1520fa97-7c54-450d-8cad-fc2bfe9fd9fc	4/3/2022 14:00	4/3/2022 14:00	I am a Prosper resident. I oppose the 380 highway bypass section B as this development will have negative impacts on the residents of all ages in many ways and on the home values. Considering Prosper is a small town, highway like this will have bad impact rather than doing good things to the community. I sincerely expect this 380 highway bypass section B plan needs to be dropped.		S	Jaya						
1362	26a995a2-66d6-4019-8e6c-bb45be475a68	4/3/2022 14:01	4/3/2022 14:01	B makes the most sense. Prosper's only opposition is that of opinions and none that are factual. We need traffic control on 380 now before home and business values fall Because of traffic congestion.		Jon	Rovi						
1363	8119cb10-1fc4-4ebe-8641-28cdeed07925	4/3/2022 14:15	4/3/2022 14:15	Support option B		V	K						
1364	ffd351b6-cb97-4c5b-88f4-2934de28711b	4/3/2022 14:15	4/3/2022 14:15	Five years ago we moved to Whitley Place where we retired. We love the serenity of our environment. As a cancer patient I wanted a cleaner environment. In the past year we have seen construction on all streets surrounding our neighborhood. All will have a minimum of 4 to 6 lanes on Custer, First Street, Prosper Trail and Coit Rd. Now we are faced with a major highway within a quarter of a mile from us adding more emissions to our neighborhood. We understand that North Texas is growing and expect the infrastructure to increase but not to the degree it has. We oppose 380 plan B and urge you to consider plan A. Thank You Susan Cane		Cane	Susan						
1365	7c47da2b-b828-4f5d-8ffe-8672e5f701b2	4/3/2022 14:25	4/3/2022 14:25	No to Option B.		Patterson	J.						
1366	94b4ef9b-ce79-460a-8bb4-8b58544e5dd3	4/3/2022 14:26	4/3/2022 14:26		Please don't allow the bypass to happen. Find another way!								
1366						SQB	SB						_am_a_resident_
1367	cca06937-3bbb-4eaa-8465-8f023e822c1b	4/3/2022 14:38	4/3/2022 14:38	The only option that displaces the least amount of population/businesses is Option B.	It's unfortunate that some folks will have/want to move but it's that or leave 380 as is.								
1367						Wandersee	Matthew						
1368	3ebd96ea-d652-4979-8b7e-be67bad91d6f	4/3/2022 14:55	4/3/2022 14:55	We live in Prosper and bought here based on planning. It did not include moving 380! Keep 380 on 380!		BAB	Babcia						_am_a_resident_
1369	735f51d2-b41b-41a1-8b1a-35cae982c963	4/3/2022 14:57	4/3/2022 14:57		My husband and I moved to Prosper for the retirement phase of our lives. We bought a beautiful home in Whitley Place, adding a swimming pool and outdoor entertaining area. The thought of an 8 lane road running so close to our home is frightening. We will be listening to night and day traffic, smelling noxious car exhaust and the sounds of horns blaring at all hours. We came to Prosper for the quiet, family feel of our neighborhood and to escape the hustle and bustle of McKinney (where we lived for 30 years). Please keep 380 on 380 as was always the plan for its expansion. Thank you, Kathy Sperl	Sperl	Kathy						
1370	102b3832-912f-4766-8580-9f69436a41cf	4/3/2022 15:01	4/3/2022 15:01	I am a resident of McKinney, Tx and a homeowner in Tucker Hill Development. I SUPPORT segment B As a resident of TH we only have 2 exits, both out to 380. Any construction for 3-5 years would severely impact our safety. Emergency vehicle response times would be greatly increased. This also would continue after construction with segment A as any emergency vehicle coming from the west would have to go beyond TH. If we had to go east to Baylor hospital we would have to head west first. We've been hearing for 7 years that Stonebridge is going to be extended still has not so no guarantees that it will be prior to construction. Further, your own matrix of showing number of businesses, residents, and other displacements to be less with B. Cost is much less, \$100m, with your current estimates with B. You even state it could go higher with the utility re-routing. Environmental impact is even less with option B. Segment A could have a potential high-risk EPA clean up where B has zero		Sweet	Greg						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1371	7f1d0466-2a17-4071-8976-b5d8e58d46ed	4/3/2022 15:02	4/3/2022 15:02	<p>I am a homeowner in Tucker Hill and a resident of McKinney, Tx. I want to strongly oppose segment A of the proposed 380 expansion. Based on your own matrix of factors segment B is the best solution to the 380-traffic mess.</p> <p>1. Cost is at least \$100 million less with B. The cost of A could climb even higher with potential increase cost of relocating water lines from McKinney water tanks. Also, possible problem with EPA clean-up of 2 sites with A but none on B</p> <p>2. Business being displaced are greater with A</p> <p>3. Residential properties being displaced are greater with A</p> <p>Within your presentation you still don't know if you will be able to depress 380 which runs in front of Tucker Hill or the impact of trying to do so would impact the 2 dams that segment A would bisect. All greatly increasing the cost for segment A and also affecting the noise/air quality for our neighborhood.</p> <p>Again OPPOSE A / SUPPORT B</p>		SWEET	Laurie						
1372	c1aa19af-7c6b-45a1-8543-cff1b3257514	4/3/2022 15:07	4/3/2022 15:07	<p>I am a resident in Tucker Hill in McKinney, Tx. I SUPPORT B. My main concern is the safety of Tucker Hill residents with only 2 exits out, both on 380. Depending on which direction emergency vehicles are coming from they would have to do a U-turn further from the exists increasing response time either into Tucker Hill or taking someone to the hospital. We have been repeatedly told Stonebridge would be extended but there is no guarantee of this.</p> <p>The cost of B is at least \$100 million less than A. Possible increase cost:</p> <p>The increase cost with the relocation of water lines in front of the McKinney water tanks.</p> <p>Two dams that A would bisect, You currently don't know what issues or cost would be involved with them.</p> <p>Depressing 380 in front of Tucker Hill might be more costly due to higher water table (again bisecting the dams).</p> <p>Potential problem with environmental cleanup on 2 business sites with the A route and none on the B route.</p> <p>Fully Support Segment B!</p>		Sweet	Brian						
1373	6dce20ba-e7f6-4c2f-82c0-b5b13b1c631c	4/3/2022 15:08	4/3/2022 15:08	<p>I am in agreement that the best option for the 380 is Plan B with a significant cost of almost 100 million less than option A. I am opposed to option A and it's plan to increase the current 380 section near my house with an overpass. I do not believe this is the best long term solution to our increasing growth in North Texas.</p>		Martin	Kara						
1374	7e34cac6-1d82-4427-8453-0adf83d5c1c7	4/3/2022 15:16	4/3/2022 15:16	<p>I am a homeowner in the Tucker Hill neighborhood in McKinney, TX. I strongly support the 380 Project Segment B option. This option would be the least expensive by approximately \$100 million when compared to option A. Option B would also be the least disruptive to existing homes and businesses. Option A would create overpasses over Stonebridge Drive and Custer Road and also call for the installation of water pipes/ducts over 380, certainly not aesthetically pleasing. Option A also would limit accessibility into and out of the Tucker Hill neighborhood, by only allowing a right turn on exiting the neighborhood and creating cause for unnecessary u-turns. This would raise safety concerns due to unnecessary additional traffic congestion. With the rapid growth in the area, I believe Option B would be the best solution long term. Certainly during the several year construction project, Option B would be the least disruptive to existing homeowners, businesses and traffic congestion. Thank you!</p>		Gibson	Todd						
1375	11895405-4a5e-4f2a-81bc-db143d809f4c	4/3/2022 15:19	4/3/2022 15:19	<p>I am a resident in Tucker Hill in McKinney, Tx. I fully support segment B for the bypass on US 380. I am opposed to A of the proposed 380 expansion.</p> <p>B is at least \$100 million less than A and that is before the following possible additional expenses based on your presentation.</p> <p>Cost could increase with the relocation of water lines in front of the McKinney water tanks.</p> <p>Two dams that A would bisect and from your presentation you currently don't know what issues or cost would be involved with them.</p> <p>Depressing 380 in front of Tucker Hill might be more costly due to higher water table (again bisecting the dams).</p> <p>Potential problem with environmental cleanup on 2 business sites with the A route and none on the B route.</p> <p>Option A displaces more business and residential than B</p> <p>B will NOT have an effect on Main Gait by your own research.</p> <p>B does NOT go through the middle of Prosper and will leave intact at least 15 of their business.</p> <p>Fully Support Segment B!</p>		Sweet	Eric						
1376	342f860f-5f23-43b9-8d7d-50ccf2592b40	4/3/2022 15:26	4/3/2022 15:26	<p>I in Stonebridge in McKinney, Tx. I fully support segment B for the bypass on US 380. I am opposed to A of the proposed 380 expansion.</p> <p>We would see increase traffic on the side roads within Stonebridge.</p> <p>B costs \$100 million less than A and that is before the following possible additional expenses based on your presentation.</p> <p>A would bisect 2 dams and from your presentation you currently don't know what issues or cost would be involved with them.</p> <p>Depressing 380 by Stonebridge might be more costly due to higher water table (again bisecting the dams).</p> <p>Cost could increase with the relocation of water lines in front of the McKinney water tanks.</p> <p>Potential problem with environmental cleanup on 2 business sites with the A route and none on the B route.</p> <p>Option A displaces more business and residential than B</p> <p>B will NOT have an effect on Main Gait by your own research.</p> <p>B only clips a corner of Prosper and will leave intact at least 15 of their business.</p> <p>Support Segment B!</p>		Sweet	Gerald						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1377	597a1cd2-2c85-4a97-8f69-4d0b5cd8081d	4/3/2022 15:29	4/3/2022 15:29		I oppose segment B	Nafziger	Erin						
1378	0b32fde3-1b3f-494a-80eb-8cea29c7ce43	4/3/2022 15:34	4/3/2022 15:34			Nafziger	Diana						
1379	a5c15761-4aca-4917-8a34-2e1969a5371a	4/3/2022 15:43	4/3/2022 15:43		I oppose option B and it is my understanding that it wasn't in the original plans.	Alford	James						
1380	dfe9b81f-c399-4bed-87fc-305795780ac2	4/3/2022 15:44	4/3/2022 15:44		I strongly OPPOSE alignment B (Brown and Gold Alternatives) as it will cause undue disruption to the properties, residents, and the well laid out plans of Town of Prosper. My preference is that TXDOT persue Option A (Purple Alternative) as it was thoroughly studied in 2020 Feasibility Study and was adjudicated as the recommended alignment.	Keesara	Ravi Vardhan						
1381	ef664663-eac0-4ee0-8765-eb9dcf80aa0c	4/3/2022 15:47	4/3/2022 15:47			Gabbai	Joshua						
1382	816cc9ef-ab51-41d0-81af-c4fd6ab10e0ce	4/3/2022 15:48	4/3/2022 15:48		For many reasons we CHOOSE OPTION B. It is also the least expensive option for taxpayers (by a significant margin), and least disruptive to all of the many long-established businesses on 380. We reside in Wren Creek in Stonebridge Ranch.	Brown	G.						
1383	f9b42f9a-b808-4f32-8c57-7157baf4b95e	4/3/2022 16:03	4/3/2022 16:03										
1384	0dea42ef-a706-4d28-8136-95675e452274	4/3/2022 16:04	4/3/2022 16:04		Please away from Coit road. This will affect our homes and schools. Prosper does not need to become the next Frisco.								
1385	825e4d75-5e64-426a-808f-3752220f6a25	4/3/2022 16:08	4/3/2022 16:08		I strongly prefer Option B to route the new freeway. This option is \$100 Million less expensive, uses less cement and steel, is a shorter route for travel, and disrupts less business investment and residences. Please choose OPTION B.	McMillan	Carolyn						
1386	1c555eec-98e0-4bac-8264-c5f7e9e0ead0	4/3/2022 16:09	4/3/2022 16:09		I strongly prefer option B. It is 100 million cheaper replaces no existing businesses. Any other choice will affect more people , neighborhoods , and businesses .	McMillan	William						
1387	c931258e-3107-42e6-8bbb-86db6a3c5e29	4/3/2022 16:26	4/3/2022 16:26			Pinkney	Felicia						
1388	814669bb-1f5c-4f53-8722-a7520a69d044	4/3/2022 16:31	4/3/2022 16:31		I strongly oppose Segment B from Coit Road.	MUPPAVARA	Nagaraja						
1389	8e1757f8-856b-48a9-8a2c-c012b87b4fc1	4/3/2022 16:52	4/3/2022 16:52		This is the most feasible option. It costs significantly less and will have the least amount of impact on residents and businesses who already live and work in the area while improving the overwhelming transportation issue which could have been forecasted, addressed and implemented >10 years ago. Any of the options are going to be uncomfortable for everyone. It needs to be completed expeditiously without delays, On time and on budget to eliminate the congestion that comes with construction in addition to an already frustratingly weak infrastructure.	Gentile	M						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1390	9bea32e0-6902-478c-8730-75e5fc2f7954	4/3/2022 16:57	4/3/2022 16:57										
1391	3057999e-42ff-4f66-8fa1-aefa30d456fb	4/3/2022 17:43	4/3/2022 17:43	We already have 2 major North-South routes with 75 freeway and highway 5 (1.5 miles away) and a 34d with the new Spur 399 Bypass (2.5 miles away). Adding a 4th North-South route (Options C or D) in this same area is a complete boondoggle and waste of \$700-\$850 MILLION in taxpayer dollars, unnecessarily destroys existing neighborhoods throughout the McKinney Extra Territorial Jurisdiction (ETJ), destroys 56-62 acres of "prime" farmland, destroys 12-16 homes and small family farm/ranch businesses, and destroys 34-38 other business for a "make work" project for TxDOT. You need a REAL East-West Route at Wilmeth Rd to Princeton or push 399 Bypass loop farther East to join at the Princeton loop. If TxDOT insists on this boondoggle, then Option D should be adopted as it has the far lesser effect on the hundreds/thousands of existing homeowners and small family farm/ranch businesses near these options. Thus, only the Purple or Gold alternatives. See attached document for add'l comments.		Gagnon	Janet						
1392	4d69e326-ff34-481f-8b75-234732480eac	4/3/2022 17:48	4/3/2022 17:48	NO to option B! This will destroy the equestrian center that benefits children and disabled people. McKinney has a problem that they need to solve within their own city limits not pushing pollution off on Prosper and devaluing our neighborhoods. Prosper is a small town and every bit we lose impacts us more than the bigger towns.		Mims	Melanie						
1393	17b9156c-f510-4163-8b56-3aece7ad6000	4/3/2022 18:04	4/3/2022 18:04		When comparing the traffic flow in McKinney to the traffic flow in Frisco, it seems Frisco has a better understanding of how to keep traffic moving. I can go end to end in Frisco faster than I can get from Lake Forest to highway 5 in McKinney. In fact, I often hit every single red light no matter where I go in McKinney whereas in Frisco it is at the worst 50/50 red/green lights. I think talking to the traffic engineers in Frisco would be an excellent move for McKinney in general. While this won't solve the overarching problem, it will most definitely make an immediate impact on traffic flow.	Skaehill	Ann						
1394	4470b8ed-5a8c-4597-873b-5ee300dc5d12	4/3/2022 18:14	4/3/2022 18:14	Devastating for Prosper!!!! No way!!!!		Hoffman	Melissa						
1395	6c0ef840-6abd-482a-8fa5-22e6324e94b0	4/3/2022 18:38	4/3/2022 18:38	I oppose segment A and support segment B. A would divide neighborhoods and destroy Tucker Hill's peace and charm. Option B is better for economic, engineering and environmental costs, all far lower with B. \$100M lower total, easier construction, no aqueducts, local traffic disruption, and far lower environmental impacts. Trees take decades to grow and with B, 35 forest acres impacted vs. 67 in A. B has zero hazmat site impacts, A has 11. 2,813 less linear feet of wetland, rivers and streams impacted with B. Segment A destroys 17 small businesses west of 380 and Custer. Huge safety concerns with A re access to hospital, police and fire access to neighborhoods like Tucker Hill, 3 area high schools and teen drivers having to navigate construction zones. Noise and pollution impacts to already developed area. Ridge road already under development as main arterial road making segment A ramp duplicative and wasteful. Segment B is the best option given these and many other reasons.		McKee	Suzette						
1396	58bd9531-0569-4c7c-8557-7a96021ab0de	4/3/2022 18:42	4/3/2022 18:42		As a Prosper resident, I am strongly against Option B for the following reasons: 1. The bypass on Option B would cut through Prosper, reducing our overall tax revenue for both the city and the Prosper ISD. The city does not have room to expand, unlike McKinney. 2. Noise and air pollution levels would rise in my town. 3. Property values would be affected negatively, further reducing our tax revenue. 4. Reduces the safety of our neighborhoods. I urge TXDOT to select Option A, which was its recommendation from the earlier assessment.	Reed	Todd						
1397	be5d07a7-9e5e-44c2-8b56-b5e2ab358adf	4/3/2022 18:43	4/3/2022 18:43	McKinney created this mess on 380 with their continuous building of housing and commercial properties. McKinney then wants to push their problems on neighboring cities. Prosper worked the infrastructure first then added residential and commercial properties near 380. Keep the bypass in McKinney's borders. No on B, yes on A.		Radcliffe	Ann						
1398	886363fe-eb3f-4232-8f6e-9d066393d423	4/3/2022 18:53	4/3/2022 18:53	I oppose segment A and support segment B. A would divide neighborhoods and destroy Tucker Hill's peace and charm. Option B is better for economic, engineering and environmental costs, all far lower with B. \$100M lower total, easier construction, no aqueducts, local traffic disruption, and far lower environmental impacts. Trees take decades to grow and with B, 35 forest acres impacted vs. 67 in A. B has zero hazmat site impacts, A has 11. 2,813 less linear feet of wetland, rivers and streams impacted with B. Segment A destroys 17 small businesses west of 380 and Custer. Huge safety concerns with A re access to hospital, police and fire access to neighborhoods like Tucker Hill, 3 area high schools and teen drivers having to navigate construction zones. Noise and pollution impacts to already developed area. Ridge road already under development as main arterial road making segment A ramp duplicative and wasteful. Segment B is the best option given these and many other reasons.	Segment B is the far better option and TxDOT's own expert study has already determined it does not impact the Manegait facility. In addition, the city of McKinney supports segment B and opposes segment A. The city also offered to relocate Manegait. One person's wishes, however influential or political, must not be favored over the wishes of an entire city and the state's fiduciary responsibility to taxpayers. Co-opting a protected group of people, those with disabilities, for personal gain is exploitive. Horse therapy is classified as augmentive and is not considered essential physical or occupational therapy. Horse therapy is admirable and welcome. However, it should not be used for political or personal gain, particularly given the overwhelming evidence of option B being more viable for economic, engineering and safety and environmental reasons. Segment B is \$100 Million cheaper, far easier to engineer given location and has far fewer safety and environmental impacts.	McKee	Suzette						
1399	b46df19a-87f9-4011-8792-e4d4a8932f73	4/3/2022 18:59	4/3/2022 18:59	This directly impacts schools and children in Prosper. The McKinney route does not. I strongly oppose this as it will have irreversible negative consequences on the community and children.		Coughlin	Sandi						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1400	efe01526-bc5f-48f4-8835-e51378aac9	4/3/2022 19:04	4/3/2022 19:04		Option B has a significant impact to our local community which affects our children (multiple schools in proximity) in addition to Main Gait's therapeutic mission. McKinney's poor planning should not affect their neighbors in Prosper who have been thoughtful in their growth.	Coughlin	Carey						
1401	fde65537-8cc9-45b8-8c7e-b82a62dea267	4/3/2022 19:05	4/3/2022 19:05	My comment regards section B of the proposed 380 bypass which would cut through the Town of Prosper. Placing the road on the section B route would be detrimental to the town. It would add traffic noise, pollution and cause safety risks for new drivers as it is in the area of several schools. It would decrease the value of our homes and destroy planned communities. The town should have the right to plan for future building and infrastructure. Please keep 380 on 380 and avoid this massive highway cutting through our small town.		L	M						
1402	d491ceb3-a34b-4a7f-81ed-3a31cf5c0839	4/3/2022 19:07	4/3/2022 19:07	Plan B is not in the best interest for current and future plans in Prosper. It splits Prosper with added traffic, noise and congestion. We didn't buy in Allen for the same reason 10 years because of the area around Stacy, 121 and 75. We have friends who can't reduce the noise levels inside their homes due to traffic. Option A has the least impact.		Maddox	Mike						
1403	89296938-714d-4f39-8b6c-1c997846ad0f	4/3/2022 19:11	4/3/2022 19:11	I have huge concerns for all the many families the live south of HWY 380 and West of Stonebridge Drive as well as a large neighborhood just north of 380. Air pollution and Noise pollution would be incredibly dangerous in terms of health and comfort within their homes. I do not live here but live about 2 miles south. So please do not select Option A. This would be a devastating decision for a large population of families and also businesses lost by this route. Thank you, Linda O'Connor		O'Connor	John and Linda						
1404	051851cf-998f-46f3-8135-fafb185ad4c1	4/3/2022 19:11	4/3/2022 19:11	In the area where the pin is marked on B, there is a ranch for people with disabilities and veterinarians. They need an area free of cars and pollution in order to maintain a positive environment at the ranch. Also, a lot of elderly folk and students who ride the buses live around this area in Prosper. Extending 380 with the B road would damage and endanger their health due to either poor air quality and unsafe drivers getting on/off 380. Kids don't realize the implications of living next to a highway and how dangerous it is to walk on the streets on the highway, even with parent communication.		T	L						
1405	e6bf8af9-dfc5-4c72-83c8-d8080dd0ecec	4/3/2022 19:14	4/3/2022 19:14	I do not want segment B to go through Prosper.		Amanda	K						
1406	81e4acdf-d75b-4cad-86c3-5460cbd4fef4	4/3/2022 20:03	4/3/2022 20:03	We wish to express our opposition to any segment that does not follow the current 380 highway. However since that is not presented here as an option we certainly oppose segment B which is very detrimental to the town of Prosper. I would certainly hope that TXDOT listens to the public comments.		Cowling	David and Mary						
1407	96231584-66df-46f9-8d18-97b9de87201c	4/3/2022 20:07	4/3/2022 20:07	As a resident of Tucker Hill, the charming community pictured in many McKinney publications and the LITERAL backdrop of Money Magazines article about McKinney, TX THE #1 Best Places to Live in America, our charming neighborhood, would be completely disrupted and decimated by SeG A alignment. Seg B will disrupt far less lives and livelihoods, it will be far less disruptive to the environment, AND it costs almost \$100M less than Seg B. Following the money, and the Manegate principals political connections, it will be a shame to see greed and political contributions play such a profound role in the decision. Certainly worthy of national news and a spotlight on how shady politics can literally disrupt entire communities. Know we will be extremely loud and shine bright lights on the entire process should segment A be "selected". Our community has done due diligence around following campaign contributions and how Manegates principles have been quietly lining pockets for way too long.		Emerich	Kristen						
1408	89cd60bf-21e6-4e41-89a7-47c34d9acc4b	4/3/2022 20:15	4/3/2022 20:15	I strongly oppose Plan B to have the 380 alternative go through Prosper! Plan B would negatively impact the tax base, ruin a senior living complex, cut up various subdivisions and impact Mfanegait (45' to road). Area residents would get light, noise and air pollution from 12 lanes of traffic. Keep 380 on 380. McKinney failed to plan and now wants to dump the 380 problem on neighbors so they can keep the tax money.									
1409	8a5f962b-2a36-4408-8de9-637b92dd6d4a	4/3/2022 20:18	4/3/2022 20:18			Murali	Arvind						
1410	e905ec3e-2dce-4057-8a9b-c6bce7d044a1	4/3/2022 20:25	4/3/2022 20:25		I oppose option B	Owuor	Jacqueline						
1411	9664f669-7b69-466e-872e-c12c5314c023	4/3/2022 20:37	4/3/2022 20:37	What the TxDOT is trying to ram down our throats is flat out illegal if common sense was a law. McKinney leadership all but messed this up with years of no planning and greed. As a Prosper resident and with many friends and nearby neighbors in the proposed area, I cannot support anything resembling route B which would destroy businesses and future homes for years to come. McKinney made a colossal mistake with their leadership and developers. They need to fix this and make things right with their affected citizens.		Benyak	Michael Bradfo						
1412	d056ed4c-ddb0-4952-88a3-11b6a3f12328	4/3/2022 20:53	4/3/2022 20:53		I oppose segment B due to the impact it will have on students arriving safely to school.	Luehrs	Tanner						
1413	c3e7eb65-8a68-4e5e-8172-a1c356c7272d	4/3/2022 20:55	4/3/2022 20:55	As a Prosper resident with a home in Lakewood at Brookhollow, I OPPOSE SEGMENT B!! Keep US 380 on US 380.		Horan	Deb						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1414	270e9157-6dae-4aeb-810c-77d05e4310b7	4/3/2022 20:55	4/3/2022 20:55	Option A does not make sense, as it will destroy businesses. Also costs almost \$1,000,000 more than Option B. Option B is the most cost effective, with minimal disruption to homes and businesses.		Humphrey	Shannon						
1415	721f0951-0525-46f2-8664-88e29ea2873b	4/3/2022 20:59	4/3/2022 20:59	I am strongly OPPOSED to 380 bypass Option B. This bypass will likely eliminate the services of ManeGait which have provided amazing therapy services to some of the 11% of students in Prosper ISD with disabilities. Besides students from PISD and surrounding communities, ManeGait provides services to our veterans. ManeGait also has many volunteers who learn the acceptance of others who are different from themselves, while volunteering their service for this wonderful therapy program. Segment B is also far too close to Prosper ISD schools. Asking our young drivers to navigate this freeway on their way to high school, is an unimaginable risk. I have been a resident of Prosper for 18 years and was always told that Prosper has planned for the growth of 380 on 380 by requiring building setbacks to accommodate the upcoming growth. Though it's unfortunate that every city has not been able to do so, the penalty should not be placed on Prosper. Please say NO to option B. Thank you.		Luckock	Joelle						
1416	c4d87d6d-5113-4add-8323-bfac770ac1f5	4/3/2022 21:01	4/3/2022 21:01	Prop B for 380 Bypass is not the right option for the small town of Prosper. McKinney has much more landmass and room for expansion of the highway and should bear the bypass in McKinney. McKinney's population boom is why there is so much traffic on 380. The highway should be double-decked all the way to 75 , just as it is on the Denton county side. Dig down and double deck it. Do not destroy a small town's tax revenue base when the giant neighbor next door is the issue and has the landmass if elevating is not done.		P	S						
1417	71059a2e-b9f1-4f4e-81d7-7dd2e5d8b85a	4/3/2022 21:03	4/3/2022 21:03	Prosper residents are strongly Against bypass B as it will divide the city, stop planned growth and create substantial noise to the quiet town we moved to. Prosper planned its town and road systems according to the growth of the community and limited town footprint. Previously living in McKinney it does not surprise me with their lack of future planning for such a large City and trying to pawn their poor planning on the residents of Prosper.		French	Jason						
1418	2ece1242-2060-4d97-892f-914e56554854	4/3/2022 21:03	4/3/2022 21:03		This will decrease property values. Move the road away from neighborhoods and stop messing with prosper for the sake of McKinney								
1419	9e42540a-99bb-4563-8d02-6200732630e7	4/3/2022 21:04	4/3/2022 21:04	I strongly oppose the segment A option. Not only does it cost more and impact more businesses and homes. The short and long term impact on the Custer/380 intersection will be devastating too. Option B goes through a mostly undeveloped SE corner of Prosper. It makes the most sense. Thank you for your time and consideration.		M	A						
1420	65979615-8b3a-413e-8c41-8fe8f20bccccf	4/3/2022 21:12	4/3/2022 21:12	Opposed to alignments that contain the "B" alternative	I am opposed to alignments with the "b" alternative. Keep 380 on 380 or move it to the outer loop	Lu	Jimmy						
1421	473109ea-533f-4284-8bcd-57bec6c74f0f	4/3/2022 21:14	4/3/2022 21:14	I oppose any Option B for 380. Prosper has adequately planned for growth and McKinney has failed to do so. Allowing 380 to bypass behind my house will depreciate our home value and adversely impact Mane Gait and other developments. TxDOT already went through this process and selected an option other than B. To now undo that decision seems more about politics than following their own recommendations. I intend to use all legal resources to reverse any approval of Option B.		Elmore	Timothy						
1422	d65cf4cc-103e-49c7-8255-c8886fc8e3fb	4/3/2022 21:15	4/3/2022 21:15		Looking at all the proposed segments, looks like the way to go is segment B since it looks like a more direct route than segment A. Bottom line is what is more cost effective and how it affect the commuters that drive on 380. Sometimes you have to make sacrifices to see what is right. Yes the entire town of Prosper is against segment B but it is also the less intrusive because most of the area thru Prosper have not yet been built. Folks that purchase properties should have known that a freeway will eventually go thru their community. That is the life of progress. I do not want to sit in traffic for 4 hours going 5 miles. This is not Los Angeles then again most people living in Prosper did come from California where they enjoy being in traffic so that is properly what they are opposed to segment B!	C	S						
1423	ebf1ca27-8bf6-4dc1-8dfa-bea1075c939a	4/3/2022 21:20	4/3/2022 21:20	Route b is better		Vitro	Ashleigh						
1424	e9e8d194-7e64-41bb-86f7-9def266569ab	4/3/2022 21:24	4/3/2022 21:24	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. I also strongly oppose Segment-A. The sharp turn in Segment-A will make this section a bottleneck of the highway and will sure be accident prone. Also, there is a wildlife preserve area by Lake LaCima (380 & Stonebridge Dr, not even shown on the map above). Years of construction and future traffic and pollution will badly disrupt the wildlife and the ecosystem. Attached is a picture of the nature preserve taken from our neighbor's backyard.			Amy						
1425	d90cba5c-c643-4b4c-857a-f5f8b0b3573f	4/3/2022 21:27	4/3/2022 21:27	Prop A would not be good for our city. PROP B ALL THE WAY		Stahler	Melanie						_am_a_business_owner_

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1426	10c41064-4aa5-404b-8d03-39c87e51765c	4/3/2022 21:31	4/3/2022 21:31	<p>Our primary reason for supporting Option B and removing Option A is as follows:</p> <p>Safety— elimination of a right or left direct access out of Tucker Hill will result in very dangerous U-Turns required by fire, ambulance and school buses .</p> <p>U-Turns on 380 by our school buses packed with children in the dark morning hours can lead to an unthinkable disaster.</p> <p>Option B is the only logical choice</p> <p>Regards Jim & Gayle Cruse Tucker Hill</p>		Cruse	Jim						
1427	f63971ed-f9d9-481b-898e-75b2ecc2b012	4/3/2022 21:33	4/3/2022 21:33	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380.</p> <p>I also strongly oppose Segment-A. The sharp turn in Segment-A will make this section a bottleneck of the highway and will sure be accident prone. Also, there is a wildlife preserve area by Lake LaCima (380 & Stonebridge Dr, not even shown on the map above). Years of construction and future traffic and pollution will badly disrupt the wildlife and the ecosystem. Attached is a picture of the nature preserve taken from our neighbor's backyard.</p>			Qi						
1428	ad91e2d6-cf0e-4c83-88ec-4e39b9ba5ce1	4/3/2022 21:35	4/3/2022 21:35	<p>We strongly oppose option B. We live in Whitley Place and option B will not only negatively affect our community but several others around us! It will greatly impact the new neighborhood being built, Mane Gate and Founders Academy negatively!! Our property values will decrease, noise and air pollution will increase. Our kids play outside and students at Founders Academy and Mane Gate do as well.</p> <p>There are better options to choose from! Thank you, Gerard and Kristi Bluj</p> <p>I am strongly opposed to option B and the negative impact it will have on the town of Prosper including planned schools and ManeGait.</p>		Bluj	Kristi						
1429	1b8f690a-08b3-4033-8ed0-652b2cb6231c	4/3/2022 21:37	4/3/2022 21:37			Dee	Holly						
1430	6b56ba57-2ca4-492b-8dc6-b3743829e23e	4/3/2022 21:38	4/3/2022 21:38		Complete the planned east/west 4-6 lane roads, Wilmeth and Bloomdale, and the outer loop that's under construction as well as the 4-6 lane north/south roads going through that part of McKinney's NW ETJ. Ya'll can many improvements on 380. Try to live up to McKinney's slogan, unique by nature.	Walker	Dawn						
1431	3d17b4e6-23aa-45a9-87f8-bd3a90f8a5d2	4/3/2022 21:38	4/3/2022 21:38	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option.</p> <p>I also strongly oppose Segment-A. The sharp turn in Segment-A will make this section a bottleneck of the highway and will sure be accident prone. Also, there is a wildlife preserve area by Lake LaCima (380 & Stonebridge Dr, not even shown on the map above). Years of construction, future traffic and pollution will badly disrupt the wildlife and the ecosystem. Attached is a picture of the nature preserve from our street.</p>			Sophie						
1432	148582bc-5f51-4f15-8b4e-12419e0bf013	4/3/2022 21:42	4/3/2022 21:42	<p>I strongly SUPPORT Project 380 Segment-B. This is the least disruptive to businesses and families, and the least expensive by nearly \$100 million.</p> <p>I strongly oppose Segment-A. Segment-A should NOT be considered because:</p> <ul style="list-style-type: none"> *Segment-A destroys 17 businesses, Segment-B destroys 0. *Segment-A costs \$100 million more than Segment-B. *Segment-A impacts almost 15 acres of Statewide Important Farmland, and Segment-B impacts only 2 acres. *Segment-A will decrease traffic safety and increase traffic on Stonebridge neighborhood streets near Highway 380 such as Stonebridge Dr and Ridge Rd, increasing traffic and noise and reducing property values. *Segment-A would negatively impact the established neighborhoods of Wren Creek, La Cima, Tucker Hill, and Kensington. Segment-B does not come nearly as close to any existing neighborhoods. <p>Segment B is the BEST option to improve traffic flow and preserve the business and residential vibrancy of our community.</p>		Ahlemeyer	Jenny						
1433	74c2d926-bf75-4df6-85e7-04ab13f8b9ea	4/3/2022 21:43	4/3/2022 21:43	<p>No to plan B 380 bypass which cuts through Prosper. The town of Prosper is small in land area so taking additional land would limit economic benefits to the town.</p>		Funches	Kim						

_am_a_resident_ I am a business owner_

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1434	2a531baa-72d8-4a47-8df-df803c8a688d1	4/3/2022 21:46	4/3/2022 21:46	In studying the 380 Bypass plans, I must express my opposition to the "option B" route. 1. In trying to squeeze the 8 lane highway bypass between ManeGait (ADA therapy location) and Founders Academy, the bypass must come within 45 feet of the land where riders are taken as part of their therapy program. Founders Academy students will be put at risk coming and going from school. The highway will also create a dangerous situation for inexperienced teenage drivers because Walnut Hill high school's location will put them on this fast-moving highway. Option B completely wipes out one subdivision that is currently being built (Lander), and affects parts of two other new planned subdivisions, one of which is already under construction (Malabar Hill). This will greatly affect Prosper's tax base - hitting the schools especially hard. When the courts get involved to resolve the questions surrounding Option B, constructing any relief for the traffic on 380 will be delayed for years.		Ullom	C						
1435	0bca7047-e57c-4bcf-88ee-e3b3cee6734f	4/3/2022 21:57	4/3/2022 21:57	I object to option B for 380 due to the negative impact it would have on Prosper specifically with regard to the safety of school students, noise and air pollution in residential neighborhoods and the negative impact on property values.		Simpson	DF						
1436	73735593-e008-49c7-8bca-4aebc0875d62	4/3/2022 22:00	4/3/2022 22:00	I strongly SUPPORT Project 380 Segment-B. This is the least disruptive to businesses and families, and the least expensive by nearly \$100 million. I strongly oppose Segment-A. Segment-A should NOT be considered because: *Segment-A destroys 17 businesses, Segment-B destroys 0. *Segment-A costs \$100 million more than Segment-B. *Segment-A impacts almost 15 acres of Statewide Important Farmland, and Segment-B impacts only 2 acres. *Segment-A will decrease traffic safety and increase traffic on Stonebridge neighborhood streets near Highway 380 such as Stonebridge Dr and Ridge Rd, increasing traffic and noise and reducing property values. *Segment-A would negatively impact the established neighborhoods of Wren Creek, La Cima, Tucker Hill, and Kensington. Segment-B does not come nearly as close to any existing neighborhoods. Segment B is the BEST option to improve traffic flow and preserve the business and residential vibrancy of our community.		Ahlemeyer	Chad						
1437	e2053af2-fcbf-49c0-8325-4e4380a96487	4/3/2022 22:01	4/3/2022 22:01	I propose option B, because it will have less impact on existing homes and business and NO to option A! Option A would not be a wise decision due to the impact of additional traffic on US 380, would impact homes and businesses and the cost is double of option B. Option B has my vote!		McCarthy	Teri						
1438	79c917ac-fc37-49cb-8dff-8990e4b31eaa	4/3/2022 22:08	4/3/2022 22:08	TXDOT'S option A is the best solution to the 380 traffic congestion problem since it will have the least impact on schools, housing, etc. Option B should not be considered since the growth around Prosper exceeded the proposed feasibility study of a few years ago. Prosper's residents, businesses, and students should not suffer because McKinney planners did not allow for adequate growth and increased traffic on 380. I remember talk in Collin County in the late 70s regarding leaving access to widen 380 to 8 -10 lanes due to growth. NO OPTION B!		Matthews	Ginger						
1439	15173942-2dba-4cff-8bc8-8dfcd95a4637	4/3/2022 22:08	4/3/2022 22:08	Section "E" should have been planned before the neighborhoods between Bloomdale and Melissa road were planned/approved. Many people I have spoken with moved into this northern area of McKinney to avoid being so close to major highways. The noise, commercial properties, and general congestion it will add to these subdivisions will negatively affect home values and quality of life.		Pearson	Todd						_am_a_business_owner_
1440	52a2a13c-97b5-49e0-84f0-7e46778dd485	4/3/2022 22:16	4/3/2022 22:16		Please do not run this through Prosper. We are a small, growing community with amazing schools and communities. This will kill our small town and ruin our investments!!! NOT THROUGH PROSPER. Find an alternative that will not destroy a community!!!	Kirby	Lisa						
1441	c14c3074-dc8b-48b2-8d69-4704b858eedb	4/3/2022 22:23	4/3/2022 22:23		Due to growth in the eastern part of Prosper over the last several years, TXDOT'S proposed option B as a means to relieve 380 traffic congestion is not an option because of the impact option B would have on businesses, schools, residential communities, cemeteries, etc. Option A is a better choice if a loop is necessary to make up for McKinney's poor planning for the future. I say NO! NO OPTION B!	Matthews	Jerry						
1442	a5ed3bf3-e1c9-44e3-8f3d-23372065a015	4/3/2022 22:27	4/3/2022 22:27	B is simply too detrimental to too many existing and planned residential neighborhoods.		Leland	Edwin						
1443	5141fb0d-cdb9-45c5-8227-93c8863435af	4/3/2022 22:31	4/3/2022 22:31	I'm supporting Option B over Option A. Option B is not only less expensive but less disruptive to existing neighborhoods and businesses as well. Option B is much more taxpayer friendly.		Hagstrom	Rick						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1444	6be198ea-e26a-493e-82ff-89f9ffea42cc	4/3/2022 22:35	4/3/2022 22:35	I disagree with plan B as this will have a significant impact on the prosper area both in limiting the tax base in an already small area and the proposed section runs through main gate horse therapy for individuals with disabilities. Having an autistic child we specifically moved out to the prosper area to escape the traffic noise. Plan B would create significant noise as well as the pollution associated with all of the traffic. The bottleneck is from Ridge road over to 75 so widening the road in this area would be the right solution		Popovich	David						
1445	a5ded3f3-74a3-4bbb-8090-46a341187f6a	4/3/2022 22:37	4/3/2022 22:37	Please expand 380 via Route B.		Thurston	Amber						
1446	cc2c3510-0726-421d-8f03-f9086841b040	4/3/2022 22:43	4/3/2022 22:43		I strongly oppose Route A. Route A keeps 380 on 380, which is already a very busy and dangerous road. During the long construction, traffic will flood neighborhood streets to avoid traffic, making them busy, noisy and unsafe. In addition, the ability for fire, ambulances and other emergency services to respond would be negatively impacted. Route A also costs \$99 million more than Route B. This is a huge waste of taxpayer money when there is a cheaper option with less impact. I urge you to NOT choose Route A--Route B is a better alternative for numerous reasons	Hodkowski	Renate						
1447	77a208b0-99f9-487e-8631-46a38c259f0d	4/3/2022 22:51	4/3/2022 22:51			Weich	A						
1448	15ea722a-185b-4155-83d5-b37980ed854c	4/3/2022 22:52	4/3/2022 22:52		Keep 380 on 380! Prosper should not be impacted because other cities failed to plan.	Weich	A						
1449	5b9dfda7-4f66-4fa8-82d0-0ef8df157d03	4/3/2022 23:04	4/3/2022 23:04	I am against route B in Prosper. It would be a detriment to our community in many ways.		Kellye	Guarisco						
1450	18f25752-44fa-48a3-8759-d815ff0e3a87	4/3/2022 23:06	4/3/2022 23:06	I recently bought house in lakes of lacima neighborhood and its is very expensive.i Am not sure if this expansion will cause value of out house go down as it will destroy prosper town Voting against it	I recently bought house in lakes of lacima neighborhood and its is very expensive.i Am not sure if this expansion will cause value of out house go down as it will destroy prosper town Voting against it	Arige	Vinnu						_work_for_TxDOT_
1451	c96be6a2-4da1-49a7-8228-eb3fc3d464b5	4/3/2022 23:06	4/3/2022 23:06	I am against route B in Prosper. It would be a detriment to our community in many ways.		Guarisco	Kellye						
1452	775a8b99-1183-4775-818d-81877796d908	4/3/2022 23:09	4/3/2022 23:09	I am a resident of Prosper, TX and drive on 380 every day. I am very concerned about the proposed Segment B, which would have terrible, direct impact to my neighborhood, my children's middle school, and my children's future high school (Prosper High School #3). I live in Lakes of La Cima, at 380/Coit Road. The proposed segment B would negatively impact my property values by building a 6- or 8-lane plus 4 lane access road right by my neighborhood. My kids attend Rogers Middle School, very near Coit/380. They are likely to attend Prosper High School #3 when it opens in August 2023. We love our neighborhood and community and cannot imagine how awful it would be to have this freeway cut through the area in which we work and live. The traffic issues around the Prosper High School #3 will be awful, especially if any interchanges are planned there. I strongly urge you to consider a different location for the bypass.		Cooksey	Rebekah						
1453	eb6977d4-2505-4da2-8edb-d5614e06d42b	4/3/2022 23:10	4/3/2022 23:10	Don't run a road right through Prosper and existing homes and businesses! The impact to our community will be hugely detrimental! Expand the existing 380 and make it a controlled access road.		Graesser	Kimberly						
1454	7608aa7d-a5b6-4c79-8ddc-041183e831fb	4/3/2022 23:10	4/3/2022 23:10	I support Route B.		Marshall	Janine						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1455	2c7df243-0c61-4320-8940-155285c0a801	4/3/2022 23:10	4/3/2022 23:10		I strongly support segment B. A gentle northbound "rise" is more likely to be used than one that leads directly north (just human nature). Also segment B will remove more traffic from 380 as it addresses a longer section of the 380. It is the wiser option. I oppose segment A as it will impact more existing homes and businesses in the construction, thus costing more. That additional expense will be passed onto taxpayers. I also question its use once complete, the length of the bypass may not be enough of an encouragement for commuters to use.	Ford	Peter						
1456	8defe718-ddf3-4135-8daf-bc60a4d9d59a	4/3/2022 23:15	4/3/2022 23:15	This is devastating for the community of prosper.	This will ruin the economy of prosper.	B	C						
1457	2e3977ed-c4b2-4284-8f57-027ba842fcf	4/3/2022 23:25	4/3/2022 23:25	I would prefer Choice B.		Bonneau	Diana						
1458	4eebac23-4f62-4e4d-8ae8-a75d5894f280	4/3/2022 23:26	4/3/2022 23:26	No expansion of US 380 in this area	Any expansion to 380 needs to move north into Celina. It's too late in the game for this type of expansion and construction. My vote is no further expansion of 380!	A	D						
1459	9cca8097-19ca-4ee2-8fb3-cbdf86ce86a6	4/3/2022 23:32	4/3/2022 23:32	From Anthony Aguilar (age 15): My grandparents are very excited about building a home & moving into the Latera Community where there will be other retired people for them to be friends with. They want to live close to us and my parents and Latera is right down the road from us. If you build the bypass B through Prosper, their home would be destroyed. My school is also right next to where the highway would be built and it will be loud and there will be a lot of traffic and noise. My 13 year old sister volunteers at Maingate Therapeutic Horsemanship and has made a lot of friends there. The disabled children ride horses in the fields where you want to build the highway. She will be so sad if they close. Why can't you make the highway bigger where it is right now or put it somewhere else? Please, our homes, schools and Maingate mean so much to us and Bypass B would ruin it all.		Aguilar	Anthony						
1460	a6bb176f-2f35-4862-8e55-41c921ee9885	4/3/2022 23:33	4/3/2022 23:33	Option A would create undo hardship for developments like Tucker Hill and nearby communities. For emergency services and buses to reach that area could cause sever problems even death. The expense to construct option A is almost double option B. I believe human lives and our tax dollars should outweigh relocating Maingate.		Nienhueser	Cindy						
1461	e508f443-38aa-4053-8208-793bcb5bce39	4/3/2022 23:34	4/3/2022 23:34	From Anthony Aguilar (age 15): My grandparents are very excited about building a home & moving into the Latera Community where there will be other retired people for them to be friends with. They want to live close to us and my parents and Latera is right down the road from us. If you build the bypass B through Prosper, their home would be destroyed. My school is also right next to where the highway would be built and it will be loud and there will be a lot of traffic and noise. My 13 year old sister volunteers at Maingate Therapeutic Horsemanship and has made a lot of friends there. The disabled children ride horses in the fields where you want to build the highway. She will be so sad if they close. Why can't you make the highway bigger where it is right now or put it somewhere else? Please, our homes, schools and Maingate mean so much to us and Bypass B would ruin it all.		Aguilar	Anthony						
1462	7c2684e6-4002-4c51-86b0-958db670e90b	4/3/2022 23:46	4/3/2022 23:46	As a resident of the Wren Creek subdivision in McKinney, I have serious concerns over the impact of an elevated highway mere feet from houses in the neighborhood. The noise of the highway and increased traffic on Stonebridge Drive would seriously affect quality of life for our neighborhood. Moreover, Stonebridge Drive, which sidewalks are frequently used by families and children as a walking trail, was not designed to be a major artery leading to an access road and highway. Speeding and traffic would pose a danger to the residents. Additionally, construction on 380, which would necessarily take years, would deprive north McKinney residents of quick access to hospitals and other necessary businesses. Finally, widening 380 would cost \$100million more than a bypass option, necessitate the closure of several businesses, and simply makes less sense than routing a bypass through mostly undeveloped land. I sincerely pray that TXDOT will choose the bypass over the widening 380.		Bovaird	Bonnie						
1463	a9f7fada-91b0-4bed-8950-b550e1c01440	4/3/2022 23:56	4/3/2022 23:56	I am concerned and frankly baffled that option A is even a consideration for the 380 improvement. It appears true that option A will displace MORE residents, force MORE businesses to move or shutter, and cost significantly MORE money. I cannot fathom a scenario where these factors make sense. The impact of option A would go further in reducing the walkability of the neighborhoods near Stonebridge Drive making it an access road to a major freeway - something it is not designed for, and something that would in all likelihood endanger residents, including children, as they commute to work and school. Road construction is always a headache, until completed. Construction of option A would only begin the headache, displacement, and loss of livelihood for so many. TXDOT must do the right thing and choose another option that preserves the quality of life, the safety of residents, the success of local businesses, and costs significantly less money.		Bovaird	Scott						
1464	0bcf4c14-3d76-41d0-8a37-9d799971dc5c	4/3/2022 23:58	4/3/2022 23:58										
1465	05149ee6-df14-4130-893f-98a6b5cc67c7	4/4/2022 0:05	4/4/2022 0:05	Section B cuts through not only some of the highest valued homes in Prosper but also right past the new high school. Has anyone thought about the negative impact of this on tax revenue. This should of been planned out 10 years ago and now you're penalizing the town of Prosper for lack of planning.		Seeley	Paul						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1466	2991535b-6bbb-4e10-895f-111068ac61e5	4/4/2022 0:11	4/4/2022 0:11	I oppose the current segment B in prosper. I support the plan for segment A.		Buster	Makenzie						
1467	fca16324-e7ff-431c-88a8-97b05df924a3	4/4/2022 0:13	4/4/2022 0:13	Route B is preferred.		Vitro	Anthony						
1468	9dacae37-03cc-47d1-8302-dfc20210a1b6	4/4/2022 0:13	4/4/2022 0:13	Route B is preferred.		Vitro	Anthony						
1469	f8e235c4-9111-4a82-84f1-07fa9ae454de	4/4/2022 0:15	4/4/2022 0:15	I would like to see 380 extended through route B.		Hutchings	B						
1470	243d92f0-ae92-4b0f-81c9-9011daa2d5b1	4/4/2022 0:18	4/4/2022 0:18	I am highly opposed to Option B. Please select option A or leave 380 on 380. Option B will adversely impact Cockrell Elementary, ManeGate facility, Foundations school, the new Prosper High School (Walnut Hill), and destroy property values all over Prosper. PLEASE don't endanger my family. We live in Whitley place and my wife takes both of our children to Cockrell daily. PLEASE don't destroy the equity in my home and force me to move. We love the peaceful, quiet community of Prosper. It is fundamentally wrong to impact Prosper citizens due to McKinney's failure to plan properly! THANK YOU for doing the right thing!		Seeger	O. G.						
1471	c3a45b8f-faf3-40dc-802a-77c2217869b1	4/4/2022 0:24	4/4/2022 0:24	Good Evening I am writing to oppose segment B option for the 380 bypass. As a home owner and resident of prosper , this major bypass will certainly effect our residential development, businesses and schools not to mention the overall noise and traffic. Hugh Thomas		Thomas	Hugh						
1472	48267566-1ffb-48e0-8ce5-3f77fd188f6a	4/4/2022 0:25	4/4/2022 0:25	I am strongly opposed to route A! Too expensive and too disruptive to homes/businesses along the route.		Frizzell	Julie						
1473	f7f4de57-11a8-4bb7-85ad-dc070e33d3f4	4/4/2022 0:31	4/4/2022 0:31	I oppose segment B. It is detrimental to Prosper schools, homes, and Mane Gait. McKinney did not do a good job of managing their growth for eventual expansion of 380. Prosper residents, schools, and businesses should not be punished like this for McKinney's poor planning. I am unequivocally opposed to Segment B and the impacts on Prosper.		Ethridge	Kristen						
1474	05b62f7e-ed70-4a35-8ff8-9a2e6f7ad8fb	4/4/2022 0:34	4/4/2022 0:34	My son attends Founders Classical Academy of Prosper. We are also residents of Prosper. Segment B will have negative academic and economic impacts on the community. I reviewed the presentation slides online, so I understand that improving traffic along 380 by making changes along 380 for this section is not being considered. Prosper has made sure to account for widening 380 along the town boundaries. While the impact and cost on the sides appears to favor segment A over segment B, I do not believe it is just for Prosper to literally pay in loss of tax revenues, loss of residential and commercial areas, and impact the wonderful work of ManeGait because the city of McKinney did not have foresight in their planning. I would ask you all to respectfully consider all aspects and perspectives when making final decisions. Why would you want to hurt a school or small community like Prosper? I appreciate your time. Best Regards, Carrie Moore		Moore	Carrie						
1475	761ccb6b-3959-47a4-8a1a-5d6a6a8ba953	4/4/2022 0:34	4/4/2022 0:34	I oppose segment B due to damages to Prosper schools and Mane Gait.		Ethridge	Brian						
1476	32aeb414-0ddd-40ce-8dfd-afc5d546d60a	4/4/2022 0:38	4/4/2022 0:38	Im writing to oppose option B. We have a rescue non profit across from Mane Gait - animals come here in the worst possible cruelty cases to heal. Customers from all over the county visit our ranch to meet the animals they help save when they purchase skincare products made by our for-profit skincare business, FarmHouseFresh. Families - not even those served by our businesses come to both Mane Gate and FarmHouse Fresh all weekend long to greet animals. Its one of the most healing corners for McKinney, including the annual carnival which we happily support. It would be a shame to lose two gems in McKinney that simply can't function with heavily trafficked roads so close.		Mcindlen	Shannon						
1477	9323de8a-8191-4995-8576-c31c12127983	4/4/2022 0:43	4/4/2022 0:43	I wholly oppose the "Segment B" proposed expansion of US 380 that would route a massive highway system through the Town of Prosper. This segment option will reduce property values, quality of living and overall desirability of the Town of Prosper to 'fix' problems with congestion on US 380 that are not the Town of Prosper's to bear. Additionally, this proposed expansion route will have a significant negative impact to both current and previously planned future development within the Town of Prosper including a public school campus. The City of McKinney allowed development along US 380 that is ultimately responsible for the inability to readily expand US 380 along its current path. Any future roadway expansion to alleviate congestion within the City of McKinney should fall on, and stay within, the City of McKinney's boundaries.		Charles	Chris						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1478	b7c5e895-7f60-4a52-81cb-a3920a6cd8e9	4/4/2022 0:45	4/4/2022 0:45	The proposed B route splits Prosper in two not to mention the homes displaced. The proposed route is far too close to schools and Manegate. Manegate provides therapy for disabled children and veterans. It appears that the City of Prosper provided the forethought to be able to expand 380 while the City of McKinney did not. It seems a simple solution. Eliminate Section B and use A thru E to get to 75.		Casper	john						
1479	4eed3344-1fc0-4fb0-8900-3f30b7beba2c	4/4/2022 0:46	4/4/2022 0:46	o Opposed to the disruption to the Town of Prosper, proximity to schools, and impact to MainGate equestrian center. Route B would impact the compact and connected nature of the east side of the town of Prosper and impacts both existing and planned developments and schools in the town.		Martin	Shawna						
1480	274ee206-9b9e-4475-805d-7525f149c933	4/4/2022 0:48	4/4/2022 0:48	Do NOT destroy Prosper with McKinney's 380 problems. Fix 380 on 380 or keep the bypass in McKinney, Prosper doesn't need a bypass and planned for expansion. Destroying Prosper's tax base by tearing down homes and businesses, and turning land that is planned for development into a highway, lowers Prosper' stack base, meaning they will need to make up for lost taxes by raising taxes on the rest of us. Bringing more noise, pollution, and traffic into Prosper's residential neighborhoods so that McKinney's land developers can make millions developing the land in their city is not the solution. TXDOT what are you doing? Did McKinney, or some land developer, pay off TXDOT? Because TXDOT already decided that the bypass would be in McKinney, and then after McKinney presented a new option all of a sudden TXDOT needs to spend more years studying?		Mattes	Odin						
1481	b5b45fda-ff64-41a0-8e69-ce69eb1a69dc	4/4/2022 0:49	4/4/2022 0:49	Along with my husband, who has already written in to oppose this proposed expansion route I also oppose the "Segment B" proposed expansion of US 380 that would route a massive highway system through the Town of Prosper. This segment option will reduce property values, quality of living and overall desirability of the Town of Prosper to 'fix' problems with congestion on US 380 that are not the Town of Prosper's to bear. Additionally, this proposed expansion route will have a significant negative impact to both current and previously planned future development within the Town of Prosper including a public school campus. The City of McKinney allowed development along US 380 that is ultimately responsible for the inability to readily expand US 380 along its current path. Any future roadway expansion to alleviate congestion within the City of McKinney should fall on, and stay within, the City of McKinney's boundaries.		Charles	Katrina						
1482	04b850ba-aebd-49d4-864f-d2306e61c963	4/4/2022 0:51	4/4/2022 0:51		I oppose Segment B due to the impacts on Prosper schools, neighborhoods and Mane Gait therapy.	Eppner	Chris						
1483	f4b32d7c-bead-4b00-8d52-cb1237cc0799	4/4/2022 0:55	4/4/2022 0:55		I oppose Segment B due to the impacts on Prosper schools, neighborhoods and Mane Gait therapy.	Eppner	Gail						
1484	29cf5772-3618-4a3b-8412-4c3740cd96e5	4/4/2022 0:56	4/4/2022 0:56	The city is nearing depletion of nature. Do you want to become a big painted cement city? Please choose Plan B to reduce the amount of demo and destruction. Thank you, Lisa Miller, El Dorado Neighborhood		Miller	L						
1485	d9db78ce-01c7-4e6e-8309-52187724f9a3	4/4/2022 0:58	4/4/2022 0:58	I think A should not be completed. Only route B should be put in place. I travel this road frequently and the construction and impact to businesses alone is enough to know this should not go through. When B is completed future housing/business can work to utilize this additional route to their benefit and stem economic growth. If anyone says this will hinder having this route built then they need to look back the original 380 and see that their statements are simply not true.		Jvb	Jvb						
1486	dd8687da-6f2a-4e0b-83e3-7be94760eb96	4/4/2022 1:09	4/4/2022 1:09	We moved to Prosper over 12 years ago for the small-town feel and the school district. While we know growth is inevitable, the idea of a bypass, especially of this magnitude, is ludicrous. Prosper leaders planned for the proper development of our town. Unfortunately, McKinney did not. And yet, Prosper is expected to pay for McKinney's lack of effective leadership and planning. 380 must stay on 380. It can be done. The bypass proposed above directly impacts a LARGE number of homes, neighborhoods, and schools. Homes will be devalued, noise pollution will be horrible, and high school students will be attempting to navigate this stretch of highway getting to their high school. This is unacceptable. It is unfathomable that this proposal is even being considered. We vehemently oppose this.		Lane	E						
1487	666decb7-45b7-404f-81b3-6e80c43a0211	4/4/2022 1:12	4/4/2022 1:12	I'd prefer 380 option B be built.		Bentz	N						
1488	5377247c-0056-476e-8bc0-e14e9995a653	4/4/2022 1:13	4/4/2022 1:13	I am opposed to option B because of the negative way it would directly impact the city of Prosper. As a nurse, I am very concerned about the noise and air pollution it would create in our community. I am also saddened to learn how it would affect the therapies provided at ManeGate.		Rosales	Paula						
1489	8e50e532-77a6-4d19-87a0-79bc43be6027	4/4/2022 1:15	4/4/2022 1:15	I support Option B, mainly because Option B 'bypasses' the intersection of Custer and 380. What would be the point of a bypass that doesn't actually bypass this busy, dangerous intersection? Plus it seems Option B would cost less money. I am against Option A. Thank you, Colleen Shamburger		Shamburger	Mary						
1490	f93483bf-e2b8-4e9c-8989-00819687247a	4/4/2022 1:15	4/4/2022 1:15	As a homeowner and resident of McKinney, Texas, I strongly support the Project 380 Segment-B bypass alignment option.		Kitzmilller	C						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1491	61330f70-401c-4b7e-8ac4-1e5722bc9ad0	4/4/2022 1:16	4/4/2022 1:16	We support keeping the 380 bypass OUT of Main Gait and Prosper neighborhoods.	We support keeping the 380 bypass OUT of Main Gait and Prosper neighborhoods	Fahr	Todd						
1492	6d182b02-e4b8-47ed-868f-167e21b344e7	4/4/2022 1:18	4/4/2022 1:18	TXDOT's plan to address congestion on HWY 380 has focused heavily on the impact on Prosper, with very little being said about the impact on McKinney. I have lived in McKinney for 18 years and have seen it grow from a small Texas town to a city where businesses and people from across the country relocate. McKinney's motto is "Unique by Nature"; Plan A will make it anything but. Plan A will wipe out numerous small businesses on 380 and 3 dams will be adversely affected by Plan A. Given the water conditions across the state, can we afford this? Plan A will cause great environmental harm and cost taxpayers \$100 million more than Plan B. Plan A would shut down small businesses in McKinney, increase the costs residents pay for water, and raise taxes for our community. TXDOT needs to make a data-driven assessment of Plan A's impact on the hard-working, taxpaying citizens of McKinney and help us keep our city "Unique by Nature", not "Unique by a 10-Lane Highway". Choose Plan B!		Rulli	Lisa						
1493	2df6a328-7ed8-4fde-8668-bb6489a76b50	4/4/2022 1:26	4/4/2022 1:26	Option b is bad for prosper. Please consider our children.									
1494	4f03cbbd-09c9-4c25-836a-a0abe18c07f6	4/4/2022 1:28	4/4/2022 1:28	I oppose all options for B									
1495	b9b5b712-e515-4af2-899d-2f0a8d0acb63	4/4/2022 1:29	4/4/2022 1:29	Segment A would seriously impact with noise and pollution two daycare facilities: Stonebridge Academy in Grassmere Ln (selected in the map, which would be as close as around 300ft from the proposed highway) and Applebee Montessori Academy in Stonebridge Dr. Even if in theory the proposed segment A does not directly require a displacement of those academies, reality is that kids in those academies will suffer the noise and pollution from the near highway. This may cause that those academies may not be able to survive as a business. When considering the impact of Segment A, please do not only consider the displaced homes and businesses, but also the impact to the nearby community facilities.		Tronchoni	Jose						
1496	0d305d25-9283-42de-85d2-a2cf14f00636	4/4/2022 1:29	4/4/2022 1:29	I'm very concerned what this size development will do to our home value, our small town feel and what that level of traffic will do to our schools. Prosper is a small town and this basically divides our town in half. That will lower the amount of businesses that can operate and invariably raise taxes.		Brandt	Stephen						
1497	e7961727-9e61-4076-82be-48976c64c65e	4/4/2022 1:31	4/4/2022 1:31	I am a resident of Tucker Hill. I fully support Plan B. Plan A would be a significant deterrent for me to continue living in this area. I have breathing and health concerns and also my overall health is negatively impacted from air quality and noise. I moved from Flower Mound to Tucker Hill because of the quaint atmosphere and multiple green spaces. Tucker Hill would be surrounded on 3 sides by a major interstate if proposal A is adopted. I have had paramedics and ambulances to my house due to my health concerns. How would emergency vehicles even enter the neighborhood without the main entrance and being routed one way?		Piper	Mary Beth						
1498	3117afe1-cbd2-45a9-8b1c-bbc28b6e7924	4/4/2022 1:34	4/4/2022 1:34	This is a terrible idea and would greatly impact the town of prosper. And not in a good way. Please leave Prosper how it is!!! We don't want a huge freeway through our town!!!		Bowers	Melissa						
1499	cbe6c7a2-f530-4c90-8037-ddc5f14b9842	4/4/2022 1:35	4/4/2022 1:35	The residents of brookhollow would strongly appreciate normal and typical access coming from both directions on US380 to Lakewood Dr. The only other entrance from Coit rd is directly in the midst of a school zone and many parents picking up or dropping off students tend to park there and Brock meadowbrook Ln. we still got encourage txdot to pursue other alternative route that do not interfere with the access to our community. We strongly oppose segment B of the txdot rendering.		Coomber	Dion						
1500	201a055d-7337-4600-8fe4-915b4df47d4a	4/4/2022 1:35	4/4/2022 1:35	The residents of brookhollow would strongly appreciate normal and typical access coming from both directions on US380 to Lakewood Dr. The only other entrance from Coit rd is directly in the midst of a school zone and many parents picking up or dropping off students tend to park there and Brock meadowbrook Ln. we still got encourage txdot to pursue other alternative route that do not interfere with the access to our community. We strongly oppose segment B of the txdot rendering.		Coomber	Dion						
1501	5a7f505b-b415-445b-8d0e-143954dbc ee2	4/4/2022 1:37	4/4/2022 1:37	I oppose option B. Keep 380 out of Prosper!		Snyder	Kelly						
1502	73d6e7eb-2e1c-4279-8ee1-65c677e3c5ce	4/4/2022 1:37	4/4/2022 1:37	I would prefer Route B if at all possible. I think the impacts on existing businesses and homes would be the least. I believe it's the best possible route. It makes no sense to have Route A that would run right beside the new Ridge Road that goes North/South. I live in Auburn Hills and my property value and quality of life would be affected by the highway going that close to my neighborhood. I already hear a lot of road noise from the existing 380.		Ponder	Chris						
1503	22ee1e93-7edf-4bd7-8ead-f80f815286be	4/4/2022 1:37	4/4/2022 1:37	I recently moved to Willow Wood community and have a beautiful view and paid a premium for it. I would rather not have my property value diminished with the noise pollution that will come from Segments C and D. I dont really see how these roads will improve traffic from 380. I dont see people who live off 380 going N and E miles out of their way to get to their homes. Surely something can be done closer to 380. Thanks.		Jones	Justin						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1504	e7dea15e-e223-44bf-8daa-ae72c3dab6d	4/4/2022 1:38	4/4/2022 1:38	I oppose Segment B. I am a student and do not think it would be safe for me and other new drivers to be crossing this getting to and from school. Please do NOT move forward with B. Thank you.		M	Abigail						
1505	cd5c454a-48e9-4ae0-8031-07b4198098ed	4/4/2022 1:39	4/4/2022 1:39	Option A comes very close to where we live in Wilmeth Ridge and we are not thrilled with the idea of an 8 lane highway being across the street from our neighborhood. We vote for Option B.		Smith	Jessica						
1506	c90510d5-fbeb-47e5-8e48-cb99e4ad59c2	4/4/2022 1:41	4/4/2022 1:41	Segment A would seriously impact with noise and pollution the playground in Camberton Dr (selected in the map). When considering the impact of Segment A, please do not only consider the displaced homes and businesses, but also the impact to the nearby community facilities. In page 20 of the presentation, you do not seem to have included this playground as one of the parks near the project. Please consider this playground as one of the parks listed as community facilities that need to be kept into consideration during the impact assessment and evaluation of the different options.		Tronchoni	Jose						
1507	214f6512-54bf-40cf-8d76-67980e48ead4	4/4/2022 1:41	4/4/2022 1:41	I oppose option B. Keep 380 on 380 and out of the middle of Prosper!		Snyder	Kelly						
1508	4fa560cc-c893-4c06-8095-193eccc4e48e	4/4/2022 1:44	4/4/2022 1:44		I oppose all segment B options. As a student driver, I do not feel safe having to cross this bypass. It's overwhelming enough to become comfortable behind the wheel and having to cross a massive highway just so I can go south is unimaginable.	Sanchez	Cami						
1509	041a5c23-028b-476b-8982-54d7e10f2d6c	4/4/2022 1:45	4/4/2022 1:45		No Thank you! The proposed routes are intrusive and evasive. The Town of Prosper is small in land mass and constructing a roadway such as this will have many immediate negative impacts on the town, the environment and its residents which will also continue for years to come. Instead of branching off the current highway, look at creating something new as in building on top of the current one or boring under like 635. Think outside the box and pave a new way in road route improvement construction. The current proposals are not acceptable and should be scratched. I am not in favor of any of the routes, especially Route B. No Thank you.	Shields	Jim						
1510	9589613d-a40d-4286-8924-44b19f903ea5	4/4/2022 1:48	4/4/2022 1:48	Segment A would seriously impact with noise and pollution the park "La Cima Lake and Park" (selected in the map). When considering the impact of Segment A, please do not only consider the displaced homes and businesses, but also the impact to the nearby community facilities. In page 20 of the presentation, you do not seem to have included this park as one of the parks near the project. Please consider this park as one of the community facilities that need to be kept into consideration during the impact assessment and evaluation of the different options.		Tronchoni	Jose						
1511	0705c569-b0fb-4d76-8809-8b5131639e21	4/4/2022 1:55	4/4/2022 1:55		NO, this is horrible for our community, not safe, disrupts the town, not good for our children. very opposed.	b	baylie						
1512	8dfdbf20-db67-42b6-8ead-aa908aa6b89e	4/4/2022 1:56	4/4/2022 1:56			Hood	Christine						
1513	699427c5-13b4-49d9-822d-8111aebdd511	4/4/2022 1:57	4/4/2022 1:57	Oppose B		Bishop	Heath						
1514	6e5bb1b0-5eb0-4f37-87b4-7b09b8780b5d	4/4/2022 1:57	4/4/2022 1:57	I oppose proposal B		Watson	Carla						
1515	df121cf-2b86-4d98-8d1d-74693576211d	4/4/2022 1:58	4/4/2022 1:58		Put a stop to this project that will negatively impact neighborhoods, businesses, schools and the surrounding environment. There is no benefit to building this bypass. As a resident of Prosper I do not support the 380 bypass.	Camangian	Stephanie						
1516	1ffb8586-4419-4e8c-86b7-2b68d87f8e7a	4/4/2022 1:58	4/4/2022 1:58	Oppose B		Bishop	Marla						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1517	fac44e6d-db3c-4ac8-8771-02b84613e06c	4/4/2022 1:59	4/4/2022 1:59	Oppose B		Bishop	Scott						
1518	bc817d35-a0b8-4551-80b2-d15ef7e78eea	4/4/2022 2:00	4/4/2022 2:00	Oppose B		Bishop	Logan						
1519	46cef798-0573-4604-80f6-84e074c2dfd1	4/4/2022 2:01	4/4/2022 2:01	We are against option B		Jackson	Amy						
1520	e33e9b24-233d-4941-8d87-5e5b9f829ca2	4/4/2022 2:05	4/4/2022 2:05		Heck, no. No bypass								
1521	5ec4f9f4-9dfc-4f72-8ec3-9e5b5b1f4850	4/4/2022 2:07	4/4/2022 2:07	Our family moved to Prosper last year in a large part because of the safe quiet and strong community that was established here. This proposal would change the complete makeup of this community. Having a major highway slice thru as established town like this would drastically hurt property values, lower quality of life via increased traffic/pollution/etc. and just disrupt the fabric of this section of town. I believe this would also disrupt several of the big town projects including new schools planned. If this project gets approved it would likely deter some people like us from choosing to move to prosper. It isn't our towns fault that McKinney failed to plan properly for future growth and we shouldn't be punished for it. I would strongly urge you to reject this proposal. Either one of the first two alternatives (purple and blue) under consideration would be much more fair and cause much less undue disruption to this great community.		Miller	Brandon						
1522	cbd1d19f-ec9e-4240-8991-40f89bb5e8c4	4/4/2022 2:12	4/4/2022 2:12	Leave 380 on 380 but most of all I do not approve of Option B. We have lived in Prosper since 1996 and watched the growth and how our town and leaders kept their word and developed the town as planned. If McKinney did not do the same I am sorry as we still support many businesses there but Prosper should not pay the price for someone else's oversight!		Crawford	Randy						
1523	c5a9b171-c86b-4098-87c3-f554d3012d79	4/4/2022 2:15	4/4/2022 2:15		I want to request that Option B be approved. Looking at the TX DOT Segment Analysis Matrix it is obvious that Option B would be less expensive (\$98.8M less), displace fewer residences and businesses, and have less developmental impacts. Additionally, it appears short sighted to not include relief for the additional mileage to the west, given the anticipated growth in the area and the speed at which this additional distance will become another problem.	Lehman	Samuel						
1524	fa530535-c7aa-4fe8-8658-78a2e314decc	4/4/2022 2:16	4/4/2022 2:16	Segment B is a terrible idea for this beloved area of prosper due to homes and businesses in the area and the highschool currently under construction. With teenage drivers, and the many lanes projected for segment B this would be a deadly combination. Mane Gait is an amazing business and service for our special needs community and would be displaced due to this. I'm am STRONGLY OPPOSED to segment B.		Whitman	D						
1525	10ae9d26-439e-4c22-8685-801970cde42c	4/4/2022 2:19	4/4/2022 2:19	Heck no!! Will disrupt Manegait and al our quality of living!		Naumann	Jean is						
1526	e56fc5ca-e5ba-4d2c-8564-6bd08134cd48	4/4/2022 2:19	4/4/2022 2:19		As a Prosper resident, I oppose segment B. Segment B will be going through well established neighborhoods decreasing the home value price, causing unwanted traffic, and increasing noise and car pollution. Prosper is a fast growing city with an increasing numbers of incoming citizens with a need for more schools in the future. Segment B would be affecting traffic at multiple schools, one of which is an elementary school with many children walking to school. The other would be affecting the high school with new drivers causing a new level of danger and the potential for an increased number of accidents. Segment B would be affecting more families, bringing an unwanted 12 lane road in the backyards of numerous neighborhoods and schools.	C	H						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1527	a73e21c8-74b0-4d9c-8992-a45c03a7f3d4	4/4/2022 2:21	4/4/2022 2:21		As a homeowner and citizen of McKinney, TX, I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons: - It destroys and removes 17 small businesses. - It would seriously impact with noise and pollution the playground in Camberton Dr, the park "La Cima Lake and Park", Stonebridge Academy in Grassmere Ln, and Applebee Montessori Academy in Stonebridge Dr. - Segment-A is longer than Segment-B. - The cost of segment-A is \$99 million more than segment-B. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.	Jose	Tronchoni						
1528	4e4776cf-1aa1-4cfd-83bb-37004f587ff	4/4/2022 2:24	4/4/2022 2:24		Please note that I support option B due to fewer utility conflicts, lower cost, less home and business displacement, and less developmental impact overall.	Lehman	Piper						
1529	82e593c1-fb53-428c-83cb-738c822b4289	4/4/2022 2:25	4/4/2022 2:25										
1530	afd51ba1-9d47-4c57-86eb-87a84ac6c62	4/4/2022 2:32	4/4/2022 2:32	I oppose segment B and if no other choice support segment A.	As a 18 year old registered voter about to graduate I dont understand why Segment B became an option. I remember my parents comparing where we should move when coming from Plano. They showed me how they compared Prosper and McKinney in 2019/2020. They noted to me how the bypass not going through Prosper appeared to be decided to go through McKinney so we were going to focus on buying in Prosper. Why is this coming back here now? How as an adult am I to make educated decisions if TXDot can change the terms again and again. I still dont understand what made this come back up as an option again. My little sister will be going to Walnut Grove and as a newer driver myself I dont like the thought she will now have to deal with this either. Why did McKinney not create setbacks on existing 380? Why did McKinney after not creating the setbacks not set aside land when it was more easily able to be taken by the state? Procrastination of this by McKinney should not punish Prosper.	Payne	Logan						
1531	41153418-f14e-462b-88bf-66d180d22152	4/4/2022 2:32	4/4/2022 2:32	We are strongly opposed to segment B. When we moved to Prosper 10 years ago, with the choice of any subdivision, we chose Whitley Place due to its quiet nature off 380, away from noise & traffic but with easy access to support businesses. Even with growth, schools, retirement communities & subdivisions going in (vs the originally zoned golf course), none are more objectionable to residents & the value of our homes as segment B. While it may not demolish Main Gate or Founders, it does cause significant & disturbing concerns for noise, traffic, lower quality of learning, activities & value, loss of community feel many moved here for, & especially in regards to safety, drivers, etc. – particularly for the future older resident community, teen drivers attending the new Walnut Grove High School & the future PISD high school property off Country Rd 123. Having a large highway literally in our backyard negatively & directly affects us as well as many residents who chose this area.		Richey	A						
1532	032b23b6-e389-4129-8c8d-f583bf787458	4/4/2022 2:35	4/4/2022 2:35	We support route A but oppose Route B due to the heavy and high speed traffic through route B and the impact and impending dangers Route B will possibly cause.		Chandler	Jerry						
1533	78b4c2f7-4114-4f65-8dd3-6f4827553ff7	4/4/2022 2:36	4/4/2022 2:36	No to an B option. My kids study environment will be affected negatively with traffic and noise, plus more air pollution. Completely disagree wt option B. Please keep that highway as far as possible from kids school and senior citizen neighborhood which coming next year.		B	H						
1534	998671f3-600b-4a30-8c20-0fcb003d578	4/4/2022 2:37	4/4/2022 2:37	I oppose B proposal		Watson	Roy						
1535	4d2cf9a3-3466-4cb7-8915-6f2ca8f235aa	4/4/2022 2:38	4/4/2022 2:38	I want to officially oppose segment B. My children's school is right off of first and Custer and if segment B gets put in, it would greatly affect my kids at school. Not only will it be noisier but it will limit what my kids will be able to do at school, especially outside. I vote they go with segment A and keep 380 on 380. Please do not ruin the school experience for my children as this is a huge part of their development and childhood.		T	Crystal						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1536	bb17e033-227c-4fa3-8322-1c4c83019696	4/4/2022 2:39	4/4/2022 2:39	We live in Whitley Place in Prosper and are strongly OPPOSED to having a highway right next to our home. There are several schools that would directly be affected by this highway including pollution and noise. The new high school Walnut Grove would be affected as well. As I look at the map I see this as a city of McKinney issue. Why should we as Prosper residents have to accommodate a highway problem that clearly should be fixed by McKinney. Option B looks like the whole point is to bypass McKinney, why should Prosper have to deal with this or suffer for them? This was bad planning on McKinney part and that is their issue, not Prosper's.		Bishop	Rachael						
1537	82f2fc3a-1d11-4895-8bca-ab6baa5c046c	4/4/2022 2:40	4/4/2022 2:40	Segment B will provide terrible negative impact in my community and especially at our childrens school. Running segment B right next to Prosper founders and Main Gate will disrupt much good happening in the area and damage our childrens education which will be attending there for the next 18 years.		T	R						
1538	793d2ffe-86c4-4156-8dd3-8e8dba97f6cf	4/4/2022 2:40	4/4/2022 2:40	I oppose option C and D and propose building an elevated highway over the 380 similar the I-45 in Austin. I would assume this would save costs on land acquisitions, construction and have a lesser impact on residents and wildlife. I prefer Option D in lieu of C if there are no other remediations available. We are worried about the pollution and health affects being so close to a major roadway. The segment analysis matrix states the expected emissions will be lower in the future due to federal regulations and electric car use. Those statements are based on assumptions that probably won't take effect until 2040.		Apkarian	Grant						
1539	5e870703-20c0-47f7-84d0-cbf5daf916fd	4/4/2022 2:41	4/4/2022 2:41	We write in strong opposition to Option B of the proposed rerouting of US HWY 380. Prosper is one of the smaller municipalities involved with the bypass and has carefully and deliberately laid out its plan for neighborhoods, schools, churches, parks and transportation arteries. Those arteries include a major US Hwy (380) and potentially an extension of the North Dallas Tollway. Prosper's development plans are currently being implemented and promise to make Prosper a desirable, safe, family-friendly place to work, live, and raise a family. To have the east end of Prosper dissected by a 6-8 lane major highway with its accompanying traffic, noise, and emissions will have immense negative effect on the quality of life in this area of Prosper. The Prosper town council has passed numerous resolutions supporting improvements to HWY 380 along its existing route through the town of Proper. Other towns may prefer other options to solve their traffic problems. But for Prosper, keep 380 on 380.		Davis	Gary						
1540	80512e7b-06e7-4a8c-8e71-c7db3cc377ad	4/4/2022 2:42	4/4/2022 2:42		I oppose options C and D. Both options interfere with protected wildlife and migratory species which already have limited space in the ever expanding city. Option D is unbelievably costly. I don't understand why an elevated highway like the I45 in Austin isn't being considered. Instead of looping around an exaggerated amount of miles with an enormously (and costly) elevated bridge, why not make an elevated bridge from Airport rd on 380 to Custer or Ridge rd? I also did not see any data on how the Outer Loop should help alleviate 380 traffic congestion once fully completed?	Apkarian	Katie						
1541	01f60bab-2943-4996-8235-75ca069d9e68	4/4/2022 2:43	4/4/2022 2:43		I oppose all options for Segment B.	Love	Lacy						
1542	a682bdef-e654-402b-82e1-b5fdc1a377ab	4/4/2022 2:45	4/4/2022 2:45	I strongly oppose option B. From the 380 bypass options being considered, it seems apparent that the point of 380 bypass is to bypass McKinney. Why should we as Prosper residents, suffer negative impact to our homes (option B would go right past my home), our school (new school being built right now right next to Option B), and our communities, for a problem that is McKinney's to deal with. Furthermore, option A doesn't affect any additional neighborhoods (for example, Tucker Hill is ALREADY on 380, and would simply continue to remain on 380). Whereas option B affects all the same neighborhoods as option A, PLUS it affects quite a few additional neighborhoods too. This shouldn't be a question, and it should either be option A or 380 should simply be expanded on 380. But option B shouldn't even be under consideration.		Bishop	Gordon						
1543	648a7309-b769-4fbc-8501-daa24fd53096	4/4/2022 2:45	4/4/2022 2:45		I am opposed to the proposed rerouting of segment B of 380 through Prosper. As a parent of a child at Founders Classical academy I am concerned for the safety and accessibility of the school for students, staff, families as well as emergency response vehicles in the event they are needed. Please leave 380 on 380!!!	Conaway	Abby						
1544	9eefdd1d-eb48-4c63-8d79-acb13f2033f2	4/4/2022 2:47	4/4/2022 2:47		As a homeowner and citizen of McKinney, TX, I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment A alignment. Segment-A should not be considered: - It would destroy and remove 17 small businesses - It would be a longer commute. - It would decrease traffic safety and increase traffic on Stonebridge neighborhood streets increasing traffic, noise and pollution during construction as those are the only roads leading South from 380. Noise and pollution would impact two daycare facilities, the playground in Camberton Dr, and the park "La Cima Lake and Park". Segment B is the best option to improve traffic in our corridor while preserving the economic business and residential vibrancy of our community.	Auri	Brito						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1545	84593f2c-246f-4f3e-8b84-b6d709369bcd	4/4/2022 2:47	4/4/2022 2:47		As a homeowner and citizen of McKinney, TX, I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment A alignment. Segment-A should not be considered: - It would destroy and remove 17 small businesses - It would be a longer commute. - It would decrease traffic safety and increase traffic on Stonebridge neighborhood streets increasing traffic, noise and pollution during construction as those are the only roads leading South from 380. Noise and pollution would impact two daycare facilities, the playground in Camberton Dr, and the park "La Cima Lake and Park". Segment B is the best option to improve traffic in our corridor while preserving the economic business and residential vibrancy of our community.	Auri	Brto						
1546	9fb8ce8f-6de0-41b7-8f30-5d2333d233b9	4/4/2022 2:52	4/4/2022 2:52	This is going to be detrimental to not only my direct neighborhood here at Lakewood At Brookhollow, but Prosper. I did not move my family here to live by a highway. We moved to get away from such traffic instances. The master plan for this bypass was that it would be in McKinney, otherwise we would not have built a home where we did. Everyone here is perfectly fine the way it is. Moving it to McKinney where the real traffics issues are would be the best move. Not newly developed areas with a wonderful lake where a new park is supposed to be put into place. Maybe that has been changed as well. There are much better options besides prosper. Please consider not having this monstrosity of a highway placed here in Prosper. Thank You- MR		Ramsey	Mike						
1547	71b523f8-51ad-431c-8528-22544d8a3097	4/4/2022 2:53	4/4/2022 2:53	When the construction for DNT started through prosper we put our home in lakes of prosper up for sale and moved to Whitley Place. I can't for the life of me see any advantage to putting 380 biomass through prosper when the entire community opposes it! If this was identified as a problem so long ago it should be addressed then. Now it will only affects more people and I don't agree with any of the advantages to segment A. I am 100% opposed to segment A for the increased pollution, And the affects of the added pollution segment A would bring.		Cook	Annilee						
1548	8b40bf2b-e62e-476f-8aa2-71f3abddfc7b	4/4/2022 2:53	4/4/2022 2:53	I oppose Segment B! As a Prosper resident , I can not imagine why you would purposely negatively effect our residences, businesses and schools. Prosper made infrastructure plans to widen 380....Prosper planned for the growth. This does not belong in Prosper.	I oppose Segment B! As a Prosper resident , I can not imagine why you would purposely negatively effect our residences, businesses and schools. Prosper made infrastructure plans to widen 380....Prosper planned for the growth. This does not belong in Prosper.	J	A						
1549	8e659d20-28f5-467d-8a99-60d8f03eb424	4/4/2022 2:56	4/4/2022 2:56	I support segment A and oppose Segment B		A	Hani						
1550	55c8abc8-a174-46c0-87ac-7c7709801580	4/4/2022 2:56	4/4/2022 2:56	I support Route A - Keep 380 on 380		Rojas-Acosta	Coral						
1551	7fb0ecf0-7912-488d-866f-b8ae2fd0b822	4/4/2022 2:57	4/4/2022 2:57		As an Army family, we chose Prosper as our new hometown in August 2020 and the community in which we decided to plant roots for the first time. One of the attractive features to Prosper was the deliberate planning by the Prosper Economic Development Corporation and its plan to effectively manage Prosper's growth. Segment B would significantly change the character of the Prosper community and would hinder the town's future economic growth. Prosper's comparative advantage relative to the large surrounding communities is to be home to several centers of professional excellence - health, education, and technology. Segment B would would a drastic blow to the town's economic growth plan. From a pure economic perspective, the marginal benefit gained for the region fails to exceed the marginal cost impacting the town of Prosper. Whenever marginal cost exceeds marginal benefit, the reasonable economic decision should be to not perform the action. Segment B fits this description.	Galui	Jason						
1552	dc0778c8-b32d-455f-824e-397095eeeae67	4/4/2022 2:58	4/4/2022 2:58		As a homeowner in the Tucker Hill neighborhood in Mckinney, I strongly SUPPORT the Project 380 Segment-B bypass option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to Option A. Additionally, Option A is disruptive to 2 major neighborhoods in Mckinney, which have a combined population—voter block and tax base—larger than Prosper. A main objection to Option B has come from Manegait, which states that their services will be disrupted, despite the fact that their services are mostly conducted in an indoor arena. They have been offered a comparable property to relocate. Option A seems unjustifiable when looked at from economic, environmental, and logistical facts.	Koons	L						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1553	648f8225-fcc7-4330-8d05-de74190b55c8	4/4/2022 3:00	4/4/2022 3:00	1) It's the least populated area so it will have the least disruption during construction. It seems like OPTION B has more acreage of empty fields with little residential and business areas. OPTION A on the other hand, WILL DISRUPT the daily commute of residents to and from work as well as childrens' commute to and from school to Wilmeth Elementary, Boyd HS and McKinney North HS. TRAFFIC will increase within STONEBRIDGE RANCH due to detours. 2) 17 commercial businesses, I believe will have to be removed. These are tax revenue sources. Foot traffic to businesses towards 75 will decrease hence, it will decrease tax revenue as well. OPTION A is \$99M more than OPTION B. 3) It's not a good idea to install water pipes (ducts) too close to residential area (Tucker Hill and Stonebridge Ranch). Foundation issues as it is, is very challenging with our TX clay. 4) It is concerning how OPTION A will affect house values in Stonebridge Ranch and Tucker Hill. I AM FOR OPTION B as the solution.		ACKLEY	WILLIAM						
1554	9ae6aad4-8dae-48d4-860a-b4d244f534bf	4/4/2022 3:03	4/4/2022 3:03	We are residents of Whitley Place and are strongly against option B. Although it may not impact current businesses or homes there have been many that have already begun development. They include a retirement community, housing developments, both a private school and high school all that will have a massive highway in their backyard. The business that will be greatly effected is the special needs horse therapy ranch Main Gate that will be forced to move if the project uses Option B. Using Option A it uses current pathways/ and established roads. Option A will effect current business but it will also help them too by providing addition customers/traffic. They built their business there knowing a major road would be there Option B changes Prosper and will alter the landscape of a area that would have homes and schools.		Dick	Christy						
1555	0c252110-7f24-4dd1-84bc-c990949646e5	4/4/2022 3:04	4/4/2022 3:04		The proposed segment B does not sound helpful in anyway. Green cover will be comprised, thereby creating sound, pollution. It is completely unacceptable for families who moved here to live in the company of nature. Economical impact is the residents end up paying heavy taxes due to lack of commercial development caused by the proposed route. We are also looking at many high school students driving in different directions(from Prosper, MCKinney), once the third high school of Prosper ISD is established. The greatest loss is to Manegait which is like a saviour for parents of disabled children. It's going to have a direct impact on the horses, disabled children & adults.	Swali	Greeshma						
1556	6f8208d6-a67e-466c-8d13-e55d5af89c09	4/4/2022 3:09	4/4/2022 3:09	Please don't consider segment B further. The whole town opposes it. Nobody wants it in prosper . We can deal with the traffic what we don't want to deal with is the noise, pollution, and reduction in property values that comes with it. Don't do it! I can't say it enough. I hate it		Cook	Jeremiah						
1557	66beeb93-abd8-46a1-8644-82728bacb99f	4/4/2022 3:11	4/4/2022 3:11	I am apposed to segment B route. It will cut through the Town of Prosper, negatively impacting the Town schools, businesses, and people who live here. The project should follow the current 380 footprint through Prosper. Route A.		Fernandez	Jose						
1558	98e05ee6-4930-4d0e-8dee-710bfd8f4939	4/4/2022 3:30	4/4/2022 3:30	I oppose all options for segment B. We do NOT want 380 going through our small town.		Koch	Kristen						
1559	4c9f57f3-7d17-47b3-8832-65d3c58f8ec1	4/4/2022 3:34	4/4/2022 3:34	As residents of Prosper, we are concerned about the re-evaluation of the US380 route chosen by the feasibility study. Once again it seems like the big thug (McKinney) that chose not to prepare for the future of widening US380 is trying to throw its weight around and change the route back to 'B' which would have the maximum disruption to the Town of Prosper. Considering that Prosper is land-locked and has no opportunity to expand its boundaries, any imposition of a 400 ft ROW within ANY of the town's limits will be a significant percentage reduction to the town's acreage available for development and quality of living improvements, as well as tax revenue. Don't allow this to become a matter of McKinney getting their way because they have the loudest voice, they always will. It is time to support the small community that followed the rules and do not allow it to be penalized because McKinney doesn't want to be inconvenienced.		Wilson	Lynn						
1560	88594ff5-7a6e-47e6-861a-38b484da1652	4/4/2022 3:36	4/4/2022 3:36	I'm against seeing such a large bypass being built thru our community. It will have a negative impact on the children's schools not to mention the seasoned citizens being displaced. Further the Manegate will be negatively impacted and a disruption to the disabled children and veterans who receive much needed therapy there. I do not understand for the need for B on the above map. If McKinney needs a bypass they can start at A.		Casper	Susan						
1561	39e156e9-8372-4a6f-8c48-85fb06dc7349	4/4/2022 3:40	4/4/2022 3:40	I am in opposition of all segment B options of US 380.		R	J						_work_for_TxDOT_
1562	8b667ff1-fd65-4760-8662-a98ac908f34e	4/4/2022 3:43	4/4/2022 3:43	I vote for route B for the options on 380.	Option B impacts less homes and businesses. Overall, less people would certainly be affected with B, as construction would cripple the area from before Custer to Ridge for 3-5 years. Option B better addresses safety concerns, noise and air pollution. In addition, Option C on the other end is the option preferred, this is the brown alternative presented	Ericson	D						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1563	ebd91b64-eb18-4492-8e5a-3ab3dd4e3d72	4/4/2022 3:49	4/4/2022 3:49	I am opposed to route B. It will be detrimental to the Proser community causing an adverse economic, and social outcome. I support route A.		Mcguire	Sean						
1564	a0fc024c-d74c-4148-8248-295665e3f2e1	4/4/2022 3:53	4/4/2022 3:53		I am opposed to having a major highway going through the town of prosper. Please reconsider an alternative route. Thank you.	W.	P.						
1565	caf89cb2-9c79-4bc9-8809-b34336be007f	4/4/2022 4:01	4/4/2022 4:01	I oppose section B! It doesn't make sense and is detrimental to prosper in so many ways!									
1566	9c33f343-e082-452c-884d-a24922ba2134	4/4/2022 4:01	4/4/2022 4:01	I strongly oppose segment B of this development	I strongly opposed segment B of this development	O	M						
1567	983df72b-b950-4b33-83d9-84056c22f394	4/4/2022 4:08	4/4/2022 4:08	I am against plan A and for plan B.		Yonts	Clay						
1568	4fd9f83e-0f7e-42ac-8ee1-a51921ad2fe0	4/4/2022 4:11	4/4/2022 4:11	Expand 380 on 380.		Rojas-Acosta	Coral						
1569	7426f8f8-3cec-410c-8f34-4186a9e50069	4/4/2022 4:11	4/4/2022 4:11	This area is developing at full speed. Any alternative that does not consider enhancing 380 all the way to the 75 will not cut it on the long run. I would rather have 380 expanded and transformed in a highway.		Urbina	Antonio						
1570	bd9e273a-5a08-443e-82b1-7b2cb8d62ed5	4/4/2022 4:19	4/4/2022 4:19	I strongly oppose the option B. It would harm the Town of Prosper, developing and existing neighborhoods, Founders Academy, and Main Gate. I support option A because at least that option contains a below grade main roadway, which would help with noise and visual clutter for nearby residents. Thank you.		Epner	Michael						
1571	d3f84aa0-6325-4160-8fe7-17f0eb5fa607	4/4/2022 4:20	4/4/2022 4:20			Wilson	Tricia						
1572	1694be52-6cf5-4342-8d2b-f7e2b00b1a1c	4/4/2022 4:22	4/4/2022 4:22	I am in alignment that pinpoint location B is best for the area and the community. The way location B bypasses and is not as impactful to current business/homes is why I agree that B is best.		C	T						
1573	8305ee01-0ebb-45d4-833b-1c3dc8a448aa	4/4/2022 4:29	4/4/2022 4:29	We are adamantly opposed to Option B. The residents in extreme proximity of Option B did not move to this area of Prosper to have a 8-12 lane highway run thru it and purposefully purchased their homes with ample distance away from busy and noisy roadways and Hwy. 380. This will have significant impact to residential property values and newly planned residential communities that will be destroyed if Option B passes. Option B is full of senseless costs and environmental disruption. It will have negative impact to Prosper's tax base. Option B will significantly impact the safety of our community...as it cuts through residential neighborhoods, schools and businesses. The priority goal of the expanded highway should be to MINIMIZE COSTS and IMPACT ... and the current proposal and research would clearly show OPTION B would NOT accomplish minimizing cost, reducing financial impact and protecting the environmental priorities of the community.		Crawford	R.D.						
1574	1321ba78-ed98-4c03-87f3-76d8b704e3f8	4/4/2022 4:36	4/4/2022 4:36	No to Option B	No to option B	B	C						
1575	e958f699-3cd8-4394-86d2-90a6067cef78	4/4/2022 5:00	4/4/2022 5:00	Please expand 380 via route B, not route A! We cannot shut down businesses and disrupt residences!		Sollars	K						
1576	18886d9d-cb1e-45fd-8138-71dce65d37da	4/4/2022 5:18	4/4/2022 5:18	Route A by far makes the most logical sense. Keep McKinney's 380 bypass in McKinney and limit impact on surrounding communities. Route B impacts two new schools and a equine facility that has the main purpose of therapy for special needs individuals. Disrupting these would take a level of disregard rarely seen in these communities or the state of Texas. Please select route A.		Steinbrecher	Jared						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1577	355fc0c1-760d-48f1-8324-0560a9fed659	4/4/2022 5:28	4/4/2022 5:28	I support plan b. I am very concerned about the impacts of plan a on Ridge Rd Stonebridge. Plan a also has the bypass starting at the front of a neighborhood which would be greatly impacted. Plan B affects far fewer people and costs less.		Cramer	Heather						
1578	109aeb5c-7b80-4f6f-8410-f1c772541667	4/4/2022 5:36	4/4/2022 5:36	My comments pertain to the "Segment B" proposal to the Hwy 380 re-route through Prosper. I'd like to express my opposition to the aforementioned proposal. It is my belief that re-routing hwy 380 through Prosper will have significant negative consequences for the town and its residents. Of greatest concern is the routing of a major hwy next to schools in the area including the new Walnut Grove HS and Founders Academy. Placing a major hwy so near these schools implies students will be subjected to significant noise and environmental pollution. I moved my family to Prosper because of the high quality schools and the placement of hwy 380 next to my child's school directly impacts the quality of that education. Additionally, as a small town, Prosper is reliant on its ability to maximize revenue from taxable real estate. Segment B limits the towns ability to generate revenue for its citizens by converting what scarce property is available within the town to an un-taxable highway.		A	Hdz						
1579	807916e7-e506-4d41-81a9-213e4c9f2eb6	4/4/2022 9:05	4/4/2022 9:05		As a resident of McKinney within the Prosper ISD footprint, we do NOT want to see our homes and school areas (along with ManeGait) destroyed. Houses and development along 380 were well aware that they were on a US Highway. And the outer loop has already been planned. FIX 380 ON 380, focus on the Outer Loop, and work on the arterial roads WITHOUT creating a bypass through the middles of HOMES and SCHOOLS and WILDLIFE not already destroyed in McKinney and Prosper. Again - FIX 380 ON 380. We are EMPHATIC with a NO on any form of a bypass on or around Bloomdale. NO to Alignment A. NO to Alignment B.	L	A						
1580	38798b73-8d1b-48c3-8854-867a602cecca	4/4/2022 10:34	4/4/2022 10:34	Please use known paths such as Custer as it's related to section B. It is highly disruptive to already established neighborhoods and future planned developments to put a major transportation corridor through the heart of a community and city that has built its plans around keeping the "big" traffic in its already designated route.	These major highways/roads should stay as close to commercial property as possible or stay on already known roads that have. I will vote AGAINST the proposed plan.	MORROW	BRYCE						
1581	ec555a8c-84d5-486b-8a60-285f5e767229	4/4/2022 11:00	4/4/2022 11:00	Plan B is much better option. - lifetime McKinney resident.		Drane	Melissa						
1582	c8022232-f534-439b-86f0-6a3504488b2f	4/4/2022 11:51	4/4/2022 11:51	I oppose Option B. It will affect my junior high and high school children and their classmates drive to school making it more dangerous. It will negatively affect my home by placing many lanes of traffic too close. The congestion does not start for miles down 380 so starting it close to Coit makes no good sense to me.		McCarthy-Dic	Melanie						
1583	fc28b600-3d89-4707-8db4-d8f8a648704c	4/4/2022 12:01	4/4/2022 12:01	I oppose all Route B plans/proposals		Moreno	Sky						
1584	095bb231-41c4-4509-8fa8-708f91f0cb1d	4/4/2022 12:04	4/4/2022 12:04		I oppose segment B. I support segment A	Strange	Shirley						
1585	5b055ef3-c530-4edc-8477-2bf078110525	4/4/2022 12:04	4/4/2022 12:04	I would prefer B. I do NOT want option A.		Sakai	J						
1586	9fc724d9-abcb-4085-8940-60e57b283a4a	4/4/2022 12:10	4/4/2022 12:10		This would greatly impact our community. For the love of God, please do not move forward with this project.	Shupak	Alexis						
1587	ec9aa62a-cb26-4db3-8aa3-2ca2ad38d1f7	4/4/2022 12:17	4/4/2022 12:17	We oppose plan B and support Plan A		G	Misty						
1588	56d4b860-285a-4ad8-8f15-119d2325ff8e	4/4/2022 12:17	4/4/2022 12:17	The B segment is not a realistic alternative and we oppose this option. The negative impact to the equestrian center and planned residential developments would be devastating for the city of Prosper. The town has repeatedly voted against this initiative. We do not want this.		Backus	David						
1589	ff2b2e3b-c014-4c6f-82a5-11718c473601	4/4/2022 12:18	4/4/2022 12:18	I oppose all segment B options		Keith	Angela						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1590	cc28bd71-4721-4df3-8282-744838bcb923	4/4/2022 12:45	4/4/2022 12:45	There is no need to pay more tax payer dollars to make a loop. Use the existing 380 roadway to avoid more imminent domain, appraisal expenses, as well as community angst. A simple highway and widening of the existing 380 roadway is the easiest as well as cost effective use of tax payer dollars.		J	B						
1591	09bac12f-e5f3-47eb-8308-3f357ab734bb	4/4/2022 12:51	4/4/2022 12:51	I oppose the route b proposal. It will run close to several current and developing schools as well as a charity horse farm. All of the noise and pollution will be unhealthy for the children and animals.		Moore	Tommy						
1592	58ba19e5-dcdb-4900-8182-02eb09ef8249	4/4/2022 13:04	4/4/2022 13:04	Why can you just expand 380 as is? I thought the cost and time line would be much faster if TxDot went that route? Anyone looking at the map, it would be a shorter route and it is not like 380 goes in the middle of a town or anything. Why not save the taxpayer some money and people who lives in McKinney less of a headache to finish the project faster?		Nguyen	Long						
1593	ee5a9f86-353b-4eaa-8e76-998a49d1dec5	4/4/2022 13:09	4/4/2022 13:09	Our family strongly opposes part B of the 380 extension. We moved to Prosper 7 years ago for its small town, quiet, country feel. We knew where 380 was located and bought our retirement home based on that information. Now we hear that our small town could have a major highway running through it which will cut off part of our town and lead to pollution, noise, and disruption. Begging TxDot to leave our small town intact and put the extension elsewhere. It is unfair to citizens to completely change the location of a major highway after so many citizens buy their homes based on a highway's current location. Thank you.		Jones	Patricia						
1594	0fed07bf-8ba2-45e3-8cb9-a2994bacecf9	4/4/2022 13:19	4/4/2022 13:19		I am strongly opposed to the segment B proposal. It would negatively affect the city of Prosper and negatively affect businesses and planned communities.	Kadlac	Derek						
1595	6a31ac5f-0dbb-41a3-8a21-dbdb9d81c834	4/4/2022 13:24	4/4/2022 13:24		I am against option B. There doesn't need to be a new highway built through Prosper.	Chamblee	Lane						
1596	79e94302-3634-4ad1-8bea-11d453d38a62	4/4/2022 13:27	4/4/2022 13:27	This new highway would disrupt so many residents not to mention Mane Gait who is doing an exceptional job for the disable. We moved to Prosper together away from all the noise and traffic in Frisco—please do not build this tollway.		Grant	David						
1597	fc963538-dc8b-4683-81cc-d92d624d7db7	4/4/2022 13:29	4/4/2022 13:29	Keep 380 as it was originally planned ... get rid of the bypass you're trying to pass that goes through Prosper.		Gorgueiro	Amy						
1598	6c4910ab-78d8-4ead-88c6-024c89b378eb	4/4/2022 13:40	4/4/2022 13:40		In general the movement of 380 off of the original footprint should not be occurring. The plan should go forward as it was originally proposed. The Town of Prosper does not need a 12 lane road running through it. We do not want the noise, the traffic, or and environmental impacts to be shifted. Leave 380 on 380.	Zuehl	Christy						
1599	774d21d1-6c87-4b44-880c-83073d6ded93	4/4/2022 13:41	4/4/2022 13:41		You will negatively impact the residents who live locally, decrease the values and desirability of our area and homes, our quality of life, the quality of air/pollution, additional road noise, traffic, impacts to the schools in the area and the safety of young or new drivers. Manegait is an important therapy site for children and adults with disabilities, which would be severely impacted by this proposed plan and take away more important services to our residents. It is bad enough already that you are planning to widen Coit Rd which runs directly next to my property and you plan on taking sections of the land we own, plan to rip out our trees (traffic barrier) and bring 4 lanes of traffic right up next to our rear garden and property, risking the life of my children and animals, as well as increased noise and air pollution and devaluing our property! Considering the amount of property tax you charge your residents, you should treat us better!	giles	van de pol						
1600	1f3087be-dc6b-423f-817d-d3c49bfcabcd	4/4/2022 13:43	4/4/2022 13:43	Bypass segment B will affect many existing and upcoming neighborhood which have already broken ground. This will also impact multiple businesses including ManeGate which provides therapy to folks with disabilities.		Berthelot	Brandon						
1601	60bc0b72-4d4d-4db1-8b84-986c5bec501a	4/4/2022 13:45	4/4/2022 13:45		I am strongly opposed to any widening of US 380 not located along the existing US 380 corridor that impacts the town of Prosper. Sincerely, RS	Stetzel	Richard						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1602	475701fb-952e-48f3-8aa0-1a6cd507863f	4/4/2022 13:54	4/4/2022 13:54	I oppose Segment B. My children attend Prosper ISD and this is our community. To come in now and basically destroy the east side of Prosper is unthinkable. Planning action should have been addressed 10 years ago and coming in now and taking away so many homes, ruining long-standing businesses and interrupted long-standing plans for new schools with land already purchased for future Prosper ISD schools is unethical and unrealistic. 380 should stay on 380. McKinney opposed and is trying to dump their planning issues onto Prosper. Shame on you TXDOT!!! a BIG NO.		Schilling	Noelle						
1603	bc8bd22f-fa78-47ee-80c1-d60c81c0d276	4/4/2022 14:01	4/4/2022 14:01	I am opposed to Section E bypass for 380. Prosper's growth plan accommodated the expansion of 380 on 380. The business and residential setback can accommodate the expansion without the need for a bypass that will significantly disrupt existing residential neighborhoods, business, and charitable organizations. Keep 380 on 380.		Luckock	Greg						
1604	42033baf-e5cb-45a4-87f6-d2e032769600	4/4/2022 14:01	4/4/2022 14:01	Chosing option B would devastate our town. Please don't		Henry	Eve						
1605	98317976-7c6a-4831-8474-fda0268056dd	4/4/2022 14:03	4/4/2022 14:03	I'm saying no to Option B. This affects many families as well as special needs Down Syndrome programs in Prosper. This would be putting a major thoroughfare in a quiet residential community causing dangerous traffic close to homes where small children are used to playing outside and families who are used to walking on their quiet sidewalks.		M	Williams						
1606	e3d3f9d4-c933-4426-8a68-f8c1bd56d87c	4/4/2022 14:07	4/4/2022 14:07	Keep McKinney's failed attempt of infrastructure inside McKinney's boundaries. McKinney chose to put commercial properties too close to 380 without giving room for expansion/growth in coming years yet wants neighboring cities to take on McKinney's failure. NO!! Prosper should not give up one square inch for McKinney's poor planning. No to "B", Yes to "A". I don't have enough information to comment on plans "C" or "D" so I will let those people in New Hope and Fairview determine what works best in their community.		Radcliffe	Dennis						
1607	21dd4af1-0144-4e60-80f1-564910195396	4/4/2022 14:09	4/4/2022 14:09	For years the Town of Prosper and it's citizens have adamantly opposed 380 bypass option B. If this bypass goes forward McKinney will not suffer the consequences of their own short sightedness, Prosper will. While residents of McKinney support this bypass, it comes solely at the expense of a neighboring municipality. McKinney residents need to hold their own city council responsible and look to their own resources to find a solution. Approving segment B bypass will be a huge detriment to the Town of Prosper. 1. Financial burden falls to Prosper to relocate communities, utilities, infrastructure 2. 12 lanes of traffic dangerously too close to 3 schools 3. Environmentally impacts Prosper residents 4. Huge loss of tax revenue for Prosper and Prosper ISD 5. Disrupts Prosper city limits with 2 major roads through it 6. Strain on local law enforcement There is no gain for Prosper, yet much to lose. For these reasons among others, I oppose bypass segment B option.		N	K						
1608	aa1c4aa2-8c58-43f9-819b-f62f0a11256f	4/4/2022 14:12	4/4/2022 14:12	Segment B should not happen. That route through Prosper is tok impactful to the community. It will negatively impact PISD students of which there are residents from Prosper. McKinney and Celina that will most likely be zoned for the 3rd HS that is already in the works for PISD. The B route being that close to not 1 but 2 schools (Founders academy) will cause more traffic problems then it will resolve and with the HS having student drivers it is additional accidents waiting to happen. Not to mention that route also impedes upon a therapeutic horse farm. That is extremely upsetting to the community overall as well. Again not just Prosper but residents surrounding Maingait, which is again a combination of Prosper, Celina and McKinney residents. This route is absolutely the most negatively impacting route to all concerned. As a parent with a current PISD high schooler and a Middle Schooler who will most likely be zoned to go down this route I am very opposed to this option		TenBarge	Linda						
1609	31ac59a3-ca06-400b-81a0-299492922ed2	4/4/2022 14:20	4/4/2022 14:20	Thank you for the opportunity to provide input into this important project. As a long time resident of McKinney (1993), it is great to see the growth and the opportunities it is bringing to the area. I fully recognize this growth brings tough decisions and numerous stakeholders with various opinions and perspectives on each option. After evaluating the impact of the project 380 A and B segments, I wanted to let you know I strongly support the Project 380 Segment-B bypass alignment option. This option is the least disruptive to business with no displacements and minimal impact on existing homes and families living in the neighborhood along 380. In addition, it is the least expensive option by nearly \$99M when compared to the segment A option. Thank you for taking time to review my comments. Cory Shouse		Shouse	Cory						
1610	dd7dbdca-ccb-4fb8-8030-d88ea787611d	4/4/2022 14:21	4/4/2022 14:21	Good day, As a resident of Prosper, I am unequivocally opposed to option B in the proposed US 380 Bypass project. The city of McKinney failed to intelligently plan for future expansion of 380 while Prosper's city counsel was very deliberate in planning for exponential growth. McKinney should now bear the burden of that fault to plan. Option B would unduly punish the citizens and taxpayers of Prosper for the inept leadership of a bordering municipality. The suggestion of building a 12-lane bypass in such close proximity to a charter school, elementary school and high school is unconscionable. The proposed Segment B would materially impact multiple subdivisions, therapeutic organizations and utilities resulting in an estimated \$2.0B in lost tax revenue to the down of Prosper and Prosper ISD.	Good day, As a resident of Prosper, I am unequivocally opposed to option B in the proposed US 380 Bypass project. The city of McKinney failed to intelligently plan for future expansion of 380 while Prosper's city counsel was very deliberate in planning for exponential growth. McKinney should now bear the burden of that fault to plan. Option B would unduly punish the citizens and taxpayers of Prosper for the inept leadership of a bordering municipality. The suggestion of building a 12-lane bypass in such close proximity to a charter school, elementary school and high school is unconscionable. The proposed Segment B would materially impact multiple subdivisions, therapeutic organizations and utilities resulting in an estimated \$2.0B in lost tax revenue to the down of Prosper and Prosper ISD.	Kakkad	Aakash						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1611	5ae1354e-5aaa-4fe8-8334-c39a0b8c72ef	4/4/2022 14:22	4/4/2022 14:22	<p>Good day,</p> <p>As a resident of Prosper, I am unequivocally opposed to option B in the proposed US 380 Bypass project. The city of McKinney failed to intelligently plan for future expansion of 380 while Prosper's city counsel was very deliberate in planning for exponential growth. McKinney should now bear the burden of that fault to plan.</p> <p>Option B would unduly punish the citizens and taxpayers of Prosper for the inept leadership of a bordering municipality. The suggestion of building a 12-lane bypass in such close proximity to a charter school, elementary school and high school is unconscionable.</p> <p>The proposed Segment B would materially impact multiple subdivisions, therapeutic organizations and utilities resulting in an estimated \$2.0B in lost tax revenue to the down of Prosper and Prosper ISD.</p>	<p>Good day,</p> <p>As a resident of Prosper, I am unequivocally opposed to option B in the proposed US 380 Bypass project. The city of McKinney failed to intelligently plan for future expansion of 380 while Prosper's city counsel was very deliberate in planning for exponential growth. McKinney should now bear the burden of that fault to plan.</p> <p>Option B would unduly punish the citizens and taxpayers of Prosper for the inept leadership of a bordering municipality. The suggestion of building a 12-lane bypass in such close proximity to a charter school, elementary school and high school is unconscionable.</p> <p>The proposed Segment B would materially impact multiple subdivisions, therapeutic organizations and utilities resulting in an estimated \$2.0B in lost tax revenue to the down of Prosper and Prosper ISD.</p>	Subance	Nirupa						
1612	4a2bb6ad-a461-45cf-81be-a7fdad948232	4/4/2022 14:25	4/4/2022 14:25	Leave 380 on 380!!!									
1613	42ea1333-3172-478a-835e-ee81da8d01b1	4/4/2022 14:25	4/4/2022 14:25		We oppose Option A - this option will greatly impact our sightlines from Stonebridge and La Cima pond, drastically altering our peaceful nature areas that many McKinney residents love and moved her for. Option A is also \$100M higher than Option B. Option A impacts over 14 acres of Statewide Farmland whereas Option B only impacts 2 areas. Option A will also have an increased noise level for several of the neighborhoods, like La Cima, where I reside.	Gilani	Kim						
1614	30a77142-9e69-4637-88b0-414c5fb3e992	4/4/2022 14:27	4/4/2022 14:27	I am in complete opposition of the Segment B Option. If Section B is selected, there will be a huge negative impact to the city of Prosper. Some of those negative impacts include increased pollution and emissions impacting the air quality, decreased home valuation, loss of tax revenue to Prosper and Prosper ISD, impact to ManeGait as the road would run directly over the area, increased noise/traffic to our quiet communities, and most importantly impact to our schools and students. Section B makes absolutely no sense when US 380 can remain on 380 with less overall impact to any individual or neighborhood versus the Section B Option. Please use common sense when making your decision about which option to select and the number of people you are potentially going to impact.		Berthelot	C.						
1615	808c67f4-5543-4e6a-869c-be66c7978ae8	4/4/2022 14:28	4/4/2022 14:28	I am opposed to section B as this will have a detrimental effect on schools and congestion in this already busy area. This will affect our children and their safety adversely.									
1616	b2432bd0-5a99-4521-8d2f-75298297380a	4/4/2022 14:41	4/4/2022 14:41	As a Prosper resident, I am in Support of Segment A and in opposition to Proposed Segment B. We are a tight knit community with a small town feel that is growing daily in number of families with small children. We moved here to be able to raise our children in a fun, quiet and active town that is safe while still growing. Placing a 6 lane highway through the middle of our small but growing town will not only disrupt the flow of the town but bring potential crime, dangerous activities and unsafe spaces for our kids to grow up in. The Proposed Segment B that we are in opposition to will run extremely close to the high school that our kids are zoned for and having the potential for additional crime, trafficking on a major highway and much more that close to a high school is not ok. Option A would go through a flood plain on the east side of Tucker Hill and would not cause the loss of tax revenue since it is not property where homes or businesses could be built anyway.		Eads	Courtney						
1617	ce201bfe-8c14-4cfa-8665-9588a21d3f50	4/4/2022 14:41	4/4/2022 14:41	I am opposed to plan B for the following: 1) noise pollution, 2) light pollution from roadway lighting, 3) air pollution from huge increase in area traffic, 4) huge negative impact to school and city tax base, 5) increased traffic on local roads, 6) expected drop in local real estate values, 7) impact on local waterways and wetlands, 8) impact on local federal flood control ponds managed by the Corps of Engineers, 9) impact on nearby schools and social services organizations for the disabled, 10) safety impact to school activities and student transportation due to proximity of proposed plan B roadway, 11) impact to relocating major Prosper water line, 12) impact of relocating major gas line transiting area.	This proposed plan B appears to be appeasing City of Mckinney objections to plan A routing affecting their taxable residential and commercial interests.	Bunger	Ronald						
1618	deb4f7b2-5982-4d04-8b5b-db98a9015f77	4/4/2022 14:45	4/4/2022 14:45	Option B should be removed from this plan, as it has been in the past! This option will divide the city of Prosper and would be detrimental to homes and businesses in its path as well. Keep the bypass in McKinney and leave Prosper out of it. Makes no sense at all how this option keeps voting up. Almost as if politics are involved. Perhaps a study should be initiated to find out who keeps putting this option on the board.		Cure	Marvin						
1619	f7b77c18-e295-46ff-8c90-ef33a999df8f	4/4/2022 14:50	4/4/2022 14:50	Unfortunately, this ship sailed about 10 years ago for the A choice. Trying to come down from the bypass E to a different 380 along it's current path would be longer and cause more traffic headaches and disruptions due the heavy use of current US 380. The best option here is B which creates a new road (thereby not affecting current 380) which is mostly still through rural, uninhabited land allowing businesses and developments to come in around the new road.		Bentz	B						
1620	aabdf180-6d64-40ee-8d26-7915ca2f05d4	4/4/2022 14:52	4/4/2022 14:52	310 Prosper, L.P. is completely opposed to Segment B. Please see the attached letter.		Williams	Jim, Jr.						
1621	6919876a-9911-4a1f-8bf1-49d73448c36d	4/4/2022 14:52	4/4/2022 14:52	104 Prosper, L.P. is completely opposed to Segment B. Please see the attached letter.		Mousel	Jim, Jr.						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1622	df238a25-d5d3-4760-8aec-c05482bf8e1c	4/4/2022 14:54	4/4/2022 14:54	Prosper has a far smaller land area than the surrounding communities, therefore dissecting it via this stretch would have a significant adverse impact on the town, businesses and homes along this route. We are vehemently opposed to construction along route B.		Dowd	Jill						
1623	62f9f5b0-9a3d-474d-8dc3-50ca247ee46	4/4/2022 14:56	4/4/2022 14:56	I OPPOSE ALL options for Segment B.		Pearce	Kevin						
1624	c2c3814b-0887-4ed5-80a6-115900e3a3f5	4/4/2022 14:58	4/4/2022 14:58	I oppose segment B of the plan on US380 Please keep US380 as US380, thanks		Pavuluri	Linga Rao						
1625	5021ee78-fd7a-410a-8a47-b88e395c725c	4/4/2022 14:58	4/4/2022 14:58	In looking over the slide presentation it seems the Brown build alternative is the best solution in terms of cost, the flow of the roadway, and least impact (displacements) to residents and businesses overall. Considering one of the factors for the project to actually start being built is funding using the brown build with segments B & C is the most fiscally responsible alternative.		Meyer	Jonathan						
1626	b7d0d3ce-b7da-46e5-8e97-e01dd856c8c2	4/4/2022 14:59	4/4/2022 14:59	Segment B should not be an option for TXDOT as this is the most detrimental option, impacting current and future residential developments, current and future schools in the immediate area and will lead to significant environmental impacts on the human and natural environment. Prosper residents and far West McKinney residents should not have to suffer for McKinney's lack of future planning along the 380 corridor.		Mullican	Kayla						
1627	50b4b41e-9fa7-4603-8ef2-f663b0580da2	4/4/2022 15:02	4/4/2022 15:02	Please abandon the Plan B option shown on the map as the disruption to communities, families, businesses and schools will be severe. Families and communities are already established, growing and thriving and to have a major highway infrastructure running in their backyard is horrific, horrible for their health, lowers their real estate values and disrupts their way of life. Please remember, they did not choose to live by a highway, instead picking an area that was away from this congestion, bringing it to them with this plan is wrong on every level. Plan B also severely impacts ManeGait, which would be a travesty considering the work they do and how they help a needed community. Running a highway through their operation would be pure evil. With the new High School and private school in that area, brining this type of congestion and traffic to the location would significantly increase the risk and reduce the safety of families and children. Plan B should be abandoned immediately.		Moses	Joseph						
1628	a30f558e-1f38-4642-8b30-3bebf7d94c4	4/4/2022 15:04	4/4/2022 15:04	I oppose Plan B. As a resident of Prosper, this plan would significantly devalue the residential property in Prosper. Keep 380 on 380.		Herman	Gregory						
1629	09cae46b-0876-43bc-81d3-e71d3b4e3b5a	4/4/2022 15:06	4/4/2022 15:06	I thought they issued a resolution to expand 380 or build the bypass through Tucker Hill which is part of McKinney instead of a bypass running through Prosper and specifically the non-profit Main Gait. Mayor Fuller is lobbying for the 380 business of McKinney, when they are the ones who benefit financially from the increase in traffic. We ask that TXdot hear our plight and not put the bypass through Prosper option B. It will most definitely cause a decrease in our home values, an increase in air pollution and noise pollution. It will negatively effect the existing schools and the new highschool going in off First street and the non-profit Main Gait. This is a McKinney issue, a result of poor planning and now they are trying to defer the negative results of this poor planning to Prosper! Many of the people of Prosper were not aware of this possibility when they purchased their homes. Please keep this highway bypass from going through the town of Prosper and ruining our community.	Please do not accept option B as it will negatively effect our Prosper community in several way. Thank you!	Hoepfner	Nicole						
1630	13ba8e9a-6f80-434b-82c0-0ea6915a6b08	4/4/2022 15:08	4/4/2022 15:08	I thought they issued a resolution to expand 380 or build the bypass through Tucker Hill which is part of McKinney instead of a bypass running through Prosper and specifically the non-profit Main Gait. Mayor Fuller is lobbying for the 380 business of McKinney, when they are the ones who benefit financially from the increase in traffic. We ask that TXdot hear our plight and not put the bypass through Prosper option B. It will most definitely cause a decrease in our home values, an increase in air pollution and noise pollution. It will negatively effect the existing schools and the new highschool going in off First street and the non-profit Main Gait. This is a McKinney issue, a result of poor planning and now they are trying to defer the negative results of this poor planning to Prosper! Many of the people of Prosper were not aware of this possibility when they purchased their homes. Please keep this highway bypass from going through the town of Prosper and ruining our community.		Hoepfner							
1631	460973ef-7063-4048-8345-de507c3bb4f2	4/4/2022 15:09	4/4/2022 15:09	I thought they issued a resolution to expand 380 or build the bypass through Tucker Hill which is part of McKinney instead of a bypass running through Prosper and specifically the non-profit Main Gait. Mayor Fuller is lobbying for the 380 business of McKinney, when they are the ones who benefit financially from the increase in traffic. We ask that TXdot hear our plight and not put the bypass through Prosper option B. It will most definitely cause a decrease in our home values, an increase in air pollution and noise pollution. It will negatively effect the existing schools and the new highschool going in off First street and the non-profit Main Gait. This is a McKinney issue, a result of poor planning and now they are trying to defer the negative results of this poor planning to Prosper! Many of the people of Prosper were not aware of this possibility when they purchased their homes. Please keep this highway bypass from going through the town of Prosper and ruining our community.		Hoepfner							
1632	91573bef-3692-4267-8201-edebb19a81aa	4/4/2022 15:11	4/4/2022 15:11	Segment B is a crushing blow to Prosper's tax base. Discriminatory impact to the those who need us most at ManeGait. Adding high levels of risk to Prosper ISD students. Taking the road through max resistance and impact areas while avoiding flood plain and low impact route of segment A. PLEASE do not move forward with segment B.		Kern	C						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1633	d5f1435b-0cc6-4acd-855c- ea18bf3798cd	4/4/2022 15:11	4/4/2022 15:11	I am adamantly opposed to Segment B. As a parent with a child at Founders it is imperative that a major highway not be located near the school. It was our understanding when we moved to Prosper years ago that 380 would be expanded the same way 121 was expanded. Never occurred to us at the time that a detour option would be on the table.		Wiede	Kayla						
1634	55533b9b-50a6-4908-8e49- 076f01c3d00f	4/4/2022 15:17	4/4/2022 15:17		I strongly oppose Option A because of the costs, enviromental issues regarding construction and safety traffic concerns and especially traffic concerns getting to the emergency areas to the Hospital located at US 380 and Lake Forest.	Rice	Jim						
1635	fd2afc51-51ab-4b2f-8f97- c55595d98316	4/4/2022 15:18	4/4/2022 15:18	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 SEGMENT-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the also strongly OPPOSE SEGMENT-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer		Lower	Mary Carlene						
1636	ae5b97cc-7df1-4af4-80d8- 3f2601aaf079	4/4/2022 15:20	4/4/2022 15:20	I strongly oppose any bypass that goes through existing planned developments. The fact that there was not foresight into the need to develop 380 as a true highway was so extremely shortsighted by TXDOT. Now, to burden current communities and planned development with a bypass (especially Proposal B through the town of Prosper) is extremely concerning.		McClendon	R						
1637	5ff15bda-1d71-4f31-86e2- da7210139aa6	4/4/2022 15:20	4/4/2022 15:20	I vote for plan B. Mikes kore sense and less disruptive.		Manos	Patricia						
1638	46b3bd84-3c0e-45fe-8bc5- 80cfd85d9d69	4/4/2022 15:24	4/4/2022 15:24	I'm completely against this route segment B as this will be build right next to a shook which raise many concerns starting with safety. We as parents shouldn't have to feel unease while our children are at school. This project doesn't take in consideration of all the people it will affect rather looking at profit and for that I'm against it.	I'm completely against this route segment B as this will be build right next to a shook which raise many concerns starting with safety. We as parents shouldn't have to feel unease while our children are at school. This project doesn't take in consideration of all the people it will affect rather looking at profit and for that I'm against it.	Kwimi	Magalie					_am_a_resident_	
1639	08f9b116-52df-4d50-8955- d0665a59e6c3	4/4/2022 15:26	4/4/2022 15:26	I oppose this option based on the simple fact of how many business and homes it affects as oppsed to option B. Option B does NOT run though the "heart of Prosper", that would be along Preston. Thanks Eric		Johnson	Eric						
1640	d39328a6-73fc-4c5e-8326- e45bdecde029	4/4/2022 15:28	4/4/2022 15:28	This comment refers to section "B" of the proposed 380 loop. The problem is congestion of 380 in/thru McKinney. DO NOT penalize Prosper by intruding on its limited space as a town. Fix the road on the McKinney side.		Rion	Roger						
1641	dca6adf0-a0f4-48c4-8d82- 8cd651b17ee0	4/4/2022 15:31	4/4/2022 15:31	I live in Prosper and am very concerned about the affects of this expansion on my Home values, school impacts and Maine gate operations.		Pittman	Jennifer						
1642	a31d0c34-e852-4364-825f- 9912777a08ba	4/4/2022 15:31	4/4/2022 15:31	There must be sound barriers provided for the nothermost Sections of C or D which are closest to the Willow Wood development, otherwise we oppose those sections being built.		Crow	Jeff						
1643	5e925f19-f66b-48b2-827a- 94f57e07b6b4	4/4/2022 15:36	4/4/2022 15:36	it's unfortunate that this hasn't been resolved yet. the land for where this project is supposed to go has already been allocated to development and infrastructure for those of us living in Prosper. Elevating key intersections on both 380 and TX289 has worked extremely well for Prosper, Frisco, and Plano to keep traffic moving and travel times down while minimizing the footprint of major roads. while extending the Collin County Outer Loop from 289 to US75 might be a more feasible project, people traveling on 380 in this area are mostly just traveling between Proper and McKinney. Improve intersections and elevate the roadway where needed (US 75/US 380, maybe Lake Forest and 380 as well), minimize left turns from shopping centers to avoid hazards. 380 will work just fine on 380.	it's unfortunate that this hasn't been resolved yet. the land for where this project is supposed to go has already been allocated to development and infrastructure for those of us living in Prosper. Elevating key intersections on both 380 and TX289 has worked extremely well for Prosper, Frisco, and Plano to keep traffic moving and travel times down while minimizing the footprint of major roads. while extending the Collin County Outer Loop from 289 to US75 might be a more feasible project, people traveling on 380 in this area are mostly just traveling between Proper and McKinney. Improve intersections and elevate the roadway where needed (US 75/US 380, maybe Lake Forest and 380 as well), minimize left turns from shopping centers to avoid hazards. 380 will work just fine on 380.	Ragghianti	Devin						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1644	fb3084a7-09ca-4274-889d-49909e1abd5e	4/4/2022 15:40	4/4/2022 15:40	Under no circumstances should this road go through the town of Prosper. Prosper is already less than half the land mass that McKinney has and you want to take what little we have for a by pass. A by pass that will disrupt and maybe even halt all the good Mane Gate does, go dangerously close to a brand new school, and become the back yard of an established neighborhood. To the people making this decision, if this was your town, if your children attended that school, if you used the rehabilitation Mane Gate offered, if you dreamed of back yard time with your family on days off only to have it all interrupted by the noise, smell, high traffic and possible increase of criminal activity that comes with major roadways then would this idea even be on the table?	Expand 380 on 380!	Schreiber	Sydney						
1645	c30bfabc-e609-4d9e-8613-ffde35658721	4/4/2022 15:41	4/4/2022 15:41	Strongly opposed to Option B.		Bicknell	J						
1646	9b66269b-29d3-4a02-8d1f-781fdb60449f	4/4/2022 15:41	4/4/2022 15:41	B- Please don't build the bypass there, my children started at Founders Academy and love it there and it would greatly affect our community.		Cartmill	Suzanne						
1647	8a2b9fa7-8b15-4dc0-83e6-0745e572219b	4/4/2022 15:48	4/4/2022 15:48	A bypass does not solve the problem. Fixing 380 in place is the only solution. McKinneys growth should not be a problem Prosper has to solve. Widen 380 to become a highway with access roads. If businesses in McKinney have to sacrifice then so be it. Raytheon included. Widen 380 from Denton to Greenville.		Griffin	John						
1648	c9a1a827-3222-4495-8a92-90006eceb796	4/4/2022 15:54	4/4/2022 15:54	As a prosper resident, I strongly oppose segment B changes.		Miller	Alan						
1649	55d10223-2ecb-4f48-8825-7259a507f3db	4/4/2022 15:55	4/4/2022 15:55	I oppose plan B. This is going to ruin the planned and rule abiding prosper plans and approval. McKinney constructed too close to 380 and not followed vision for expansion. For this prosper should not pay as it has not approved plans too close for 380.		Mallela	Ravi						
1650	f5f73eb7-ae23-443d-8d21-2a2dd2765a62	4/4/2022 15:59	4/4/2022 15:59	What a tragic suggestion for an 8-lane highway. Disruption to the overall Prosper community, retail and commercial impacts are disastrous to Prosper. I know Austin will chime in, but TxDOT knows Prosper has been working with them for years, knowing 380 was a major thoroughfare from east to west thru Prosper. Our city designed the layout of Prosper in coordination with TxDOT and now McKinney jumps in and disrupts the future because they didn't plan as well. Property values and lifestyles will be destroyed by this. Outer loop By-Pass was more carefully planned out than this Project 380. Shame on McKinney and TxDOT		Purcell	Dean						
1651	15df10d8-7194-44e9-846b-2fc0a50716a1	4/4/2022 16:01	4/4/2022 16:01			Johnston	Tami						
1652	53fe6330-29bc-4616-82b7-036eb957d199	4/4/2022 16:10	4/4/2022 16:10		I oppose the proposed HWy 380 Segment B because it threatens the daily services and special events of MANEGAIT - an incredibly valuable and important resource as identified by TxDOT! The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world class therapy programs at MANEGAIT! I would rather drive in hours of traffic than to allow this organization to be changed/moved or suffer in any way! Please protect this incredible place!!	Sargent	Lisa						
1653	23c8c88b-c8b4-4e49-8949-6c093287728f	4/4/2022 16:11	4/4/2022 16:11		As a citizen of Prosper, and an impacted homeowner, I strongly oppose Segment B through Prosper. Besides noise and declining property value issues in many areas of Prosper, Segment B would vastly disrupt the community of Whitley Place and displace many families. It would also disturb Main Gate's operations, a long-standing community service of therapeutic horsemanship. It should be noted that the Outer Loop 428 through Celina will help alleviate traffic congestion on Hwy. 380 from Hwy. 75 to I-35 in years to come. Moreover, the expansion of existing Virginia Parkway should be considered as an option as it would lessen the negative impacts to various neighborhoods off of the Hwy. 380 corridor.	Sims	Machelle						
1654	ae1514b3-60d6-43b3-8085-f7dcb407e1e8	4/4/2022 16:13	4/4/2022 16:13	We oppose option B. We purchased our home in 2014 with the intention of being in a quiet neighborhood. The city of McKinney needs the bypass. Let them keep it in their city limits.		Hallock	Erika						
1655	af57479f-44b9-4f7d-8efa-0e123de320cd	4/4/2022 16:14	4/4/2022 16:14		I absolutely 100% oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of Manegait - a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world class therapy programs at MANEGAIT! I would rather endure a longer commute than to allow this organization to be changed or suffer in any way! Please protect this incredible place! #keep380on380	Sargent	Nathan						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).	
1656	395a50a4-c817-47ea-8020-c4067da48146	4/4/2022 16:16	4/4/2022 16:16	I. Want to go with Segment A and Oppose segment B and this segment is going through few well developed communities which will impact lot of current and future residents in this area		Kolagotla	Ravi							
1657	a946600b-3342-4dea-8f36-960aee7c9a84	4/4/2022 16:21	4/4/2022 16:21	An assertive no to option B. This will have a major impact on city of Prosper and its residents.		Sharma	Abhishek							
1658	49349f95-e5e8-4e09-8591-c5f2baf37415	4/4/2022 16:32	4/4/2022 16:32	NO TO OPTION B. I oppose plan B as it is going thru my community neighborhood. If Plan B is implemented, our community have to go thru the noise pollution caused due to the traffic.		Dagumati	Vijay							
1659	27572866-f10e-4dcb-8c9b-c735bf8e6204	4/4/2022 16:34	4/4/2022 16:34	I OPPOSE OPTION B. If Plan B is implemented, our community have to go thru the noise pollution caused due to the traffic.		vennapusa	viji							
1660	34b0742d-d1e1-446a-8d5f-16b0373152b7	4/4/2022 16:36	4/4/2022 16:36		I am opposed to B segment of proposed 380 alignment. Prosper made plans for future developments & now at the last minute plan B puts needless burdens on current residences/future devekopments.	Taylor	David							
1661	0a8c9fd4-49d4-4734-8a05-e02a3c6a2bde	4/4/2022 16:36	4/4/2022 16:36	Please keep TX380 on TX380. The town of Prosper has planned their community around this. As one of the most desirable locations to live, school our children, and enjoy the peacefulness we are ashamed of the intent to consider cutting out town up. Directing this much mega traffic near our schools and homes is unnecessary and a major disappointment to others shortfalls in planning. Please don't disrupt our way of life and investments already made in this community.		Hirst	Travis							
1662	4d35b392-5441-444c-8de2-143f095a4b98	4/4/2022 16:39	4/4/2022 16:39	We strongly oppose seg B		Balashanmug	Ravichandran							
1663	04ffc5ec-33cc-41f7-894c-2f7cf7c74a9a	4/4/2022 16:41	4/4/2022 16:41	I oppose Segment A and support Segment B. Option A will divide existing neighborhoods. Option B is 100 million less then Option A and has far less engineering and environmental impacts. Option will hinder access to hospital, fire and police for many existing neighborhood. Option B has no hazmat impacts. Option A has 11. Option A has a 90 degree turn that fronts the construction currently extending Ridge road . How is this curve going to allow 60 MPH traffic? Ridge is being extended to improve through traffic making the Option A curve redundant and unnecessary expense. Option will displace 17 businesses . TxDot's own expert study refutes the the stated claim that Manegait will be negatively impacted. Horse therapy is commendable . But to exploit those with disabilities to further the wishes of one politically connected person who has already tuned down an offer of comparable (potentially better) land is repugnant.		richardson	steve							
1664	fd174382-0151-4cf3-8546-d532c2e7bf4d	4/4/2022 16:45	4/4/2022 16:45	I oppose option B due for several reasons. Option B is too close to Main Gait. While your report states that Main Gait can handle the freeway next to it that is crazy. They serve a population with hearing loss, anxiety, and sensory issues. It is not realistic to say this will not negatively impact them. This provides services for an under represented demographic. It also provide opportunities to allow people to better understand and work with special needs individuals. My daughter volunteered there and it began her quest to help special needs individuals. She has now graduated college and is a special needs teacher who will be returning to Prosper next year to teach. This location needs to be given an opportunity to thrive which is not possible with the negative environment caused by a freeway so close to the property.	I oppose option B. I do not believe McKinney should have the ability to negatively impact Prosper and their planning. Prosper city planned their emergency response and Prosper ISD planned their campuses to best serve the needs of Prosper and McKinney. The freeway will negatively impact both of those. In addition I moved to Prosper over 10 years ago. Before purchasing I went to McKinney and Prosper and viewed their zoning and future plans. I made a decision to not purchase on 380 because back then it was already known that 380 would eventually become what was 121, I did this because I had a child on the spectrum who can not handle noise. My husband sits in traffic everyday to Dallas to avoid having my daughters health being negatively impacted. Taking advantage of those who prepared to help those who did not prepare for the future is wrong. No to B	Hunter	Julie							
1665	4f583bb0-f42c-43d8-831b-5b108562e084	4/4/2022 16:48	4/4/2022 16:48	My family are long time residents of Prosper. We have lived hear for over 30 years. Prosper allowed for the future expansion of 380 on 380. Mckinney DID NOT do the same. I knew Custer would be widened at some point when we moved to Rhea Mills. I do not find it fair or equitable for Prosper to have 2 Major highways surrounding our developments on Custer Road. The businesses and schools will be severely impacted by a major highway running through first street and 1 mile from my development. This option was taken off the table quite awhile ago. I am upset and concerned that someone with interest in Tucker Hill has enough clout to alter a decision that was already settled. I would hate to think Prosper would get railroaded into this highway because we do not have the right person with enough clout to force the issue.		Anderson	Deirdre							
1666	8ec70e18-c903-4ae5-80c0-4d8e46771c1f	4/4/2022 16:50	4/4/2022 16:50	I am saying NO to option B		Williams	Brad							

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1667	af108ea0-ec0f-441b-82fd-ace3c0150e3d	4/4/2022 16:54	4/4/2022 16:54	My name is Venky and I am a resident of Prosper. I live in Lakewood at Brookhollow community @ [REDACTED] I will say "NO to Option B and Oppose US 380 Bypass through Prosper" as it will be very close to our community and it will impact us and our kids negatively. Request you to evaluate and consider other options please. This is our sincere request. Regards, Venky		Venkatachala	Venkatesh	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	
1668	916f5d3b-7afb-47e8-8945-6d256d39a0dd	4/4/2022 16:57	4/4/2022 16:57	I am saying NO to option B				[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	
1669	e54e6595-41d6-480b-8d16-5f93e27b499d	4/4/2022 16:59	4/4/2022 16:59	NO to option B	NO to option B	Gudur	Vamseedhar	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	
1670	4b979cc1-15db-4a86-84a4-ced6aafcf3d0	4/4/2022 16:59	4/4/2022 16:59		No to Option B.	Emmadi	Arjun	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	
1671	dd9765af-6b01-4702-88df-e1fca1496505	4/4/2022 17:00	4/4/2022 17:00	NO to option B		Addi	Sruthi	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	
1672	6f96ed5b-87bd-4b0d-87e0-2e3fd9f4ff53	4/4/2022 17:02	4/4/2022 17:02		I find it very hard to understand how one small business (ManeGate) can hold such power and influence over a project. They have been given ample opportunity and money to relocate their business (offer over market value purchase price, etc), yet they still dig in their heels and refuse to move. They are in an unincorporated area and should not have the same voice as those of us within city limits (and pay taxes). I am in favor of option B for several reasons, not the least of which is how option A will destroy my neighborhood (Tucker Hill) by having multi lane freeway on two sides of us. It will also severely impact our ability to reach Baylor hospital and children from reaching their school. The cost associated with this option, and the disruption of homes, families and businesses is significantly higher than that of option B. As Spock would say, "The needs of the many outweigh the needs of the few".	Thompson	Brad	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	
1673	1615d5ce-3bb9-4a6d-8c86-8272a7b54069	4/4/2022 17:04	4/4/2022 17:04	Plan B would be less evasive. Directing traffic off of 380 and into already heavily traveled neighbors isn't the way to go. Would prefer to spend tax dollars on Plan B.		Faulkner	Cassandra	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	
1674	90b0421c-fb8c-4a3f-83e0-6cce62b7a869	4/4/2022 17:05	4/4/2022 17:05	I am a Prosper resident and want to let you know that I oppose segment B. Please respect what we citizens want for our own town. We planned properly and want to keep 380 on 380.		Egger	Caroline	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	
1675	685ec381-dc43-4a49-8052-d9200d273653	4/4/2022 17:06	4/4/2022 17:06	I love Plan A and support to oppose Plan B		VG	Raj	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	
1676	9f1a45b1-79f6-4571-831b-98a3d2dc24c7	4/4/2022 17:14	4/4/2022 17:14	Objecting for B. It is going to generate more noise and traffic and pollution to my neighbourhood		Chamarthi	Veerabhadra	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	
1677	531ab787-26d3-44eb-86d8-cdcfaf9bfedc	4/4/2022 17:14	4/4/2022 17:14	I oppose segment B plan on US 380		Pavuluri	Suvarna Laksh	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1678	d1228890-bf03-40b1-8412-66e96c10526c	4/4/2022 17:14	4/4/2022 17:14	Plan B is active with new and old schools, subdivisions, a historical graveyard, the only therapeutic horse farm I've ever heard about. And a new active senior community has started building right where the bypass hits Custer Rd. Prosper is 25 square miles. It has paid for 2 high schools and the third to be completed soon. McKinney is responsible for issuing permits for ALL of the business from 380/ Custer on into McKinney. They have the tax revenue. Prosper is a small community. Please don't take our town. Please let us continue to live in our quite, personable and thriving city of Prosper. We purchased our retirement home in Prosper. If Plan B or A is approved, it will cost a lot more money to construct than the other option further into McKinney. My family vehemently opposes plan B. Thank you, Jeanie Simmons [REDACTED] [REDACTED] [REDACTED]		Simmons	Jeanie						
1679	0b9f25c6-bf90-4827-8a21-26fc808827ea	4/4/2022 17:18	4/4/2022 17:18	I am in oppose to B as I am a resident of Lakewood at Brookhollow and I think this plan B will introduce lot of noise and pollution near this community.		Gupta	Rohit						
1680	eb22ef1f-6b89-4066-8cbd-6884cd1ef25a	4/4/2022 17:22	4/4/2022 17:22	On behalf of my family, which includes an individual with autism and an intellectual disability, I SUPPORT by-pass segment B (West of Custer) and OPPOSE segment A. We live in Tucker Hill and use HWY 380 daily for work commutes. We are in and out of the neighborhood turning onto or off of HWY 380 multiples times per day 7 days /week. Based, in part, on careful review of TxDOT's Segment Analysis Matrix, Option B is the rational and evidenced-based choice for reasons including: 1) less disruption and increased safety during construction ~3-5 years, 2) long-term safety and engineering, 3) less economic burden, and 4) ManeGait's untrue assertions that Option B is disruptive to their operations in any way. See attached document for additional supporting information given the 1000 word limit here. Jamile A. Ashmore, PhD, ABPP [REDACTED] [REDACTED] [REDACTED]		Ashmore	Jamile						
1681	93283a53-fa5a-4a8e-8d72-b391bb414538	4/4/2022 17:24	4/4/2022 17:24	I thought they issued a resolution to expand 380 or build the bypass through Tucker Hill which is part of McKinney instead of a bypass running through Prosper and specifically the non-profit Main Gait. Mayor Fuller is lobbying for the 380 business of McKinney, when they are the ones who benefit financially from the increase in traffic. We ask that TxDot hear our plight and not put the bypass through Prosper option B. It will most definitely cause a decrease in our home values, an increase in air pollution and noise pollution. It will negatively effect the existing schools and the new highschool going in off First street and the non-profit Main Gait. This is a McKinney issue, a result of poor planning and now they are trying to defer the negative results of this poor planning to Prosper! Many of the people of Prosper were not aware of this possibility when they purchased their homes. Please keep this highway bypass from going through the town of Prosper and ruining our community.	please do not put bypass B through Prosper, it will ruin our community by decreasing our property values and increasing traffic, air pollution, noise pollution. It will ruin Main Gait non-profit which is a special place for many people in need and a beautiful gift to our community.	Hoepfner	Bailey						
1682	a7fd4785-a348-4f15-8fec-b7280fca2c50	4/4/2022 17:27	4/4/2022 17:27	I am opposed to segment "B". It is not reasonable or fair to even consider running a McKinney bypass through Prosper. It is not the best decision for Prosper, the county or the State when you consider the lost tax revenue that would happen as a result. The option or segment "A" makes much more sense in that it runs through an uninhabited area where no lost tax base will be realized. Please do not run the bypass through the front yard of Prosper, Texas.		Spencer	G						
1683	13a5617c-b013-4e14-892c-ea40591b5d7d	4/4/2022 17:28	4/4/2022 17:28	McKinney town did not plan well and allowed communities expand on 380. Prosper on the other hand, planned well and approved development only after leaving plenty of space for 380 expansion. Now just because McKinney did not plan well for 380 expansion, without penalizing McKinney this optionB is punishing who very well planned development. We oppose option B and request option A to be finalized.		Panchumarth	Mayankh						
1684	7dceefc-db90-4e97-8af7-c8b910699c62	4/4/2022 17:28	4/4/2022 17:28	I oppose option A for the following reasons and request the following if selected: Expensive - please consider additional funds saved choosing option B to fund much needed projects throughout the region. Please do not be wasteful with tax payer dollars. A is dangerous and time consuming for residents of Tucker Hill and emergency response to enter and exit will be delayed. B will allow future developers to better serve future residents rather than creating chaos for existing residents. The expansion of Ridge Road will serve this region and A will duplicate that service and is wasteful. Please study the air and noise pollution during construction to Tucker Hill and Stonebridge Ranch. 3-5 yrs is a long time live through, especially for our children and elderly. Though strongly opposed to A, if selected, depression and noise & air abatement are of utmost importance to residents along with alternative entrance and exit strategies.	Regarding option B, please consider the following. Manegait has publicly stated that alignments from 2019 were better. If they will back down can you consider E from 2019? Give them a choice B or E? Please note, they also continue to spread false propoganda in both media and FB ads to garner support and should be considered when evaluating true citizen concerns. Also consider that the town of Prosper is claiming that their planned developments will be impacted, but if A is chosen, as they are advocating, almost all of the impacts are to their current and substantial tax base. Their planning desires seem to be more politically motivated rather than based on economic and financial impacts. Please use comparative data and scrutiny when considering their preferences. Overall B makes the most sense logically and financially. Without listing please know that all of your findings that indicate B is more advantageous are important factors and should weigh the heaviest on your decision.	Limas	Amy						
1685	96657914-cb61-4c18-8fbd-41c5ccbada70	4/4/2022 17:29	4/4/2022 17:29	I oppose ALL Segment B. This would be detrimental for our town.	I oppose Segment B. This will be detrimental for Prosper. Causing significant environmental impacts on the human and natural environment.	Parks	Helen K.						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1686	34966780-34f4-4f32-8ab6-f67cd9f24e1c	4/4/2022 17:34	4/4/2022 17:34	Hi, i oppose plan B for the 380 extension as it disturbs the current landscape around lakewood community both naturally and architectural.		Kukunuri	Vijay						
1687	5bab33c5-5e63-4cbd-84dd-27a1d97848a4	4/4/2022 17:45	4/4/2022 17:45	I strongly oppose Plan B in the proposed 380 expansion plan. I am deeply concerned with the road noise and peace/serenity lost due to this expansion. I request TXDOT to consider other alternatives and options. This would altogether change the landscape of the community I live in and please avoid this project.		Gullapalli	Satya						
1688	52a35108-a177-4d98-8827-7cb7d05bafb2	4/4/2022 17:45	4/4/2022 17:45	I am voting for option A		Vanka	Muralikrishna						_work_for_TxDOT_
1689	2dc22e9f-8dac-4fbb-8891-92ccf6aa42e9	4/4/2022 17:46	4/4/2022 17:46		Option B will adversely affect one of the only therapeutic horse facilities in the area, ManeGait. This facility services special needs children and veterans. As a Prosper resident, I support Option A at avoid needless disruption of ManeGait and the therapeutic services they are providing .	McCaughan	Kimberly						
1690	cde50336-2401-4574-82db-bdf125bbaa70	4/4/2022 17:47	4/4/2022 17:47	I oppose segment B! Prosper is very small. To take that amount of land away will hurt our city revenue. Option A is the obvious choice since it will run through uninhabited/useless wetlands. NO segment B YES segment A		Spencer	Victoria H						
1691	c5f33b53-a00d-4769-84ed-8dbac183c236	4/4/2022 17:48	4/4/2022 17:48	This is not a good idea. It will negatively impact businesses in the area and will make navigating throughout the city more dangerous especially since there are a lot of younger drivers in the area.		Reyes	Carly						
1692	3dffffb0-d28d-46e9-8e56-ff28cf0dfbb8	4/4/2022 17:49	4/4/2022 17:49	No good will be done by displacing residential neighborhood. Opposing Option B. Prosper can't pay for McKinneys problems		Menon	Mohan						
1693	3e419fe4-6924-4986-8e65-19b20446f7c6	4/4/2022 17:51	4/4/2022 17:51	Please consider how many lives you are disrupting with noise, pollution and dirt and grime produced by tire wear. Please consider that there working families and retired people who have invested their savings into their houses and cannot afford to lose the money when property values decline. Please do not continue with this project that runs through Prosper. Please reconsider the amazing work you could accomplish by reworking your plans to keep 380 on 380. Consider double decking areas that are highly congested and adding extra lanes where possible. Use your imaginations and THINK OF YOURSELVES IN OUR PLACE. Would you want your lives, investments and health ruined? Again, we implore you to keep 380 on 380 and disrupt fewer lives.		Kraemer	Jeff & Mary						
1694	c781f273-3d9b-490a-8117-dad60318e55f	4/4/2022 17:53	4/4/2022 17:53	Option B is the worst option by far. Currently there are multiple projects that are underway along that alignment. Were option B implemented, that entire southeastern part of Prosper would be irreparably harmed in terms of ability to generate tax income through best and highest use development. Additionally, Prosper is only (9 miles east and west by 3 miles north and south)- the relative impact to Prosper is exponential compared to the impact on the communities where the other other options reside. The City of Mckinney did leave the proper right of way on the current 380 alignment. They had ample time to plan over the last 30 years. They just didn't do it. And now in embarrassing fashion, it is being suggested that the bypass run through Prosper. The bottom line is that Prosper planned. If the Town had not planned there would be no place for the bypass to run back on 380. Think about that. We must hold the governments accountable that failed here not punish the ones that planned.		Andres	Ryan						
1695	a3e62eb6-ba79-4fac-8e21-cbaf9f8085d7	4/4/2022 17:53	4/4/2022 17:53	We are opposing Section B as that has a direct impact on a school. Founders Classical Academy(K-12) kids and their families will have to pay the price. Kids may end up not having a quite outdoor recess if there is a lot of traffic in that area.		Sama	Haritha						
1696	6ee4e586-a019-4754-8dbc-0bf66ded09a0	4/4/2022 17:53	4/4/2022 17:53	No further expansion of US 380 in Prosper! If 6 lanes is enough for the tollway it should be more than enough for US 380. Our vote is no further expansion of US 380 All expansion should go further North in Collin County		R	J						
1697	42f0b523-206e-400a-8fb9-3f1a3b15a5e9	4/4/2022 17:53	4/4/2022 17:53	I am voting for option A		VANKA	REKHA						_work_for_TxDOT_
1698	e938d5df-f691-449b-80b3-19fe676f3ae2	4/4/2022 17:54	4/4/2022 17:54	PROJECT B IS THE ONLY ANSWER, I LOVE MY COMMUNITY AND I DONT WANT TO CHANGE MY WAY OF LIFE AND MY KID PACE.		VEGA	VALERIA						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1699	34deda7c-12c4-4303-8261-15a8a8fdfe90	4/4/2022 17:56	4/4/2022 17:56	No! Do not put in that major thoroughfare in East Prosper!									
1700	0571e563-8528-439b-8d7c-dfbacc4d8028	4/4/2022 17:57	4/4/2022 17:57	I am very much opposed to segment B. The need for expansion of 380 should have been planned for years ago. It has been clear for 20 years Dallas was moving north. There was no other East west Highway in this area. The mistake was the state not buying more frontage on 380 years ago to have prevented commercial development up to the existing highway land locking the highway. Someone else's lack of planning should not negatively impact me and others. 380 is horrible from Custer to 75 and from the North Dallas Tollway to Denton all for the same reason. Poor Planning! Please learn from your mistakes.		Ridley	Mike						
1701	dd58ecc6-f6ec-4444-827d-51534ee94e74	4/4/2022 18:02	4/4/2022 18:02	I support Option B over Option A. Option B cost less than Option A (\$589 mil. vs. \$688.5 mil.). Option B impacts far less businesses and residential than Option A in the county. Option B has just 2 major utility conflicts vs. 7 for Option A. Option B requires lower right of way cost (\$136.8 mil vs. \$177.8 mil.). Option B does not require engineering of two large aqueducts near residential areas vs. A. A further outer loop should be considered if A or B is not viable. Option A limits access to hospitals, fire and police departments when compared to B. Option B enables a shorter morning commute travel time vs. A, which over the life of the road have significant environmental benefits due to less pollution and congestion. Option B does not impact the Manegait facility negatively, this has already been determined by expert studies. Ridge Road is under development as a main arterial road that will serve the same purpose as the ramp proposed in Option A. Thank you, Greg		Steglich	G						
1702	adb5ba1e-ccd9-427e-84d4-880bac9a9a09	4/4/2022 18:12	4/4/2022 18:12	I moved into Tucker Hill approx. 12 years ago, never thinking that I would have to put up with traffic from 380 bordering our neighborhood. Clearly there is less impact on those already settled into a lifestyle by going with Choice B. I actually feel that it is a hazard bringing that much traffic so close to a family oriented neighborhood where everyone takes such pride in their homes and lifestyle. Please reconsider putting route A so close to a family location. I vote B is the better place to locate this bypass.		Sommer	Sherry						
1703	4d1deb58-8b36-46e5-8b93-08ba7d4eb07b	4/4/2022 18:13	4/4/2022 18:13	Please don't make our living area miserable by cutting the community in to 2 past and noisy and polluted . Option A- NO Option B-Yes (please consider to act upon) -Suresh & Family		Cheppalli	Suresh						
1704	84c5fe46-8719-448d-8ae6-e5d0d7888650	4/4/2022 18:16	4/4/2022 18:16	I strongly support the recommended 380 alignment Segment A from feasibility study and strongly oppose Segment B. Segment B alignment poses a significant, negative impact to both existing and future residential and commercial developments planned within the Prosper. Segment B runs directly through a quickly developing section of Prosper causing significant environmental and health impacts by adding a new and unplanned interstate through Prosper vs. using the existing alignment within Town limits. Segment B has a detrimental effect on ManeGait Therapeutic Horsemanship, a unique nonprofit facility providing equine therapy to hundreds of adults and children with disabilities. Segment B is in close proximity to existing and future schools including high schools impacting thousands of students and presents harm to children. Traffic congestion at Custer Rd and Option B will cause death and injuries for commuters, parents, and students at Founder's Academy. Keep 380 on 380!		Hoffman	Michelle						
1705	ac54effc-b9a5-462d-810c-0409a02bfe11	4/4/2022 18:16	4/4/2022 18:16	The B alignment seems clearly better than the A alignment. This is an east-west road, after all. The B alignment is more east-west than A. It seems silly to not pick B. Thank you.	The B alignment and the C alignment seem clearly better than the A and D alignments. This is an east-west road, after all. The B and C alignments are more east-west than A and D. Also, the D alignment seems to be going through the floodplain for miles. Does that mean this road will be flooded often or will it be raised up in the air? Either option would be ridiculous: a brand new road that floods often or a road up in the air for miles. Thank you.	S	D						_am_a_business_owner_
1706	303b3be1-50ee-44f8-855f-a00b1b72f85d	4/4/2022 18:24	4/4/2022 18:24	I am a McKinney (Tucker Hill) resident strongly in support of option B. In both the short run (and especially during the actual construction phase) and also in the long run, option A limits emergency vehicle access and creates noise and air pollution detrimental to our growing neighborhood. Option A also impacts safety for local high schools, poses greater driving challenges in freezing weather, and (as a longer route) increases pollution for the area overall. Option A is far more disruptive to residences both during and after construction and businesses are far more heavily impacted with this option. Significantly, costs borne by taxpayers are nearly \$100 million greater with option A. I say YES to option B and NO to option A.	The Segment B option will be destructive and harmful to children in the numerous schools adjacent to the proposed Segment B option, as well as the removal of an important therapeutic resource for the disabled, in particular for those veterans suffering from combat induced PTSD.	Johnson	David						
1707	639d25d0-bd86-41b3-8091-6dd8eb7c9247	4/4/2022 18:27	4/4/2022 18:27	This is being written to express opposition to All Segment B Considerations for the 380 Bypass. The construction and presence of the Segment B option will condemn hundreds of students of the Prosper Independent School District (ISD) and the Founders Academy to hours of exposure to noise and toxic air pollution each day. Furthermore, the Segment B option will also make it impossible for ManeGait to continue to conduct its charitable and therapeutic activities in support of children and adults with disabilities. There are many other options, other than Segment B, that will not materially harm so many children and disabled adults. It is suggested that those alternative be actively considered and not Segment B.		Evelyn	Charles						
1708	6ea48ffa-68d4-4f4b-8dc5-7a02d64e342e	4/4/2022 18:33	4/4/2022 18:33	No to B, yea to A		SK	sk						
1709	9342759d-45a6-4dc4-8d1d-6a5ae0f63617	4/4/2022 18:45	4/4/2022 18:45	I strongly oppose option B.		Rummans	Taylor						_am_a_business_owner_

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1710	ef8a88d3-da5b-4aa6-8f5b-47751908b498	4/4/2022 18:45	4/4/2022 18:45	Yes to option A and no to option B		Gundlapally	Sai Chand						
1711	710bcfad-9f77-4cf5-8bd8-392b8cad70d0	4/4/2022 18:56	4/4/2022 18:56		Option B would be horrible for town of prosper. Keep 380 along 380. Do not force Manegait horse farm to close it's doors.	Dick	Angela						
1712	a7338ed0-5f04-439d-8c7d-1dde3d99c636	4/4/2022 19:09	4/4/2022 19:09	As a resident of Whitley Place in Prosper, I disapprove of the route of this roadway through our area. The area will become transformed in a negative way. This part of Prosper is currently a quiet, clean, safe family oriented community. This massive roadway would change all of those aspects. Please keep 380 on 380 or route it through an area that would be less impacted. Thank you		Vanderhoof	Troy						
1713	d95a1f9a-9a30-4145-88e3-0940e28d9e0a	4/4/2022 19:14	4/4/2022 19:14	Please do not build this, it will have to go through Main gate horse rehab and this farm benefits so many people. We can not have a road cut through this farm and its near so many homes and an elementary school. Please reconsider building this in this area.		Sullivan	Angie						
1714	11933e3e-5eea-4e5d-8249-d1a10438f43d	4/4/2022 19:15	4/4/2022 19:15	Hello , I would like to oppose option - B. Option - B --> NO Option - A --> YES Thank You.		CHINNAKOTL	VENKAT						
1715	1bc58fad-4c01-4cb3-87ad-1bad24ecb648	4/4/2022 19:23	4/4/2022 19:23	No expansion of US 380 in Prosper. Please look at options to the north		J	L						
1716	c484f4ce-c83c-468a-8369-727fb0608c96	4/4/2022 19:23	4/4/2022 19:23		I am a resident of Prosper and stand with the Town Council against a 'bypass' that cuts out any sections of Prosper. I happen to live off of 380/Preston area already. (Our road is 6 lane divided and clearly has ability to accommodate expansion if that is required) Many of the existing bypass proposals do this and thus would adversely affect Prosper residents and the businesses in Prosper or those moving here. Also I do not want to see an over under type road format just for the sake of maintaining the current 380 corridor. If there needs to be a bypass that should be done within McKinney city limits as this is their responsibility to have already future planned for this contingency. I have watched the growth on 380 from 75 eastward in the last 17 years and clearly the ordinances have not accounted for growth or right of way/easement needs on the existing 380 stretch. This proposal also impacts businesses in the 380/Lake Forest area which I am sure they don't want to see.	Johnston	Matthew						
1717	2ac57c7-135e-4c2d-81ad-d540aa73280b	4/4/2022 19:26	4/4/2022 19:26	Dear Sir/Madame, I am vehemently opposed to alternative B of the 380 bypass and frustrated that we continue to need to fight this! The impact of McKinney's lack of planning should not negatively affect the town of Prosper nor especially the ManeGait organization. Please address the need for support of traffic growth on 380 in McKinney, in McKinney! Sincerely, Ronald Lucero		Lucero	Ronald						
1718	f9ea931c-335a-4c21-8ff9-9d1476443fb9	4/4/2022 19:29	4/4/2022 19:29	Dear Sir/Madame, I am vehemently opposed to alternative B of the 380 bypass and frustrated that we continue to need to fight this! The impact of McKinney's lack of planning should not negatively affect the town of Prosper nor especially the ManeGait organization. Please address the need for support of traffic growth on 380 in McKinney, in McKinney! Sincerely, Robin Lucero		Lucero	Robin						
1719	1150d85c-7b01-4283-811c-894e87922e8b	4/4/2022 19:35	4/4/2022 19:35	To whom it may concern, I am vehemently opposed to option B 380 bypass and extremely frustrated at having to fight this battle again. McKinney's lack of planning for 380 traffic should not require Prosper to be negatively impacted. Nor should ManeGait's services continue to be threatened. Solve McKinney's problems in McKinney!		Lucero	Rachel						
1720	6858150a-f4ef-49ac-881e-38c9fcbcd5e0	4/4/2022 19:38	4/4/2022 19:38	If Segment B is implemented into the alternative, then ManeGait will be force to close because all of the traffic and construction will disturb the horses. ManeGait is important for kids with disabilities and for veterans , so closing it will be devastating to those families.	If Segment B is implemented, then the NE and SE sections of Prosper will be disconnected with each other because of the freeway. The Freeway will also change the old town look if it gets approved	McCarter	Mason						
1721	7c9dae65-2a0f-4d7c-80e0-2eacf44b3fbd	4/4/2022 19:45	4/4/2022 19:45	Prefer option b	Prefer option b	Harris	Chris						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1722	3ae35212-98e5-4199-866d-8888e9130f2f	4/4/2022 19:47	4/4/2022 19:47	I am strongly OPPOSED to 380 bypass Option B. This bypass will likely eliminate the services of ManeGait which have provided amazing therapy services to some of the 11% of students in Prosper ISD with disabilities. Besides students from PISD and surrounding communities, ManeGait provides services to our veterans. ManeGait also has many volunteers who learn the acceptance of others who are different from themselves, while volunteering their service for this wonderful therapy program. Segment B is also far too close to Prosper ISD schools. Asking our young drivers to navigate this freeway on their way to high school, is an unimaginable risk. I have been a resident of Prosper for 18 years and was always told that Prosper has planned for the growth of 380 on 380 by requiring building setbacks to accommodate the upcoming growth. Though it's unfortunate that every city has not been able to do so, the penalty should not be placed on Prosper. Please say NO to option B. Thank you.		Luckock	Kierstyn						
1723	a6fafc90-9163-4ada-8a3a-f9fb405d2e36	4/4/2022 19:48	4/4/2022 19:48	No to B and A.	TXDOT, Collin County and Mckinney should abandoned this A/B choice and think about a hwy connecting 75 with 35 from Anna to Sanger and leave 380 as a 6 lane. I DO NOT want any more traffic diverted towards Prosper via 380! The growth is continually growing northward, get the highway built as I suggested north of us before too many neighborhoods are built.	U	Curtis						
1724	5a401964-23cd-41cd-819a-164d53d1fd9c	4/4/2022 19:50	4/4/2022 19:50	We are concerned that Stonebridge Drive, located in Stonebridge Ranch community, that runs through our community, and our home directly faces, will become a main thoroughfare to the new 380 highway. Of major concern are our the property's decreased valuation from excessive traffic and noise heard while inside our home and in our yard, the smell of exhaust and the pollution and dust/ dirt we will be breathing in. We have asthmatic children who enjoy the yard but will be forced to stay indoors. There's also an elementary school (Bennett), a church, 2 parks and the community swimming pool that is up the street facing Stonebridge drive that many children walk along and cross over Stonebridge Drive to travel to and from Church, school, the pool and parks on foot and by bike. They will all be at a greater risk with the enormous increase in traffic! Please do not put the 380 freeway through our community, we don't want it! Nancy Whatley (Resident of Stonebridge Ranch for 21 yrs)		Whatley	Nancy						
1725	ba7ba6c2-432e-43be-87da-712c43b739fa	4/4/2022 19:52	4/4/2022 19:52	'No' to route B and 'Yes' to route A.		V	Srinath						
1726	defd9480-72b8-4a94-8b16-2f4ede506d4f	4/4/2022 19:52	4/4/2022 19:52	If you have only these options i strongly oppose B and would go with A to minimize the impact on splitting Prosper. If the goal is to provide a long-term solution than i would suggest that section 3 go a little further north and stay about 10 miles north of 380 until just east of Denton. There are few east west roads and the solutions recommended may fix a short distance around 75 it does little to fix the section of the road west of your current plans. We have or will have north south roads like 75, Preston, DT and possibly others in the future to allow for access. The population is moving north, so should the road infrastructure		Barr	Gordon						
1727	327aafdf-b082-4461-8fcb-796b2ca5034a	4/4/2022 19:57	4/4/2022 19:57	I strongly oppose section B of this "improvement," which will negatively impact the neighborhoods north of 380, along Custer.		Steed	Jason						
1728	b76797e5-a8c3-4fb9-8c90-d3678ba158b3	4/4/2022 20:04	4/4/2022 20:04	I strongly DISCOURAGE consideration of the "B" route. The small Town of Prosper is intentional about its small town feel—as residents, it's why we moved here. The Town has valuable yet limited space and adding a major thoroughfare makes absolutely no sense. Bad planning in the much larger city of McKinney should not be pushed to Prosper residents to deal with issues to as poor air quality, major traffic, noise, sacrificing valuable land development, and the impact to local non-profits that will overall impacting our quality of life. I strongly encourage keeping 380 on 380 or option A. Thank you!		Diaz	JC						
1729	3e7c951c-7f8c-43fc-8b65-5ad8b2e1d4a7	4/4/2022 20:08	4/4/2022 20:08	I strongly DISCOURAGE consideration of the "B" route. The small Town of Prosper is intentional about its small town feel—as residents, it's why we moved here. The Town has valuable yet limited space and adding a major thoroughfare makes absolutely no sense. Bad planning in the much larger city of McKinney should not be pushed to Prosper residents to deal with issues to as poor air quality, major traffic, noise, sacrificing valuable land development, and the impact to local non-profits that will overall impacting our quality of life. I strongly encourage keeping 380 on 380 or option A. Thank you!	I strongly DISCOURAGE consideration of the "B" route. The small Town of Prosper is intentional about its small town feel—as residents, it's why we moved here. The Town has valuable yet limited space and adding a major thoroughfare makes absolutely no sense. Bad planning in the much larger city of McKinney should not be pushed to Prosper residents to deal with issues to as poor air quality, major traffic, noise, sacrificing valuable land development, and the impact to local non-profits that will overall impacting our quality of life. I strongly encourage keeping 380 on 380 or option A. Thank you!	Diaz	JC						
1730	d50ec907-5914-4a77-8a4d-5b8c65f44aed	4/4/2022 20:09	4/4/2022 20:09	I strongly oppose a 380 bypass (section B)tunning through the Prosper city limits. This will degrade the quality of life for prosper residents. Keep 380 on 380.		Ross	Jay						
1731	cd30f59d-45c4-48ad-807f-bdb1d7791985	4/4/2022 20:11	4/4/2022 20:11	I strongly oppose a 380 bypass (section B)tunning through the Prosper city limits. This will degrade the quality of life for prosper residents. Keep 380 on 380.		Ross	Elizabeth						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1732	36705594-2e8e-471b-8758-d5df86a41ebe	4/4/2022 20:12	4/4/2022 20:12	Citizens of Prosper vehemently oppose Segment B and believe it should not be considered by TxDOT but rather expand 380 on 380 through the Town of Prosper and place the bypass in McKinney-Option A. McKinney is the 2nd largest suburb in DFW with a larger land mass/population than Prosper. Putting a bypass through smaller Prosper to solve McKinney's lack of future growth planing is NOT the solution. Segment B would put a 12 lane hwy within 45ft of ManeGait's facility seriously impacting the vulnerable populations it serves; grossly affect 3 Prosper ISD&1 Charter School resulting in MAJOR safety and environmental concerns; demolish the Ladera Community & portions of 3 others resulting in millions of lost tax dollar revenue & require a massive utility relocation for Prosper. Prosper has the space to expand along 380 to McKinney. Prosper citizens DO NOT WANT OR NEED OPTION B. If McKinney needs a bypass for 380, the bypass should be located in McKinney town limits - OPTION A IS THE ONLY WAY!	Citizens of Prosper vehemently oppose Segment B and believe it should not be considered by TxDOT but rather expand 380 on 380 through the Town of Prosper and place the bypass in McKinney-Option A. McKinney is the 2nd largest suburb in DFW with a larger land mass/population than Prosper. Putting a bypass through smaller Prosper to solve McKinney's lack of future growth planing is NOT the solution. Segment B would put a 12 lane hwy within 45ft of ManeGait's facility seriously impacting the vulnerable populations it serves; grossly affect 3 Prosper ISD&1 Charter School resulting in MAJOR safety and environmental concerns; demolish the Ladera Community & portions of 3 others resulting in millions of lost tax dollar revenue & require a massive utility relocation for Prosper. Prosper has the space to expand along 380 to McKinney. Prosper citizens DO NOT WANT OR NEED OPTION B. If McKinney needs a bypass for 380, the bypass should be located in McKinney town limits - OPTION A IS THE ONLY WAY!	Casper	Kate						
1733	9cd26466-40fc-45d9-82c2-449dbdf380df	4/4/2022 20:23	4/4/2022 20:23	Alignment A and specifically this location would have an extremely detrimental impact on existing homes due to increased noise, air and water pollution. Furthermore property values in the La Cima and other areas of Stonebridge ranch would be most detrimentally affected. Water quality in Lake La Cima would be affected, as well as a visual deterioration.		DeLizza, P.E.	Frank						
1734	b787d373-8330-4879-8764-9ef6e2eaaf79	4/4/2022 20:26	4/4/2022 20:26			Reynolds	Brenda						
1735	e1d90e50-8f84-4171-86cd-86e23c7f4cac	4/4/2022 20:30	4/4/2022 20:30	Yes to route B, I believe Route B is the best route of choice it will have less impact on businesses. No, to route A!		Hess	Jenae Hess						_work_for_TxDOT_
1736	b0d0afeb-f888-419c-87dd-ff38bd415d37	4/4/2022 20:36	4/4/2022 20:36		Against option B as this impact Lakewood entrance to 380 if this option is getting built.	Vjee	Fnu						
1737	954661b3-b328-445e-8438-82e29c15e9e1	4/4/2022 20:39	4/4/2022 20:39	No to Plan B and it will be good for Plan A		Somalraju	Raveendra						
1738	6479e7e6-7542-45eb-8a6b-92218e893ea7	4/4/2022 20:43	4/4/2022 20:43	Plan A is ok. No Plan B.		D	Ran						
1739	75aa901e-d337-4758-836a-e1ebfd5b26fa	4/4/2022 20:49	4/4/2022 20:49		As a homeowner and citizen of McKinney, TX., I strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.	Day	M						
1740	9f599cab-7062-49d8-8ba0-108e0eee8da4	4/4/2022 20:53	4/4/2022 20:53	I am a resident of Whitley place and I am opposed to option B. I just recently relocated to Prosper. I moved here because my family and I were trying to find a small town away from a big city and everything associated with a metropolitan area. This project will drastically increase congestion in our area, make daily commutes longer, and will bring unwanted traffic and noise to an otherwise unencumbered town. It will drastically depreciate the value of our homes, which we worked so hard in attaining. Most importantly, it will also affect the children at the nearby schools and I will not feel safe with my kids being in such close proximity to an 8 lane highway. My family moved into this community to get away from everything option B will introduce into our neighborhoods. Thank you for your time.		Jabourian	Nina						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1741	0814c440-95ef-4479-8e73-c56716b8c35a	4/4/2022 20:57	4/4/2022 20:57		After reviewing the proposed alternative route segments, it seems clear to me that Alignment B is much preferable to Alignment A for the following reasons: 1) Alignment B is a shorter and less costly to build route. 2) Alignment B would displace fewer existing Homes and Business establishments. 3) From a practical standpoint, Alignment B is a much smoother Alignment without the need for 2 'Doglegs' and will be much easier and pleasant to navigate. 4) Alignment B traverses mostly through Undeveloped areas and will disturb far fewer residents and businesses than Alignment A which has about half of its route along existing US 380 where it will displace many existing businesses. For mostly the same reasons listed above, I also support Alignment C over Alignment D.	GROSS	William						
1742	008e0f51-1696-4c8e-85bc-5b81e6677264	4/4/2022 21:01	4/4/2022 21:01	Select A not B		Bishop	Marla						
1743	2321df70-b934-44c8-8769-db0002d3ac0f	4/4/2022 21:01	4/4/2022 21:01	Select A not B		Bishop	Scott						
1744	bed2fff4-ffa3-44f5-80cd-4fa31d79fae4	4/4/2022 21:03	4/4/2022 21:03	1. The interchange design for Option A at the marked location represents a very serious chokepoint . (Specifically, the interchange for eastbound 380 to University Drive.) The single eastbound off-ramp shown on the ROLL 3 section of the US30_BMCD_SegA.pdf will not handle all the daily commuter traffic to large entities like Raytheon and Collin College. 2. The extreme east end of the ROLL 3 drawing does not adequately show the proposed new "cross street" linking to the existing University Drive. Nor does it adequately show how the new 2-way "cross street" will terminate in the vicinity of Forest Ridge Lane. 3. The Tucker Hill neighborhood just west of the marker will have a reduced quality of access to eastbound University and downtown McKinney. They'll be forced to travel a mile west, use a turnaround at Stonebridge Drive, then negotiate the inadequate eastbound off-ramp for University. 4. Extreme 60-foot elevation change over short-radius 90-degree turn is hazardous.	I strongly recommend option B, and am against option A. Option B is nearly \$100 million cheaper, and is less disruptive to existing businesses and homes, and flows more naturally thru the land	BAUMGARTE	HARRY						
1745	79de6705-88a3-4640-8cc3-0a5e4a5ff19d	4/4/2022 21:03	4/4/2022 21:03	Select A not B		Bishop	Heath						
1746	3f72ca97-2f25-4c34-8c3e-bee76810503b	4/4/2022 21:04	4/4/2022 21:04	Select A not B		Bishop	Logan						
1747	1b3163e0-8a8e-4925-8ec5-eefe1ff018f7	4/4/2022 21:12	4/4/2022 21:12	I support B and oppose A since it would destroy Tucker Hill by surrounding it on 2 sides. The noise and construction impact of this freeway would devalue TH and devastate our day-to-day life. 380 is our only way of entering & exiting. Added emergency vehicles response time and no timely access to Baylor are safety concerns. This freeway puts 16 lanes of traffic within a mile of Tucker Hill and creates a costly and redundant arterial. B has far less of an environmental and economic impact. The \$99 million higher price tag for A is fiscally irresponsible and just doesn't make sense. I know there are going to be people and businesses impacted. Segment B creates less impact for all in Collin County and doesn't value one business over the others and allows for safer flow of traffic and is easier to build. Most importantly, the higher price tag could stagnate or eliminate future needed projects and growth. Segment B makes the most sense to keep 380 traffic moving into the future.		Thompson	Joanne						
1748	f5a1b5f0-3844-4701-86bb-32f6150a2d37	4/4/2022 21:13	4/4/2022 21:13	In reference to Option A segment of the alignment, this options seems to be an inferior choose to option B. Based on higher cost of option A, much higher displacement of business & residential locations along 380 (and only increasing) on option A, higher impact to utilities with option A, it seems pretty clear that option B is the more viable and effective option.	Looking at this project from a larger county perspective (as opposed to individual town biases), one has to consider to facts that TxDOT has gathered and presented here. The primary point of contention is between option A or option B in the alignment. Based on the facts, option A would both cost less and impact fewer existing items (business, residential locations and utilities). Further, your study confirmed that the argument put forward by ManeGait is not valid. As a resident of Tucker Hill, I will acknowledge I do have a bias as option A will impact me. The option A alignment will have a negative impact to our community as currently our only entrance/exit would be onto a one-way road, travel west and make a U-turn to be able to go eastbound. Currently, our grade school children in the community attend school at Auburn Hills which is east on 380. This seems inefficient at best, and unsafe at worst. I will support either Gold or Brown alignments as they contain option B.	Grant	John						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1749	46e3d92d-5482-44da-85d4-338fff200efc	4/4/2022 21:14	4/4/2022 21:14	WE OPPOSE THE ALTERNATIVE B routing of the 380 Expansion for the following reasons: <ul style="list-style-type: none"> The B routing destroys the feeling of community unity by dividing the easterly part of Prosper into 2 distinct areas thereby isolating parts of our community from our neighbors and city services. Residential properties in the area of Alternative B will lose the rural ambience we moved to Prosper to enjoy. Residential home values will decrease. Will TXDOT compensate owners for this loss? Alternative B will result in the loss of upscale and high value development in the eastern section of the city. This will reduce the real estate and sales tax base. These funds will be needed to keep the City an attractive place to live with its small-town atmosphere. There are noise and safety concerns with the proposed routing adjacent to residential developments. 		Formes	Cheryl and Joh						
1750	ae3225f0-6ed0-418a-8650-9905edfaccd5	4/4/2022 21:21	4/4/2022 21:21		I oppose Segment B for these reasons: ManeGait - They provide therapeutic horsemanship to children with disabilities and the 12+ lane freeway will come within 45 feet of ManeGait, forcing them to end their services. Beyond PISD, ManeGait serves students from all over the county and our veterans as well. Many volunteers at ManeGait (many of them students from our own ISD) learn acceptance of others through their volunteer work at ManeGait. Prosper planned for the expansion of 380 ON 380. Prosper required all buildings to have the proper setbacks to allow for 380 to be widened on 380. The fact that other cities were unable to plan or failed to plan for the eventual widening of 380 should not penalize Prosper. The impact to our young drivers, trying to navigate in and around a 12+ lane freeway to their school is unimaginable. I strongly OPPOSE SEGMENT B because it puts our young drivers in grave danger. The proximity to existing and "under construction" schools is a huge problem.	Boscamp	Brooke						
1751	7b23895e-45fd-4dc1-8c0a-6a7b73a0a89e	4/4/2022 21:23	4/4/2022 21:23		I oppose Segment B for these reasons: ManeGait - They provide therapeutic horsemanship to children with disabilities and the 12+ lane freeway will come within 45 feet of ManeGait, forcing them to end their services. Beyond PISD, ManeGait serves students from all over the county and our veterans as well. Many volunteers at ManeGait (many of them students from our own ISD) learn acceptance of others through their volunteer work at ManeGait. Prosper planned for the expansion of 380 ON 380. Prosper required all buildings to have the proper setbacks to allow for 380 to be widened on 380. The fact that other cities were unable to plan or failed to plan for the eventual widening of 380 should not penalize Prosper. The impact to our young drivers, trying to navigate in and around a 12+ lane freeway to their school is unimaginable. I strongly OPPOSE SEGMENT B because it puts our young drivers in grave danger. The proximity to existing and "under construction" schools is a huge problem.	Boscamp	Bryan						
1752	6a943c9f-b84c-4785-8e01-62b57931e7e7	4/4/2022 21:34	4/4/2022 21:34	I am adamantly opposed to Option B. This route will cut through the eastern portion of Prosper, displacing 55+aged residents, putting young drivers in danger, and devastating ManeGait and their ability to provide services to the special needs community and veterans. Option A is the only route that makes sense. Prosper has worked to plan accordingly for 380 to be widened on 380. The Town of Prosper should not be punished because McKinney did not plan well.		Ray	Gwendolyn						
1753	3d56d800-a425-48b7-870a-ba5cf73b2d1f	4/4/2022 21:40	4/4/2022 21:40	I very much disagree with the 380 segment B proposal. It is taking advantage of our small community by cutting our town off from revenue, lowering our home values, and splitting our small town into sections. I say NO to 380 bypass. You need to get creative and find other ways to ease traffic or infrastructure. This is NOT the solution. Maybe take care of the current roads and the problems will be better. Or think outside the box, but chopping up a already small town or clearing off such a huge expansion will only hurt our town and the people who live here. Sincerely, Melody Nelson Resident of prosper		Nelson	Melody						
1754	4b53ed4f-bc49-43b8-85fd-2628dc9fe9a7	4/4/2022 21:40	4/4/2022 21:40	I am opposed to the alignment through Prosper. The B alignment. This alignment will drastically effect ManeGait, our schools, our roads and also our home values and business tax dollars. It will create more noise and pollution and destroy the small town feel we moved to Prosper for. Prosper should not be forced to have this thrust upon them simply because McKinney did not do a better job of planning when building along 380. They knew this road would need to be expanded and apparently the tax dollars were more important. Now they think they should be able to just move the bypass to Prosper. I hope that TXDOT can look at the big picture as well as what's best for the citizens of Prosper.		Fusco	Linda						
1755	2c35655f-012d-459b-89fe-a189bd8ed4aa	4/4/2022 21:43	4/4/2022 21:43	I strongly disagree with Plan A for 380. Plan B is better for my Tucker Hill neighborhood. I support plan B because it would be less expensive and less homes, families and business would be affected. I worry about the construction on 380 if A is selected. Currently we only have 2 ways to enter or exit our neighborhood. If construction takes place on 380 in front of Tucker Hill we would not have adequate access to Baylor, shopping or numerous businesses. If A is selected Tucker Hill will be surrounded on 3 sides by a major freeway. Plan A would definitely have an environmental effect on my neighborhood. I built my home and moved into TH in June 2017. No one told me about plans for 380. This is my forever home. My husband and I are retired and I do not want to move. Option B would only effect 1.4 miles in Prosper. It's been proven that the bypass would not have a significant effect on the quality of life for Mane Gait or Prosper.		Campbell	Debra						
1756	73635b91-6446-4bd7-81a2-7d2d804c82cb	4/4/2022 21:47	4/4/2022 21:47	I strongly disagree with Plan A for 380. Plan B is better for my Tucker Hill neighborhood. I support plan B because it would be less expensive and less homes, families and business would be affected. I worry about the construction on 380 if A is selected. Currently we only have 2 ways to enter or exit our neighborhood. If construction takes place on 380 in front of Tucker Hill we would not have adequate access to Baylor, shopping or numerous businesses. If A is selected Tucker Hill will be surrounded on 3 sides by a major freeway. Plan A would definitely have an environmental effect on my neighborhood. I built my home and moved into TH in June 2017. No one told me about plans for 380. This is my forever home. My husband and I are retired and I do not want to move. Option B would only effect 1.4 miles in Prosper. It's been proven that the bypass would not have a significant effect on the quality of life for Mane Gait or Prosper.		Garner	2101 State Blv						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1757	20b9867f-8b44-4806-8106-92465ad43e48	4/4/2022 21:49	4/4/2022 21:49	I agree with alignment B b/c it impacts the least number of homes and businesses. As a parent of 5 children at Founders Classical Academy, I would like to see the project appropriately accommodate the school whether it be noise barriers, fences, colorful walls- something to help ensure the safety of the children as the play ground is so near route B. Perhaps the school and TX DOT need to pay to relocate the playground. Thank you for all of your efforts.		Coe	Lauren						
1758	8874b257-768d-4b98-83ef-b35ab1bee729	4/4/2022 21:52	4/4/2022 21:52	I strongly disagree with Plan A for 380. Plan B is better for my Tucker Hill neighborhood. I support plan B because it would be less expensive and less homes, families and business would be affected. I worry about the construction on 380 if A is selected. Currently we only have 2 ways to enter or exit our neighborhood. If construction takes place on 380 in front of Tucker Hill we would not have adequate access to Baylor, shopping or numerous businesses. If A is selected Tucker Hill will be surrounded on 3 sides by a major freeway. Plan A would definitely have an environmental effect on my neighborhood. I built my home and moved into TH in June 2017. No one told me about plans for 380. This is my forever home. My husband and I are retired and I do not want to move. Option B would only effect 1.4 miles in Prosper. It's been proven that the bypass would not have a significant effect on the quality of life for Mane Gait or Prosper.		Campbell	Paul						
1759	f74952d9-bd5f-43c6-8b07-cbc24c1654b4	4/4/2022 21:55	4/4/2022 21:55	I strongly disagree with Plan A for 380. Plan B is better for my Tucker Hill neighborhood. I support plan B because it would be less expensive and less homes, families and business would be affected. I worry about the construction on 380 if A is selected. Currently we only have 2 ways to enter or exit our neighborhood. If construction takes place on 380 in front of Tucker Hill we would not have adequate access to Baylor, shopping or numerous businesses. If Plan A is selected Tucker Hill will be surrounded on 3 sides by a major freeway. Plan A would definitely have an environmental effect on my neighborhood. Option B would only effect 1.4 miles in Prosper. It's been proven that the bypass would not have a significant effect on the quality of life for Mane Gait or Prosper. Please do what's best for McKinney and Prosper and select Plan B. Do not let Prosper and Mane Gait put pressure on your decision. Thank you		Campbell	Kevin						
1760	78df83de-68d6-4f2b-81f8-252337fda1bd	4/4/2022 21:58	4/4/2022 21:58	I strongly opposed Segment B. Please do not move 380 into Southeast Prosper. Please keep 380 where it is and if expansion is needed add more lanes to already existing location. Prosper does not deserve to have a HWY running through it, we are too small and do not deserve to account for the City of McKinney's poor planning. I drive 380 on the southern border of prosper and see plenty of expansion opportunities there by adding lanes, however when I drive east Stonebridge into McKinney near Lake Forest, I see new business and older businesses built almost to the street. The lack of planning is evident. Running and expanding this 380 as Segment A and B are shown above does not help and takes away from what makes these areas so special to live. Please consider this and do not move 380		Willis	Chris						
1761	d7b12293-e9a3-4d2b-88ca-f68d9f191c1c	4/4/2022 22:07	4/4/2022 22:07	Citizens of Prosper vehemently oppose Segment B and believe it should not be considered by TxDOT but rather expand 380 on 380 through the Town of Prosper and place the bypass in McKinney-Option A. McKinney is the 2nd largest suburb in DFW with a larger land mass/population than Prosper. Putting a bypass through smaller Prosper to solve McKinney's lack of future growth planning is NOT the solution. Segment B would put a 12 lane hwy within 45ft of ManeGait's facility seriously impacting the vulnerable populations it serves; grossly affect 3 Prosper ISD&1 Charter School resulting in MAJOR safety and environmental concerns; demolish the Ladera Community & portions of 3 others resulting in millions of lost tax dollar revenue & require a massive utility relocation for Prosper. Prosper has the space to expand along 380 to McKinney. Prosper citizens DO NOT WANT OR NEED OPTION B. If McKinney needs a bypass for 380, the bypass should be located in McKinney town limits - OPTION A IS THE ONLY WAY!	Citizens of Prosper vehemently oppose Segment B and believe it should not be considered by TxDOT but rather expand 380 on 380 through the Town of Prosper and place the bypass in McKinney-Option A. McKinney is the 2nd largest suburb in DFW with a larger land mass/population than Prosper. Putting a bypass through smaller Prosper to solve McKinney's lack of future growth planning is NOT the solution. Segment B would put a 12 lane hwy within 45ft of ManeGait's facility seriously impacting the vulnerable populations it serves; grossly affect 3 Prosper ISD&1 Charter School resulting in MAJOR safety and environmental concerns; demolish the Ladera Community & portions of 3 others resulting in millions of lost tax dollar revenue & require a massive utility relocation for Prosper. Prosper has the space to expand along 380 to McKinney. Prosper citizens DO NOT WANT OR NEED OPTION B. If McKinney needs a bypass for 380, the bypass should be located in McKinney town limits - OPTION A IS THE ONLY WAY!	Casper	R						
1762	8d9481f6-b796-458c-86c1-cf3958546292	4/4/2022 22:09	4/4/2022 22:09	I am against Option B as it cuts through/near neighborhoods, school areas, cemeteries and other land. Prosper has left the necessary amount of right of way for the 380 corridor and should not have to absorb the negative impacts of a major thoroughfare running through residential, school, and private properties. This will have a very negative effect on the areas nearby, as well.		Andres	Chris						
1763	a001d0fe-a9ae-4952-84a4-499867a38daa	4/4/2022 22:23	4/4/2022 22:23	I oppose ALL segment B options!	I oppose ALL segment B options! Keep US 380 on US 380								
1764	6bd93522-7c06-412c-81a1-6c67ba75de1b	4/4/2022 22:25	4/4/2022 22:25	I oppose ALL segment B options! Keep US 380 on US 380.									
1765	fa61ecab-089a-4e4c-8a77-c0d1bea13e58	4/4/2022 22:28	4/4/2022 22:28	I support Segment B over the Segment A option. Segment A would have less impact on reducing the traffic burden on a longer stretch of 380 by dumping traffic back onto 380 at an earlier junction. Even with a widened 380 there would still be more traffic back on 380 in an already developed area. Segment A, by TxDOT's analysis, impacts far more existing neighborhoods, residents, and businesses. These are real, existing, invested citizens and businesses, not future state "someday" entities. Segment A, by TxDOT's analysis, impacts more natural areas than Segment B in area where that is in increasingly short supply. And lastly, but very importantly, Segment A is significantly more costly (at least \$100M by TxDOT current estimates) and that is in 2022 terms. Segment A is more negatively impactful not only to the nearby residents, but to the natural environment and citizens of Texas who are not nearby residents, but would have to carry the burden of the higher cost.		Harris	Mark						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1766	97373cdd-2a81-40c7-868a-b0b6049a2391	4/4/2022 22:36	4/4/2022 22:36	I am strongly against section B because it would be devastating to the town of Prosper's economy given the town's small size. Please do not break up our small town with such a major highway through it. Thank you.		Adimora	Cleverson						
1767	7a933e41-4266-4bd0-83a1-c3701be13a41	4/4/2022 22:37	4/4/2022 22:37	We are retired to a safe area in Whitley Place. Prosper needs a good tax base to build the 2 new high schools. One option is to double deck the present 380. The second preferred option is to take 380 North off Frontier Blvd FM #1461 to be less expensive to build and allow for growth North of FM #1461.		Light	Donald L.						
1768	07df52e2-f66b-4711-8956-bf4c9a414087	4/4/2022 22:48	4/4/2022 22:48	We are not in favor of the 380 bypass. There will be negative impact on hour home values, air quality,tax revenues, noise levels and an increase in traffic.		Wolfe	Chris						
1769	5e3b0f35-3d88-4a85-8363-ac72f0df6b6	4/4/2022 22:50	4/4/2022 22:50	I strongly oppose Plan B. It would ruin manyproperty values and the future of our great city	We strongly oppose Plan B as it would be devastating to prosper, the property values and its residents!!	Brewster	Cheryl						
1770	531841f7-9c63-43fd-8d4b-71cfd12e3a5e	4/4/2022 22:57	4/4/2022 22:57		I strongly oppose Plan B for prosper Texas I feel like it isn't good for as prosper, I feel that it would negatively affect current and future plans for prosper Texas	Donnell	Shirley						
1771	0c10e21c-9efd-4298-8ff7-41bafc0b3e5a	4/4/2022 23:19	4/4/2022 23:19	No to Option B		Viswanatha	Sandeep						
1772	847ab0a5-16c8-44fd-8ca7-041c375c777a	4/4/2022 23:22	4/4/2022 23:22	380 plan B is unacceptable. This is a terrible solution. We live in and Love Prosper. This will ruin Prosper for many!		Kern	Michelle						
1773	8709f211-814b-4508-8014-6889050e62f7	4/4/2022 23:22	4/4/2022 23:22	I am opposed to section B. I live in Heatherwood and purchased my home without the plans of a bypass. Those businesses and homes that are close to 380, took that risk. Please keep 380 on 380 and develop arterial roads and the outer loop.		pounds	Robin						_work_for_TxDOT_
1774	07ebab58-9b5f-42bc-8931-98eab46a7711	4/4/2022 23:33	4/4/2022 23:33	Plan B would destroy prosper. Please choose something else!!		Hoye	Doug						
1775	be655108-74d5-42b1-89b3-e76dcd6004cc	4/4/2022 23:37	4/4/2022 23:37	I oppose plan B! Don't ruin prosper!!!		H	M						
1776	0f11b5c3-cf28-47dc-8e42-fa561dd53924	4/4/2022 23:39	4/4/2022 23:39	As a resident of prosper, I am against option B. This is not only the least logical option but it is also the most destructive. This would disrupt thousands of lives. Displace families and close down businesses. I am for option A. 380 is already laid out. Businesses built. To enlarge it where it currently is, is clearly the best for residents and businesses alike. It will also be better for the surrounding cities as well. Any other option is out of the question. To even consider it shows ignorance, greed and a lack of pride for our great state and the overall well being and success of its residents.		Hill	Dena						
1777	d64b4576-7d36-40ac-8bf9-a17e3b919d59	4/4/2022 23:42	4/4/2022 23:42	McKinney didn't plan well. This is there problem. Why does prosper have to have a destructive 12 lane hwy through out city next to MainGate, schools, retirement villages, and destroying stores that already exist.		Nayar	Spencer						
1778	5d577299-719e-4834-8781-6ad1bc822d60	4/4/2022 23:47	4/4/2022 23:47	Keep 380 on 380. We don't need to have an interstate next to our schools.		Nayar	Alyssa						
1779	53c46083-bd31-4894-82de-16588db735e4	4/4/2022 23:52	4/4/2022 23:52		I oppose ALL Segment B options!	Beyer	Jennifer						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1780	d42ca36f-29f1-40b5-81e4-fdb8ba21f764	4/4/2022 23:55	4/4/2022 23:55	Please review my opposition feedback to Segment B of Proposed Improvements to US 380 from Coit Road to FM 1827, Collin County, Texas. We moved to Prosper 4 years ago with the idea of retiring here based on the small town feel, the love we have for the location of our neighborhood, & the growing property values that will help us during our later years of retirement. Segment B of the Proposed Plan would change all of that. The negative impact to the environment that this 12 lane highway would bring, and its long-term affects can't be measured. Navigating this highway to get to the 3 schools & retail in its path would greatly affect the wonderful place Prosper is to raise a family & end up decreasing property values. Decreased property values affect the tax base, which affects what schools can offer, which affects the # of families moving to Prosper. The end to Mane Gait & the 150 people receiving equine therapy weekly would be tragic. Prosper planned. Please keep 380 on 380. Thank you!		Oenbrink	Michelle						
1781	778ffdb-3061-405c-87f2-e8402f8fe4f0	4/5/2022 0:01	4/5/2022 0:01	I'm opposed to segment B.		Wiede	Matt						
1782	9f866c96-d8e7-4073-85d1-a2690daecd2e	4/5/2022 0:02	4/5/2022 0:02	No expansion of US 380 in Prosper. Please look at options to the north		K	W						
1783	4ccd6671-d9f2-4f53-8f80-2d4a258490d1	4/5/2022 0:05	4/5/2022 0:05	No further expansion of 380. TXDOT should be looking further North for expansion!		S	M						
1784	2f4c6c3d-2cc6-4344-80be-7aafc5e67e13	4/5/2022 0:16	4/5/2022 0:16	There should be NO expansion of 380 at all. Making it into a limited access, larger highway will only cause significant excess noise to homeowners. TXDOT should secure land between Prosper and Celina to create a limited access road north.	There should be NO expansion of 380 at all. Making it into a limited access, larger highway will only cause significant excess noise to homeowners. TXDOT should secure land between Prosper and Celina to create a limited access road north.	A	D						
1785	cf001003-26f2-4854-8b26-11f5e7b51722	4/5/2022 0:20	4/5/2022 0:20	Neither option A nor Option B. Do nothing.	NEITHER Option A NOR Option B. We should do nothing. Homeowners will be too significantly impacted by any expansion in Prosper and elsewhere. Prosper does not want ANY expansion of 380. Please ensure neither option happens.	A	M						
1786	17885d15-a0a6-4aa7-8ee4-20adf3182638	4/5/2022 0:24	4/5/2022 0:24	NO option - neither A or B. After E the road should stay north of Prosper.	TXDOT must find an alternative north of prosper. No expansion of 380. NOT A and NOT B. Build a limited access road to the north!	A	H						
1787	a2a816bb-197a-4ef0-8e3e-2941bd28e15a	4/5/2022 0:30	4/5/2022 0:30	As a resident of McKinney and specifically Tucker Hill for the last 8 years I strongly support Segment B and oppose Segment A. I personally have worked with our neighborhood, Stonebridge and others to get B on the table from the beginning and it was and still is the best option. 99 million less expensive as well as less impactful to McKinney residents who live adjacent 380. The years of construction if A is chosen will cripple the section of 380 between Stonebridge and Ridge .. causing extreme back ups, noise and air quality issues as well as other safety concerns. Specifically bus service for our children to get to school, emergency services and teenagers driving to school will be forced to use the one exit and entrance into Tucker Hill is an enormous safety hazard. If A is selected we will need to work closely with TXDOT on a solution for our entrance.	Now that it has been determined that ManeGait can function and still serve the communities that donated and helped build the facility there is no impediment to choosing the B alignment, future development does not trump existing homes and businesses and loud propaganda should not sway TXDOT or force you to make a 99 million tax payer mistake.	Carmichael	Kim						
1788	a4e47f84-9888-47ef-83c3-661681fa1a9a	4/5/2022 0:32	4/5/2022 0:32	I support Project 380 Segment B bypass route. The "pros" on this option (as well as the "cons" on the other option) make this a slam-dunk decision. I don't see a need to reiterate those pros; you know them. Please make it happen.		Yon	Mary						
1789	4b76c058-f6ed-4174-899d-ee35255d3b97	4/5/2022 0:35	4/5/2022 0:35	I strongly oppose route B. Route B would be devastating to the small town of Prosper. ManeGate provides a valuable, irreplaceable service to children and adults with disabilities. Option B would reduce air quality and bring excessive pollution and noise negatively impacting the services that ManeGate provides to the minority community of disabled children and adults (protected by the ADA). Walnut Grove High, Founder Academy, and Cockrell Elem students would be exposed to the risk of the negative environmental impacts of Option B. Option B would run through the only Senior citizen's housing complex in Prosper discriminating against the elderly and resulting in \$1.4M loss in taxes to Prosper ISD. Prosper adequately planned for the expansion of 380 within city boundaries and should not be penalized by McKinney's failure to properly plan. I respectfully request that you put a stop to option B and McKinney's bullying of the town of Prosper, children with disabilities, and senior citizens.		Mazza	Samantha						
1790	b8567472-8469-4d6a-832d-e7ae310c95b1	4/5/2022 0:36	4/5/2022 0:36	I strongly oppose route B. Route B would be devastating to the small town of Prosper. ManeGate provides a valuable, irreplaceable service to children and adults with disabilities. Option B would reduce air quality and bring excessive pollution and noise negatively impacting the services that ManeGate provides to the minority community of disabled children and adults (protected by the ADA). Walnut Grove High, Founder Academy, and Cockrell Elem students would be exposed to the risk of the negative environmental impacts of Option B. Option B would run through the only Senior citizen's housing complex in Prosper discriminating against the elderly and resulting in \$1.4M loss in taxes to Prosper ISD. Prosper adequately planned for the expansion of 380 within city boundaries and should not be penalized by McKinney's failure to properly plan. I respectfully request that you put a stop to option B and McKinney's bullying of the town of Prosper, children with disabilities, and senior citizens.		Mazza	Samantha						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1791	73aeb213-d4a1-40aa-824a-00c357ad09f2	4/5/2022 0:36	4/5/2022 0:36	I have lived in the Tucker Hill neighborhood for over 7 years and I strongly SUPPORT the Project 380 Segment - B bypass alignment option for many reasons. Option B is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. Safety is a big concern. Getting in and out of the neighborhood with one exit would be extremely dangerous not to mention emergency services would be delayed in responding. Option B is also much more cost effective for our taxpayer dollars. Option B the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. This is a no brainer in my eyes! TXDOT should make the only obvious choice and select the Segment-B option!	I would be an embarrassment for TXDOT to allow a millionaire family to continue to hide behind ManeGate and use false/exaggerated propaganda to sway public opinion to get what they want when the truth is the horsemanship therapy is mainly done inside the barn. A barn in which the city of McKinney paid for with several hundreds of thousands of dollars from taxpayers. The city of McKinney offered to do a land swap with ManeGate so they could relocate during construction, but ManeGate refused! Please do the right and logical thing by choosing the Segment-B option! Thank you for your time.	Carmichael	David						
1792	489b65ed-d9f2-4f08-8145-311c82f70613	4/5/2022 0:41	4/5/2022 0:41	I strongly oppose Segment B. I am a resident of Prosper and moved here from Frisco specifically because I wanted a small town feel. US 380 is one border of the town, and it doesn't detract from the town's charm since it doesn't dissect it. Running a major highway through our small town will destroy the quaintness of Prosper. I'm baffled why chopping up tiny developed Prosper is even being discussed with large tracts of open land available in our neighboring city McKinney. Mane Gait benefits some of our most vulnerable, and it's mission will be nearly impossible to accomplish with a busy, noisy thoroughfare running adjacent to its property. Our neighbors in Whitley Place will likely find their property values plummet as a result of this expansion. Such a shame for folks to invest their hard earned money into a concept that can be irreparably damaged because TXDOT decides to construct a freeway in their backyard. As I stated, I strongly oppose Segment B, and I thank you for your time.		Molony	Ashley						
1793	cf61c74c-f816-4c6c-845a-42a6b0251058	4/5/2022 0:42	4/5/2022 0:42	I have comment regarding area E. Our newly built house located on Sequoia Street/McKinney and interactive map does not even show those streets, it shows like empty space. Whoever created this map deceive public. Now we have quiet area, but with ANY proposal freeway will be right next to our houses. It will be huge noise, air pollution and values of all houses in our area will go down. This absolutely terrible idea and any proposal will not work with our area!!!		Kagarlitskiy	Boris						
1794	09eb9050-a782-4cb2-87e1-ff73a5e03e2b	4/5/2022 0:46	4/5/2022 0:46	As a homeowner and citizen of McKinney, TX, I strongly SUPPORT the Project 380 Segment B Bypass alignment option. This option is the least disruptive to business with no displacements, minimal impact on existing homes and families living in the neighborhoods along and adjacent to the US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment A alignment. I also strongly oppose Segment A. It should not be considered for the following reasons: • It destroys and removes 17 small business West of the 380 and Custer intersection on the North side. • The cost of Segment A is \$99 million more than Segment B • It will create and overpass on 380 over Stonebridge and Custer Road • It will also cause the installation of water pipes (ducts) over 380	Segment B is the best option to improve traffic flow in our corridor while also preserving the exonymic business and residential vibrancy of our community. • It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Dt, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods. • 380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.	Flesher	Matt						
1795	be5dc335-d2c0-4f91-87ef-39bdad73b0f8	4/5/2022 0:47	4/5/2022 0:47	I am opposing Project B! This would divide our yamazing town of Prosper, and create more traffic, be extremely too close to our schools.	I am opposing Project B! This would divide our yamazing town of Prosper, and create more traffic, be extremely too close to our schools.	Waincott	Heather						
1796	e7f423ae-f373-4e62-84f2-69f65965ee99	4/5/2022 0:54	4/5/2022 0:54	We do not need or want this in Prosper. Move on to the next option.		B	Jonathan						
1797	204efa25-e1f6-474d-8225-726757ab28d2	4/5/2022 0:55	4/5/2022 0:55	I do not agree with this proposal.		Zimmerman	C						
1798	edca8381-5033-41a3-84d1-3472074f33a7	4/5/2022 0:56	4/5/2022 0:56	As a resident of Tucker Hill in McKinney, I am strongly in support of option B. Option A interferes with emergency vehicle access to our neighborhood. It adds noise pollution and air pollution because the highway will border the neighborhood on two sides (not just one). This increase will happen long term but even more so during the short term construction phase. Option A increases driving risk, especially in bad weather. It also impacts the safety of local schools. Because it's a longer route than option B, it contributes more pollution to the area overall. I also favor option B strongly over A because option B causes less disruption to residential areas as well as businesses. The significantly higher cost of option A (nearly \$100 million) is yet another reason for A to be rejected. I say YES to option B and NO to option A.		Johnson	Stephanie						
1799	78cba47c-78d8-47e7-82d2-fe45858c67bf	4/5/2022 0:57	4/5/2022 0:57	This will greatly impact this community. I do not approve this going through prosper		Reynolds	J						
1800	faf2fc7e-b960-4175-8d9f-6f1053922a19	4/5/2022 0:58	4/5/2022 0:58		Coming out of Tucker Hill if you want to go east on 380- Option A requires a UTurn at Custer and then go east. Coming into Tucker Hill from the west - Option A requires a UTurn around Ridge and then head west into Tucker Hill. Emergency & commercial vehicles are at a great risk as well as the school busses, packed with kids, making these UTurns in the dark morning hours. This scenario is unimaginable.	Yonts	Sarah						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1801	48c3fd03-d9a1-42ad-8fee-ae3481f8192a	4/5/2022 1:05	4/5/2022 1:05	<p>Segment A</p> <p>I am concerned about the ability to travel east without without first traveling west out of Tucker Hill.</p> <p>I am concerned about the ability to commute to work during construction, for what may be years.</p> <p>I am concerned about the extra distance for young children to travel to Reaves Elementary, without a direct turn east out of Tucker Hill.</p> <p>I am concerned about the lack of "speed-up" lane leaving Tucker Hill and increased accidents.</p> <p>We also have along the highest taxes, which I understand may be impacted by the excessive cost versus segment B.</p> <p>Please exclude segment A as an option. Thanks for the consideration:</p>		Hanson	Rick						
1802	56455eb5-5063-47ee-8c19-e0a0b2834193	4/5/2022 1:15	4/5/2022 1:15	We do not want the road to go thru Area B. Keep 380 on 380. Double decker like Austin if needed.		S	B						
1803	fe00681b-75d6-4a12-80c6-25d6dacce59f	4/5/2022 1:15	4/5/2022 1:15	OPPOSE SEGMENT B: The devastation US 380 Segment B would bring to the community would cut through multiple developments, a cemetery and the financial corners that would give Prosper the ability to grow from a tax base.	SUPPORT of recommended Segment A	Wood	Kathleen						
1804	8fbcf8f4-fb6d-491f-8d5c-1c1e22807c12	4/5/2022 1:16	4/5/2022 1:16	<p>I've found SEVERAL therapeutic horsemanship facilities that are within 20 feet of major freeways.</p> <ul style="list-style-type: none"> • Dream Catcher of Los Angeles Therapeutic Riding Centers and Rancho Rio Verde Riding Club - Long Beach, CA - entire property is within feet of the large 710 freeway, 405 freeway and large 4 circle interchange, and multiple bypasses - 1003 W Carson St, Long Beach, CA 90810 • Hearts therapeutic equestrian center - 4420 Calle Real, Santa Barbara, CA 93110 • Rocky Mountain Riding Therapy--66 S Cherryvale Rd, Boulder, CO 80303 <p>So, I believe MainGait can continue to operate as normal, and I strongly SUPPORT the Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.</p>		Hulse	Erik						
1805	9eba98fb-a37d-4789-8274-625f1d7aad58	4/5/2022 1:16	4/5/2022 1:16	OPPOSE SEGMENT B: The devastation US 380 Segment B would bring to the community would cut through multiple developments, a cemetery and the financial corners that would give Prosper the ability to grow from a tax base.	SUPPORT of recommended Segment A	Wood	Patrick						
1806	61f4c6fd-4502-4fae-83d1-e5eee83c76fd	4/5/2022 1:17	4/5/2022 1:17	I strongly oppose this.		Syed	Umer						
1807	971df15f-ac73-49aa-8e3f-50c4fe1b9f9a	4/5/2022 1:18	4/5/2022 1:18	No to section B!		Aichelmann	Emilt						
1808	c1671022-8e39-4537-861c-d5727defa40b	4/5/2022 1:19	4/5/2022 1:19	As a member of the Prosper Community Engagement Committee, I can assure you that Prosper citizens are opposed to segment B and in favor of Segment A. In fact, the Town of Prosper has passed six Town Council approved Resolutions strongly opposing any proposed alignment for the widening of US 380 not located along the existing US 380 corridor. Additionally, Segment B runs directly through a quickly developing section of the Town of Prosper causing significant environmental impacts on the human and natural environment by adding a new and unplanned interstate through Prosper versus using the existing alignment within Town limits. As a parent and longtime homeowner, we are also very concerned that Segment B is in close proximity to existing and future schools including high schools impacting thousands of students. BOTTOM LINE: PLEASE KEEP 380 ON 380! Thank you for your consideration.		Strobush	Christine						
1809	cb306f69-9e19-4b59-8eb9-1be52b37c1b1	4/5/2022 1:19	4/5/2022 1:19	<p>As a homeowner & citizen of McKinney, I support the Segment B alignment option. This option is the least disruptive to business with no displacement & minimal impact on existing homes & families living in the neighborhoods along & adjacent to US 380. It's also the least expensive option by nearly \$99 MILLION compared to Seg A alignment.</p> <p>Segment A should NOT be considered for the following reasons:</p> <ul style="list-style-type: none"> • It destroys 17 small business West of 380 & Custer intersection • It costs \$99 MILLION more than Seg B • It will create an overpass on 380 over Stonebridge & Custer Rd • It will cause the installation of water ducts over 380 • It will increase traffic on Stonebridge neighborhood streets arterial to Hwy 380 (Stonebridge Dt, Ridge Rd, Lake Forest Dr), increasing traffic, noise & pollution in our existing neighborhoods • 380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today. 		Kaeding	Clint						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1810	bf3779c9-99cb-4383-8742-350b7188b320	4/5/2022 1:24	4/5/2022 1:24	As a homeowner & citizen of McKinney, I support the Segment B alignment option. This option is the least disruptive to business with no displacement & minimal impact on existing homes & families living in the neighborhoods along & adjacent to US 380. It's also the least expensive option by nearly \$99 MILLION compared to Seg A alignment. Segment A should NOT be considered for the following reasons: <ul style="list-style-type: none"> • It destroys 17 small business West of 380 & Custer intersection • It costs \$99 MILLION more than Seg B • It will create an overpass on 380 over Stonebridge & Custer Rd • It will cause the installation of water ducts over 380 • It will increase traffic on Stonebridge neighborhood streets arterial to Hwy 380 (Stonebridge Dt, Ridge Rd, Lake Forest Dr), increasing traffic, noise & pollution in our existing neighborhoods • 380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today. 		Kaeding	Katy						
1811	445f7a49-318d-4b9f-88d0-8ce81a31355e	4/5/2022 1:25	4/5/2022 1:25	I am opposed to option B. I am in favor of option A.		Gossett	Jennifer						
1812	0deae447-ffbb-48a9-854d-bb47406fad6a	4/5/2022 1:25	4/5/2022 1:25	Good Evening I am a resident of Willow Wood in McKinney. After years of waiting for this land to become available and then postponed with COVID we have finally moved in. We are on the far Southeast side backing up to green space. We along with many other residents in this community have paid a hefty price for these lots, the seclusion and the advantage of the elementary school. It is disheartening to think my backyard is going to become a freeway, overpass, bridge or frontage road not to mention the constant noise imposed upon our neighborhood. We have worked hard to move into this community for our family and I hate to see it ruined and my property value tanking and nowhere else to go! I see both C and D on the map. If this construction could be done as far south as possible using only D it would be much appreciated. I don't see the need for both C and D anyway. It would still be heartbreaking but I believe it would have less of a negative impact. Thank You		Jones	Sarah						
1813	bc87a939-5e54-41af-8597-85327f943d67	4/5/2022 1:27	4/5/2022 1:27	Option B is by far the WORST option. There is very little land available and it would go right through or by many residential neighborhoods. McKinney didn't plan properly, it should go through McKinney. Option E or D seem more appropriate.		D	K						
1814	cefa52ff-4a12-44ea-8dad-a8b2b2b9424a	4/5/2022 1:35	4/5/2022 1:35	I strongly oppose Segment A. The Tucker Hill neighborhood will no longer have access to turn east on 380. A u-turn will be required from somewhere in the westbound direction in order to travel east. Emergency vehicles will have limited access to the neighborhood if the eastbound turn option is eliminated. The cost of Segment A is \$99 million more than Segment B. Segment A will create an overpass o 380 over Stonebridge Drive and Custer Road. Segment A will decrease traffic safety and increase traffic in Stonebridge neighborhood streets arterial to 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380. Segment A will cause a large interchange to be constructed at the intersection of Segment A and 380, which is directly above Kensington Village, potentially depressing home values in that area.		Contreras	Jessica						
1815	c7cd8897-11e0-4393-86ea-ef7cbb7f4dfa	4/5/2022 1:36	4/5/2022 1:36	We disagree with plan B as it would greatly affect our kids who will be attending the new HS. Light, noise, and trash pollution are going to be a great concern for this entire area, all so a few people can get to 75 faster? This should be up towards Celina, not prosper and McKinney who are well established with homes and schools		Dickey	Brian J						
1816	2ec53b48-26d6-4a77-85a7-e07c31a2750c	4/5/2022 1:42	4/5/2022 1:42	I think highway going through very close to the willow wood community that which disturb personal life style by polluting air & and it will make lots of sound. Daily living life will be impacted. Definitely not a peaceful life. Please find out a solution little far from communities s. That way feature extensions will have some room to improve. Moreover it looks like the proposed roadmap is just a temporary problem solving by avoiding few junction in 380. I am opposing this proposal. Thank You.		Cherukuri	Vinod Kumar						
1817	1f899890-766a-439b-8d9f-7b212575b2de	4/5/2022 1:45	4/5/2022 1:45	Segment A I am concerned about the ability to travel east without without first traveling west out of Tucker Hill. I am concerned about the ability to commute to work during construction, for what may be years. I am concerned about the extra distance for young children to travel to Reaves Elementary, without a direct turn east out of Tucker Hill. I am concerned about the lack of "speed-up" lane leaving Tucker Hill and increased accidents. We also have along the highest taxes, which I understand may be impacted by the excessive cost versus segment B. Please exclude segment A as an option. Thanks for the consideration:		Hanson	Jessica						
1818	af364096-78ef-4cc5-8038-e52a63ddd9bf	4/5/2022 1:47	4/5/2022 1:47	I oppose plan B as it negatively affects safety, health, and tax income. Keep 380 on 380.		Keckeisen	Kyle						
1819	f0632ae9-cd49-4318-88b5-26986e8865d3	4/5/2022 1:59	4/5/2022 1:59	Option B should not even be considered. To have that many lanes running near schools shows to not care about the impact to the people in Prosper. Figure out a better solution and be smart with the options		C	D						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1820	f1792649-e147-4eb7-8ae5-2990e546e991	4/5/2022 2:03	4/5/2022 2:03	I am in opposition to option B.	Completely oppose option B.	Roos	Sandra						
1821	1833215e-c209-4bb0-80a2-29c8f6296dc6	4/5/2022 2:06	4/5/2022 2:06	I strongly OPPOSE alignment B (Brown and Gold Alternatives) as it will cause undue disruption to the properties, residents, and the well-laid out plans of Town of Prosper. My preference is that TXDOT pursue Option A (Purple Alternative) as it was thoroughly studied in 2020 Feasibility Study and was adjudicated as the recommended alignment.		Nookala	Alekhya Reddy						
1822	c286f79e-48ac-4f83-874a-61de764eaf6c	4/5/2022 2:06	4/5/2022 2:06	I strongly OPPOSE alignment B (Brown and Gold Alternatives) as it will cause undue disruption to the properties, residents, and the well-laid out plans of Town of Prosper. My preference is that TXDOT pursue Option A (Purple Alternative) as it was thoroughly studied in 2020 Feasibility Study and was adjudicated as the recommended alignment.		Vineeth	Kalva						
1823	3f2b7d49-63ea-42f7-8970-9e39d9992f73	4/5/2022 2:07	4/5/2022 2:07	I moved to Prosper from Little Elm in 2015 because there was a well-thought out thoroughfare and land use plan, to enable controlled growth into the future. Segment B is in conflict with the Town's thoroughfare plan, would negatively impact Prosper and its current and planned future developments. Not only would the Town of Prosper be negatively impacted, but our neighbors in McKinney as well! ManeGait is an amazing asset to Collin County and deserves to continue operations and special events, serving vulnerable and protected populations, without the threats that a 12+ lane highway brings. The Town of Prosper deserves the same.	The most recent materials I have seen for segment B alternative, equating it to highway 75, would be even more devastating to the Town of Prosper and our McKinney neighbors than I even fathomed in Aug 2021!! I support the Town of Prosper and the opposition for Segment B and all related alternatives. The negative impacts of segment B are plentiful - threatens the safety of citizens and students; increased traffic and noise; related environmental impacts including degraded air quality from increased emissions; negative impact on home values, including those of our neighbors in McKinney; negative impact on the already planned-limited tax revenue available to the Town of Prosper; negative impact on non-profit ManeGait's ability to continue serving their customers without significant disruptions; and a general decrease to desirability of a fast growing town.	Imes	Sara						
1824	33f50429-fe10-4ccc-834c-85ee4c709a96	4/5/2022 2:09	4/5/2022 2:09	If it must be built then we would strongly prefer option D to minimize the impact on the Willow Wood neighborhood.	The bypass seems completely unnecessary since we already have 121, existing 380, and the Collin County Outer Loop being expanded as well. 8 lanes with service roads is grossly oversized with the number of alternate routes in close proximity. If the project isn't completely canned then at a minimum it needs to be drastically scaled down or put this money and effort into even further expanding the Outer Loop instead of adding ANOTHER highway.	Travis	Stacy						
1825	9c7d0205-a238-469e-8125-1fcd4dd7a39	4/5/2022 2:12	4/5/2022 2:12	I strongly oppose Segment B through Prosper.		Beavers	Teri						
1826	63be11e6-1407-46bb-8b84-c998efccbe80	4/5/2022 2:24	4/5/2022 2:24	I am opposed to all segment B options as of distress the whole town of Prosper and Prosper is too small to take the loss of property tax dollars. The traffic will be too congested in addition to the new Prosper high schools as well.		Doty	R						
1827	1c1674af-5478-4512-825a-6754cf3baaf2	4/5/2022 2:24	4/5/2022 2:24	After reviewing the full segment analysis matrix, it seems obvious the the clear choice between segments A and B, is B. The matrix states that Segment B is more cost effective (easier on the taxpayer), displaces less businesses/households, results in faster commute times and has a lesser effect on the natural environment. I am hopeful that TXDOT will do the right thing by all taxpayers and the overall community.	I understand that people directly effected will have strong opinions to push for the segment they do not like but please remember that TXDOT has a responsibility to all taxpayers to do what is best for all and what is best for the natural environment. The Full Segment Analysis Matrix seems to clearly identify which options those are.	Kehoe	James						
1828	0fbc210e-7665-4f11-8b0d-3c3e0e217800	4/5/2022 2:28	4/5/2022 2:28	Opposed to B		D	A						
1829	3555ae1e-8c21-42c2-88af-3b5ad86da8b2	4/5/2022 2:35	4/5/2022 2:35	I strongly oppose Route B. Please help us to maintain the small town community feel on the east side of Prosper. Route B would affect schools, a small community cemetery, residential neighborhoods, and Mane Gait which offers therapeutic horsemanship for children and adults with disabilities.		Johnson	S						
1830	965088b6-41c6-40f0-84ec-11e21b2d16a9	4/5/2022 2:37	4/5/2022 2:37	I am opposed to Option B through Prosper. This option will negatively impact my families school and traffic and our community.		Daugherty	Mike						
1831	18d0f21a-1962-4293-8ee5-4fd6dbe9f46e	4/5/2022 2:37	4/5/2022 2:37	As a Prosper ISD resident, I want to express my extreme concerns about this highway extending through Prosper as we do not want this running through Mane Gait property or any part of Prosper. Prosper already has a small land footprint to accommodate new schools, new residential communities, and businesses and I believe this highway will negatively impact our community's growth. I realize this road is intended to relieve traffic in the City of McKinney at the 380/75 area, so it should stay in McKinney or stay on the 380 route.		Daugherty	Tamara						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1832	c21f2939-0801-4bec-8636-7aa4a77a9b9b	4/5/2022 2:37	4/5/2022 2:37	Hello, thank you for taking the time to read my response. Allowing the 380 bypass to cut through Prosper would directly affect many homes, schools currently build and those planned by Prosper ISD, as well as MaineGait which is such a valuable resource for so many with and without disabilities. Please do not this bypass to pass, we in Prosper and Proaper ISD (which bleeds into McKinney) do not want this bypass so close to our community. Please also consider that Prosper is much smaller than McKinney's but our love for our city is so great. Prosper has done an amazing job with widening 380 in our area, why are we be punished for McKinney's poor planning. A is the better path for this bypass or even up further North were the putter loop is already in the works and perfect for a cut through from 75 to The North toll road. Prosper cares about our health, our children in our schools, our homes, and our future growth. We vote No to a bypass in Prosper.		Robin	Ashley						
1833	af4b746b-9d77-46ec-84a1-61580ea602c1	4/5/2022 2:41	4/5/2022 2:41	I oppose section B based on the implications this will have on prospers growing economy. The increase health issues, tax implications and safety concerns for our town cannot be ignored. Much of the traffic on 380 can be decreased by putting an easy/west highway further north of prosper to accommodate the growing populations in Anna and Melissa that need to travel back and forth from Denton. Section B will significantly disrupt the current plans to the prosper housing developments and business locations and will not fix the issue at hand. I am strongly against section B and urge that further planning go into the design of better long term solutions through areas that are not yet developed.		Keckeisen	Kayla						
1834	88a183dc-8d54-42e6-811c-4d95e7011ffc	4/5/2022 2:47	4/5/2022 2:47	Prosper has a small town feel that we love. We don't want to ruin it by putting a road through Prosper, Route B. We love our town. We are not a city, but a small town. Thank you!		Harbus	Trisha						
1835	be93b28e-7856-444b-81b1-cc92df134169	4/5/2022 2:53	4/5/2022 2:53	I am writing this letter to register my STRONG opposition to TXDOT proposal for the Segment B expansion of US 380 for following concerns 1.Affects multiple existing and planned RESIDENTIAL areas causing air and noise pollution directly impacting quality of life.The loss of tax revenue will affect the schools and infrastructure that is badly needed to accommodate Prosper's growth. 2. Substantial safety hazard to students of Proper ISD 3. Massive utility relocations 4. Loss of ManeGait, a respected community resource with hundreds of volunteers providing physical and mental therapy to 100's of disabled children and veterans each week. It is vital to keep 380 ON 380. It is already a commercial zone and NOT a residential zone. There are NO SCHOOLS on 380. Impacts to commercial buildings on 380 only affect those buildings during business hours.They do not affect residential space, students, schools, and disabled children and veterans! KEEP 380 ON 380		DeSilva	Anita						
1836	335ad1da-fbdc-4664-8327-b6ba95fc2c8	4/5/2022 2:56	4/5/2022 2:56	This highway cannot cut through this area. It is a detriment to Mane Gait, Founder's Academy, Cockrell Elementary, Walnut Grove High School and many other organizations and residences. It's horrific that this is still a topic of conversation. It will affect many aspects of quality of life for tens of thousands of people when the alternative through McKinney affects virtually no one.		Y	B						
1837	289c7740-3280-4e20-8ecb-2ab218e871ce	4/5/2022 2:59	4/5/2022 2:59	I strongly object to alignment B. I this will fundamentally change an entire section of town and drastically reduce my property value. The quality of life would be altered significantly. Crime, litter, noise, and unsightly concrete would disrupt a small town. This highway would change everything for the worse and destroy the sense of community and pride in prosper. I would want to be buried in a cemetery planned on Custer Road, but not with a highway over it!! Keep 380 on 380 and don't destroy lives and a town!		Lewis	Harrison						_am_a_resident_,I_am_a_business_owner_
1838	b9387787-8004-4476-81c1-ae324bc809e9	4/5/2022 3:00	4/5/2022 3:00	Segment B has a detrimental effect on one of our areas most treasured venues, ManeGait Therapeutic Horsemanship. The therapy this nonprofit provides is beyond its physical borders. Additionally, Segment B would run direct interference with my boys new high school planned (and broken ground this year) on 1st st. KEEP 380 on 380!!		Murchison	Ginger						
1839	66ee457e-b34c-46c8-815d-199c50929357	4/5/2022 3:03	4/5/2022 3:03		I am opposed to this project.	H	R						
1840	24ff5e61-c9ae-41b7-8a9e-cbbaafc8389	4/5/2022 3:04	4/5/2022 3:04	Absolutely a no vote on option B. This will negatively impact the residents and school system of Prosper.		Pape	Kelan						
1841	e3ca364b-7a58-459a-8bf2-2e468bcfe493	4/5/2022 3:05	4/5/2022 3:05	We absolutely do not want option B. Our town is already small. It's too small to have a huge thoroughfare. This will negatively impact our community to a great degree. Could you do a double deck on top of 380 with only one exit for each town letting people that want to go east and west bypass. Do not do option B.		Pape	Julia						
1842	9967ded5-de49-48b2-867b-7dd8903c5d37	4/5/2022 3:11	4/5/2022 3:11	I strongly oppose Route B. Please help us to maintain the small town community feel on the east side of Prosper. Route B would affect schools, a small community cemetery, residential neighborhoods, and Mane Gait which offers therapeutic horsemanship for children and adults with disabilities. Thank you! It's important to maintain our small town qualities.		Pham	Virginia						
1843	0cc988a0-dfda-483b-8296-98ece482611d	4/5/2022 3:13	4/5/2022 3:13	My husband and I are extremely opposed to Plan B for the 380 bypass. We have lived in far more congested parts of the US that did not require an 8 lane highway to reroute traffic. I feel there has been no explanation of where the traffic comes from and where they are going to that would indicate Plan B will actually minimize the congestion. This plan seems to displace a lot of people from their homes, routes the bypass very close to schools and just flat out ruins what is supposed to be a semi-rural suburban town in which many people chose to live and raise families in to avoid the very thing TxDot is proposing. Please consider eliminating the Plan B option.		Helfrich	N						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1844	f9894b42-2791-4bec-8e07-894bb3bd7f0a	4/5/2022 3:15	4/5/2022 3:15	<p>I am writing this letter to register my STRONG opposition to TXDOT proposal for the Segment B expansion of US 380 for following concerns</p> <ol style="list-style-type: none"> 1.The original planning assumptions and analytics are DATED! 2. The proposed plan does not take into account the present and planned developments that are currently underway that would be impacted by Segment B. 3. Negative economic and safety impact on Children's services. (Charter School on East 1st street. 4.Loss of significant revenue to Prosper from planned and existing residential and commercial real estate developments. 5. Negative impact on planned and existing Senior Services. 6. Negative impact on Special needs services for children and adults. <p>Parenthetically, the plan as presented is significantly deficient in proper economic and planning assumptions with underlying present day analytics.</p>		DeSilva	Joseph						
1845	4e4dc59b-3256-49f4-8861-287f768ebeb55	4/5/2022 3:17	4/5/2022 3:17	<p>Support for Segment B</p> <p>We moved to Tucker Hill in April 2014 to be close to our kids and grandkids. We fell in love with McKinney and Tucker Hill. We chose Tucker Hill because of its uniqueness and its location, with one of our primary requirements being close to medical facilities/hospital. I am very concerned about our (and emergency services) access into and out of our neighborhood if "A" is chosen and construction begins on 380 right next to us. Hwy 380 is our only way into and out of Tucker Hill, and I've heard construction can last as long as 3 years. There will be senior citizens, school buses, teenage drivers, neighbors, etc having to maneuver around that everyday.</p> <p>Safety is my biggest concern, but other things I've considered in support of Segment B is the lower cost, less noise and air quality concerns for existing neighborhoods, and no business displacements.</p> <p>Thank you for listening to us as we express our thoughts and concerns.</p> <p>Barbara Sano Tucker Hill, McKinney</p>		Sano	Barbara						
1846	408ee49c-3e23-4435-8a91-696e549b4795	4/5/2022 3:20	4/5/2022 3:20	<p>I do not want the bypass to go through prosper. Build a bridge or anything just keep it on 380 please. This will impact Prosper negatively</p>		Martin	Jessica						
1847	82d6230a-855e-4bac-842b-a6229effa497	4/5/2022 3:29	4/5/2022 3:29	<p>I am not in favor of a 380 bypass going through the Prosper city limits.</p>		Meraz	Aaron						
1848	3ad36d14-bd17-4059-8569-ad2579e335a3	4/5/2022 3:32	4/5/2022 3:32	<p>I strongly oppose Route B due to proximity to schools and Mane Gait Therapy property.</p> <p>The noise level, increased emissions exposure, and traffic volume is detrimental to outdoor activities for children and those with horse therapy needs. I am astonished that this route is under consideration as it completely disregards the impact to our most vulnerable populations.</p> <p>Watching McKinney rapidly develop properties along 380 between Custer and Stonebridge Drive is disheartening. The timing of the announcement of the Whole Foods location was grand timing on display as they try to eliminate Route A for their residents.</p> <p>Prosper has growth plans as well and should be able to pursue their community vision without shouldering the fallout of McKinney's development.</p> <p>Choosing business and political interests over children and residents is something commonly done in this day and age, but one can hope that this decision is driven by what is right.</p>		P	L						
1849	0a9e06f1-2141-4277-8024-3058cf01100a	4/5/2022 3:39	4/5/2022 3:39	<p>I am opposed to B. No bypass in Prosper.</p>		Meraz	Aaron						
1850	bc4cf1fe-3610-46e8-80a3-001047e499b4	4/5/2022 4:05	4/5/2022 4:05	<p>No to Segment B. Yes to Segment A.</p> <p>Would like to recommend not to have bigger highway over the Prosper city (No to Segment B option), since already 380 expansion would address the same requirement, without impacting any other environment in Prosper.</p>		Lingardi	Vidyadhar						
1851	624390ca-fcb5-4d28-811f-35f69e37f9f7	4/5/2022 4:10	4/5/2022 4:10	<p>Terrible option b. This runs directly thru the school my children attend. Option a looks like the most viable and least disruptive option by far.</p>		Naude	Barry						
1852	f76c47a0-33a0-4512-8714-7c4bba3d1dd6	4/5/2022 4:26	4/5/2022 4:26	<p>No to B</p>		Morton	Darlene						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1853	1e4b2d38-9bf6-4eef-85c4-d6e062665e18	4/5/2022 5:07	4/5/2022 5:07	It makes sense to have 380 be a bypass. Its cheaper and displaces less folks.		R	Sadia						
1854	ca7122e0-9083-4397-87a7-c37be105b5e2	4/5/2022 5:35	4/5/2022 5:35	Oppose B		Clayton	Misty						
1855	d8434af9-42bd-4b8d-8b56-50c700a93f69	4/5/2022 6:02	4/5/2022 6:02	I hope you vote FOR route B. Impacts less businesses and homes. Plus costs WAY less. I do not want my money going to destroying businesses, homes and making 380 more of a mess. Vote yes on Route B please Thank you		MIELKE	AMY						
1856	3fbb9eb0-2091-421e-877d-1ab07cb89c36	4/5/2022 6:08	4/5/2022 6:08	I live near 380 near the intersection of Hardin/Wilmeth. The 380 project is likely going to impact our neighborhood regardless of which route is chosen because of our location. However, I also recognize that it is necessary with the continued growth in our area. The traffic on this road often exceeds its capabilities, and it is becoming increasingly hazardous. The traffic problems on 380 are also increasing traffic on sides roads and through neighborhoods as people look for alternate routes. I believe that option A would only further add to an already bad and dangerous situation on 380. This is especially concerning with the high school nearby and so many teen drivers in the area. While option B would land a major highway in our "backyard", it would certainly be the safest and least disruptive option for drivers, our community, and for the nearby neighborhoods.		J							
1857	e917c607-45a5-4a7a-8802-b8cf449ade12	4/5/2022 9:30	4/5/2022 9:30	Plan B directly impacts our town: The Lasadera Community would be in jeopardy and probably cancelled. The loss of tax revenue substantial The Mane Gait Therapeutic Program would lose the serenity and peaceful location that provides therapy to children and adults with disabilities The Founders Academy The new Lighthouse Church would likely be abandoned. The small cemetery expansion along the west side of Custer The Malabar Hill subdivision on the south end of East First Street The Walnut Grove HS on the south side of East First Street Cockrell Elementary, Rogers Middle Schools Overall environmental impact of increased emission, noise pollution and poor air quality Decreased property values in the surrounding area And of course, the lost tax revenue to a town that depends on that for its future All these affect the town of Prosper to endure the noise pollution, loss of property values (and certain future lawsuits), environmental and ecological impact that are just unnecessary.	In our opinion, the only options available should be: Keep 380 on 380 (it works why change it) If traffic gets a bit busy during the work day thru McKinney, well they should have thought about some of those issues before they built all those residential neighborhoods, etc.; or Stick with Plan A to build the by-pass east of Tucker Hill We understand that you have an extremely difficult job. We respectfully request that you not make a decision that would seriously and adversely effect our small town of Prosper forever. Please don't let Goliath win by pushing their issue to the little town of Prosper to the detriment of its 30k residents. Please hear our small voices and look for some other option (1 or 2 above) that would be a more fair and better alternative than Plan B.	Reynolds	Susan						
1858	714d4b14-13b9-4389-8889-61f4606d5dd6	4/5/2022 10:18	4/5/2022 10:18	Please go with route B!		Syas	Cristina						
1859	b1dbdf40-8e00-4602-8af3-e5855239c3a2	4/5/2022 11:41	4/5/2022 11:41	This project has a bigger impact on social and financial impact on a smaller towns like Prosper, it will be great to have the road widening done for 380 or elevated roads would also be another option to handle growing traffic.		Thangavelu	Arutselvan						
1860	811da97b-474e-474e-8ab9-483d6a71cca8	4/5/2022 11:57	4/5/2022 11:57	I am STRONGLY opposed to Option A for the following reasons: Option A total cost is about \$100M higher than Option B. Option A would cause increased traffic on Stonebridge Ranch Drive and Ridge Road near two elementary schools!		Hisle	Rachel						
1861	86ddaacd-a319-4439-8189-843969b87b60	4/5/2022 12:01	4/5/2022 12:01	Route A is the preferred route as it has the shorter trajectory back to the existing 380 roadway, thereby impacting fewer establishments/communities. This is significant because people who chose to build/buy property very near to the existing 380 would have paid a market value that already reflected the nearness to a major roadway. Option B disrupts a much larger geographical area, including fronting two schools, Manegate, and disrupts Whitley Place. The people who purchased homes in Whitley Place paid a premium for a quiet community removed from the road noise that will accompany the highway and will be negatively impacted financially and in terms of quality of life, and the 55+ community starting to develop between Founders School and the existing 380 will be destroyed. In addition, Prosper is a very small town geographically, and this many homes having a value impact will not only change the "feel" of this town but will also lower the tax revenue long term.		Tish Ashley							
1862	3093d74e-50f1-40d1-8401-007021d12778	4/5/2022 12:03	4/5/2022 12:03	Route A is the preferred route as it has the shorter trajectory back to the existing 380 roadway, thereby impacting fewer establishments/communities. This is significant because people who chose to build/buy property very near to the existing 380 would have paid a market value that already reflected the nearness to a major roadway. Option B disrupts a much larger geographical area, including fronting two schools, Manegate, and disrupts Whitley Place. The people who purchased homes in Whitley Place paid a premium for a quiet community removed from the road noise that will accompany the highway and will be negatively impacted financially and in terms of quality of life, and the 55+ community starting to develop between Founders School and the existing 380 will be destroyed. In addition, Prosper is a very small town geographically, and this many homes having a value impact will not only change the "feel" of this town but will also lower the tax revenue long term.		Ashley	Steve						
1863	c47c7ed2-fe37-4ad1-819a-09044b4e9b8a	4/5/2022 12:35	4/5/2022 12:35	We have only been in our home 5 months and this project will force us to leave the area. We are located too close to what could possibly be a bypass!		Morrison	Amy						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1864	52ca44c0-c92a-4f7e-8eac-8f6a3b6da9b9	4/5/2022 12:36	4/5/2022 12:36	I oppose Segment B as I think there are better options that don't have such a devastating impact on Prosper. Please don't ruin our small town.		Kirkwood	David						
1865	850fb66b-2dfe-4b05-83bd-0eb0a45a70b3	4/5/2022 12:37	4/5/2022 12:37	I'm unable to mark the map but I want to comment on the option A or B. I live and the corner of Stonebridge Dr and 380 in Stonebridge Ranch Lacima neighborhood. My concern is about the road noise if you elevate 380 from Stonebridge to Custer, it will increase dramatically. I highly encourage you to select option B. Option A, will destroy 17 businesses, most of which just got started. Option A, will cost the tax payer almost 100 million dollars more than Option B. Option B impacts fewer homes. Just those 3 issues alone should be enough to select option B. Thanks for your consideration.		Cromwell	Oliver						
1866	6a62d0f4-ad3b-45fd-8a5d-176a6cbdef53	4/5/2022 12:55	4/5/2022 12:55	The entire plan for option B is an extremely poor idea that is only being considered due to poor planning and will be detrimental to the Town of Prosper.		Shepherd	Lauren						
1867	60dba1df-2940-40f2-8d5a-89652e20ba3d	4/5/2022 13:01	4/5/2022 13:01	I am opposed to the Segment B section coming thru Prosper for multiple reasons. The first is Prosper has made it clear that this segment will have negative impacts on commercial growth and residential growth in Prosper. Prosper is much smaller than McKinney and can't handle this hit to its tax base. Also you have all the schools along this new route. This will have a negative impact on those schools and mostly the children that attend and not to mention drive to those schools with a bypass and intersection like this at Custer. Also ManeGait would be lost that serves children and adults with disabilities and veterans. All of these groups need these types of services. It would be doing a great disservice to the vulnerable population of people who would lose these services all for a road. And in prior meetings even TXDOT said they can't go thru ManeGait due to the population of people they serve.		Nordman	Nicholas						
1868	1e8e25dc-7675-4e36-8ade-b6bd96ed27f9	4/5/2022 13:07	4/5/2022 13:07	As a homeowner and citizen of McKinney, TX, I strongly support the project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. I live in Wren Creek which runs along US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.		Jordan	Major T.						
1869	f1022559-4fd5-49b5-854d-90570b360ba3	4/5/2022 13:09	4/5/2022 13:09	This extension should NOT be cutting through the Town of Prosper.		Cabell	Cheryl						
1870	85a256a2-f2d2-4acc-8d56-167f854eaa60	4/5/2022 13:16	4/5/2022 13:16	Segment B will go right thru many planned neighborhoods in prosper along with very close to a high school and manegait. Prosper planned for the busyness of 380 and McKinney did not. Why should prosper citizen and tax dollars our city needs be affected because of poor planning by McKinney.		Wilson	Stephanie						
1871	9247740c-77b8-4f7d-8117-e069ae2e3411	4/5/2022 13:16	4/5/2022 13:16	Option B keeps more traffic off of an already difficult to drive 380.		Simmons	wendy						
1872	b2f7cbee-9fc9-4075-854c-187b2e7771d0	4/5/2022 13:29	4/5/2022 13:29	Opposition to Plan B - SR 380 bypass. First, I am appalled that Plan B of the SR 380 bypass cutting directly through the town of Prosper is being considered. My family moved to Prosper to enjoy the small town, suburban lifestyle and never expected to have a major freeway cut our town in half. The impact on neighborhoods, businesses (including the equine therapy center that serves veterans and persons with disabilities) is, in my opinion, far too great of a cost, will destroy the look and feel of the city of Prosper and severely impact businesses and neighborhoods along the proposed Plan B path. I can only hope those who read this message consider the negative impact Plan B will have on the city of Prosper and choose an alternate route (Plan A) that will serve the purpose of relieving traffic congestion on the current SR 380 and at the same time significantly reduce the impact on the town of Prosper and its 40+ thousand residents. Thank you		Mitchell	Patrick						
1873	64851a09-2b33-4ef8-888b-c4001b2c1090	4/5/2022 13:31	4/5/2022 13:31	As a Prosper resident I am in opposition of all segment B options for US 380.		Nicole	Reynolds						
1874	5ce53268-748b-4d81-8a94-940b4e7b70be	4/5/2022 13:38	4/5/2022 13:38	Keep 380 on 380!		Benyak	Robin						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1882	365e04ea-6beb-4153-818e-30d8228f82f1	4/5/2022 14:06	4/5/2022 14:06	Keep US380 on US380 through the Town of Prosper! We say NO to OPTION B! McKinney needs the bypass and Prosper should not take the fall for their failure to plan setbacks accordingly. They have greater land mass, population, traffic and knew years ago they were the fastest growing city. The fact that this would be so close to 4 schools and literally in the backyard of a charter school and ManeGait is enough for TxDOT to reject Option B. Prosper can expand on US380 so let them! If McKinney needs a bypass, then it needs to run through the Town of McKinney, this is a McKinney problem, not a Prosper problem. REJECT OPTION B! Option A is the only way!	Keep US380 on US380 through the Town of Prosper! We say NO to OPTION B! McKinney needs the bypass and Prosper should not take the fall for their failure to plan setbacks accordingly. They have greater land mass, population, traffic and knew years ago they were the fastest growing city. The fact that this would be so close to 4 schools and literally in the backyard of a charter school and ManeGait is enough for TxDOT to reject Option B. Prosper can expand on US380 so let them! If McKinney needs a bypass, then it needs to run through the Town of McKinney, this is a McKinney problem, not a Prosper problem. REJECT OPTION B! Option A is the only way!	Leary	Sean						
1883	af145c9b-8d2b-4b3e-8e73-ba18b2460a22	4/5/2022 14:12	4/5/2022 14:12	The proposed segment B will have substantial negative impact to the small town of Prosper and Prosper ISD who all depend on property tax for funding. Segment B would take away a large amount of land that has planned communities from the tax rolls of Prosper. The proposed segment will also negatively impact three schools, a therapeutic horse ranch that provides much needed therapy for special needs individuals, and existing subdivisions due to the noise and air pollution that will occur with such a large highway. Segment A is in a flood plan and will have less environmental and monetary impact to the large city of McKinney, so if the expansion needs to be moved away from the existing highway, which is not necessary, then Segment A should be selected since a large part of it is a flood plan and will never be developed.	380 should be kept along 380 to lessen the negative impact to those on the north side of the highway. The lack of planning on the part of McKinney should not be passed on to the citizens of Prosper. This is completely politically motivated by the self interest of Keith Seif, due to him owning a house in Tucker Hill near the proposed segment A. I am completely opposed to TxDOT creating a bypass that will cause a huge negative impact on the citizens of Prosper, the town of Prosper, the school children and the disabled citizens. Keep 380 where it is and don't allow McKinney's lack of planning or the career politicians to bully the smaller towns that have solidly planned for growth and expansion within their entity.	McDonald	Courtney						
1884	33ef0a64-7eab-4896-886f-df0a8b9b3e7a	4/5/2022 14:15	4/5/2022 14:15	Oppose Segment B Keep US 380 on US 380		Gao	Xiang						
1885	09c51acc-db64-4f6c-8324-dca3ec322968	4/5/2022 14:16	4/5/2022 14:16	Oppose Segment B Keep US 380 on US 380		Jin	Xin						
1886	dc2663c3-512f-4423-84c9-a5f9b6204499	4/5/2022 14:20	4/5/2022 14:20	As a resident of the town of Prosper I am opposed to proposals including section B and would support proposals with Section A. Prosper has tried to develop 380 in a way that promotes traffic flow, as seen by the 380 and Preston road interchange. McKinney has not and I don't believe Prosper should have to bear the burden of the construction along planned route B to alleviate traffic flow from or through McKinney when Route A through McKinney is a perfectly viable option.		Shepard	Nicholas						
1887	4a56eeb5-5f28-4b61-813b-fc714a48531d	4/5/2022 14:23	4/5/2022 14:23	As residents of Prosper, my family and I strong opposed the Segment B option for 380. We want to see 380 remain on 380 in Prosper for the reasons well outlined by our Town of Prosper leadership attached. Prosper has well-developed future plans for our community and should not be penalized because McKinney did not prepare as well. We want to keep our bedroom community in tact, keep our property values increasing, and keep our tax revenue for schools from decreasing not to mention the planned communities like 55+ Laderra that create revenue for schools but do not draw as an expense on schools.		Mays	Richard						
1888	8b6d9037-395a-4e0e-8076-a6c1aaa229a7	4/5/2022 14:24	4/5/2022 14:24	As residents of Prosper, my family and I strong opposed the Segment B option for 380. We want to see 380 remain on 380 in Prosper for the reasons well outlined by our Town of Prosper leadership attached. Prosper has well-developed future plans for our community and should not be penalized because McKinney did not prepare as well. We want to keep our bedroom community in tact, keep our property values increasing, and keep our tax revenue for schools from decreasing not to mention the planned communities like 55+ Laderra that create revenue for schools but do not draw as an expense on schools.		Mays	Natalie						
1889	c8749d5c-2447-4c61-860e-ae340e6b7db8	4/5/2022 14:25	4/5/2022 14:25	Keep US380 on US380 through the Town of Prosper! We say NO to OPTION B! McKinney needs the bypass and Prosper should not take the fall for their failure to plan setbacks accordingly. They have greater land mass, population, traffic and knew years ago they were the fastest growing city. The fact that this would be so close to 4 schools and literally in the backyard of a charter school and ManeGait is enough for TxDOT to reject Option B. Prosper can expand on US380 so let them! If McKinney needs a bypass, then it needs to run through the Town of McKinney, this is a McKinney problem, not a Prosper problem. REJECT OPTION B! Option A is the only way!	Keep US380 on US380 through the Town of Prosper! We say NO to OPTION B! McKinney needs the bypass and Prosper should not take the fall for their failure to plan setbacks accordingly. They have greater land mass, population, traffic and knew years ago they were the fastest growing city. The fact that this would be so close to 4 schools and literally in the backyard of a charter school and ManeGait is enough for TxDOT to reject Option B. Prosper can expand on US380 so let them! If McKinney needs a bypass, then it needs to run through the Town of McKinney, this is a McKinney problem, not a Prosper problem. REJECT OPTION B! Option A is the only way!	Leary	L						
1890	5a65e72e-ccfc-4705-8a96-c75e31512ed5	4/5/2022 14:26	4/5/2022 14:26	I oppose the proposed ruination of the beautiful town of prosper, Texas by the suggestion that carving up a town and putting a freeway through it makes any logical sense. Segment B is incredibly disruptive to a peaceful, and tranquil town. I understand no one likes any of the options but hwy 380 is indeed a highway. Keep the traffic there where it belongs.		Omet	Melissa						
1891	00cfe310-aea5-415e-8027-74639826c94d	4/5/2022 14:44	4/5/2022 14:44	Option B is WRONG!!! 380 traffic belongs on 380!! There is NO reason to effect these Prosper neighbors with traffic that should remain on 380! This has been discussed and litigated previously and Option B was defeated! Stop the madness and keep 380 on 380!!!		Lillard	Linda						
1892	4160ae1b-2362-4b4f-8cd1-ed5d26153593	4/5/2022 14:47	4/5/2022 14:47	I, along with the majority of my neighbors, are strongly opposed 380 Expansion plan B. PLN 1. Disruption to the natural environment People don't live or visit this area to hear ORVs all day and into the night2. Displacement of wildlife We see all sorts of transient wildlife with any new logging operation as their habitat is attacked 3. Noise pollution This would destroy the very nature of this peaceful area 5 schools within walking distance of the Highway pose negative impacts to children's health.		Dismuke	Marcus						
1893	bb56e991-24de-4c01-8384-00f81c118bb6	4/5/2022 14:48	4/5/2022 14:48		Segment B and C are the only options that make sense for the sustainable growth of north Dallas. People objecting in Prosper or other areas are acting out of pure selfishness to not participate in the strategic growth plan. As an engineer it's apparent what the negative outcomes will be in congestion, travel time, and overall efficiency if submitting to the vocal few who would rather just shift problems to others. Some people just lack critical thinking and only care about their personal bubble, don't give in, just do what is right. Thanks for all your efforts.	A	Libin						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1894	5c1b1496-0a78-4999-8159-3ecee0ba59b7	4/5/2022 14:52	4/5/2022 14:52	I am against the construction of Segment A and I am in support of Segment B. As a resident of the Wren Creek subdivision of the Stonebridge Ranch neighborhood I feel that the impacts during construction and upon completion will be mostly negative for our area. The impact on our local traffic during construction will be great especially on Stonebridge and in the school zone of Wilmeth Elementary. In addition one of the reasons we purchased this house was its easy access to the BSW Hospital on 380 because my elderly mom lives with us. I believe during the construction phase it may be difficult to get to hospital in an emergency. Also, based on the information provided on this website, Segment B is less expensive, manages congestion better, has fewer total miles, fewer bridge miles, few interchanges, affects fewer utilities, has fewer total displacements, and requires fewer acres of right of way. Environmentally, Segment B seems to also be the better alternative.		Bahe	Margaret						
1895	4fc06c1-d9a7-4f77-807b-ceec9cec0d4a	4/5/2022 14:52	4/5/2022 14:52	Hi Planner Team, I sincerely oppose Option B 100% and Option A as well. My reason is I see Prosper city planners did not choke the 380 but I see Mckinney developments choked the 380. My biggest concern and request is to be able to make EAST and WEST communities from the community Brookhollow community onto 380. Please keep that access as is. Prosper prime communities and residents should not be treated unfairly for the good planning keeping the 380 needs in vision. Mckinney is big and has good tax revenues. Prosper TX is not big as Mckinney TX. We came to prosper for peace of mind and out of city. But now we are worried about this huge noise sound pollution project right in our backyard and over our properties including schools. Please honor our request. RM		Mallela	Ravi						
1896	5b04b076-27db-4364-8cea-ab8093535c10	4/5/2022 15:03	4/5/2022 15:03	I am against the construction of Segment A. I support the construction of Segment B. Segment B seems to be the better alternative in most categories. It seems to be better for the environment, has fewer total displacements, and is the less expensive alternative. I live with my daughter and her husband and I have always been comforted by having the BSW-Mckinney hospital so easy to get to. I fear that during the construction, which will take years, it may not be as easy to get to the hospital. I also am pleased with how quite our neighborhood is, I believe that it would not be as quiet if Segment A was completed. I like to walk with my daughter each morning along and across Stonebridge, I think the traffic during construction could prohibit me from safely crossing over Stonebridge. This would limit our walks to just the Wren Creek subdivision.		Glass	Barbara						
1897	bfac72af-3b6f-4384-8cee-d890fc04a817	4/5/2022 15:18	4/5/2022 15:18	I am in support of Segment A, but I am opposed to segment B.	I am in support of Segment A, but I am opposed to segment B.	LADECHA	ROBINSON						
1898	50c9116d-7ab2-4234-8a26-a8e0b6f4932c	4/5/2022 15:21	4/5/2022 15:21		This group of alternatives will impact the future desire to tie US 75 and easterly portions to the North Dallas Tollway and eventually I-35. Pushing the alignment further north will reduce the impacts on current residential properties, reduce real estate costs, and provide a smoother alignment without the dog leg.	DeLizza	Frank						
1899	e2db08f1-9ab1-4976-8b25-5a3cbc8c3fa7	4/5/2022 15:33	4/5/2022 15:33	Having the road expanded outside our development "Amberwood Farms" will have serious Financial implications not only to each of us homeowners and having to restructure the gate and front entrance but market value on our homes. One of the reasons why we moved here was the cozy feeling of Prosper. Please reconsider putting six lanes in front of our development on frontier Parkway		Geraldine	Dosa						
1900	61437ed8-4c48-4ad9-826a-042c12ec3040	4/5/2022 15:33	4/5/2022 15:33	Keep 389 on 380!!		Boozer	Stephanie						
1901	b0414b62-c2e9-4b27-8041-b16691e83030	4/5/2022 15:51	4/5/2022 15:51		I strongly oppose Route B. Children in prosper have a pride and love for the small town feel and community here. The sense of community we've developed over the years as one unified town will be destroyed by putting this huge highway straight through the middle. We moved to prosper because it was the last town left that felt like an old fashioned country place to call home. Plus, The emissions will be dangerous to all of the families living nearby. Please DO NOT REROUTE USING ROUTE B!!!	Bernstein	Naomi						
1902	345a4753-fd22-4d5b-8762-412acd8168b3	4/5/2022 15:54	4/5/2022 15:54	I reject the proposed bypass which will impact neighboring communities that are already established, as well as my daughters school Founders Classical Academy of Prosper. A major highway should never be placed this close to an elementary school. It is dangerous and toxic. Any member that votes to disrupt these communities will be remembered forever for that decision. They will not be able to gain political office, and should face criminal negligence charges for injuries that result from accidents as a result of this reckless re-route. There is plenty of open land to the north. Use that and leave our neighborhoods, farms and schools alone.		Jensen	Jamie						
1903	bd068aa1-e3ac-459f-8662-27b2a1a16ca8	4/5/2022 15:56	4/5/2022 15:56	I oppose Segment B		A	K						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1904	8bb96a0c-d6bf-4633-834f-ca5c7d99d7b0	4/5/2022 16:00	4/5/2022 16:00	I live in Whitley Place and I am devastated to hear about the potential of Segment B. This massive highway would be so close to my house and would bring traffic, noise and pollution. My kids will be teen drivers on the roads and the amount of traffic it would bring is one of the many reasons we moved to Prosper. Please do not consider building a highway through our small town. Please protect ManeGate which is a local treasure and the fact that it is being threatened is disheartening. Prosper is able to accommodate the widening of 380 in our town and it only makes sense to do that for Prosper. This would be devastating to our infrastructure as well as be a loss of tax revenue we desperately need to keep up with our growth.	I oppose all Segment B options. I oppose any plan that interferes with the Town of Prosper's thoroughfare plan which includes 380 being expanded on 380. Please protect our small Town from being changed forever.	Van Wolfe	Kristin						
1905	87929170-2ea8-4846-8858-e7021f7b0433	4/5/2022 16:01	4/5/2022 16:01	Keep 380 on 380. Don't come through Prosper	Too many schools/cemeteries for it to come anywhere except 380.	Hughes	Betty						
1906	ab1973b6-b08f-467e-8cd6-36eef369405e	4/5/2022 16:04	4/5/2022 16:04	Let's leave 380 where it is, PLEASE.		Turner	Jacqueline						
1907	cf7b8b46-0291-4b93-81ed-8f98859deb0d	4/5/2022 16:06	4/5/2022 16:06	Do not bring it to Prosper.		Sutton	Alecia						
1908	fc14ff4d-afc2-4524-8dc3-fb5e53025202	4/5/2022 16:06	4/5/2022 16:06	Please avoid segment B and proceed with A. A follows an already established road and would do much less damage now, and long term, to the properties and the property values. Also, ingress and egress to the Founder's Classical Academy and Main Gate would be greatly impacted and a massive headache for custer road. Custer Road will be impassible at school time. It will be a disaster. B would actually be better for my home value, but our quality of life will greatly diminish having to navigate Custer Road near 1st street.		Larkin	Jim						
1909	afdb2139-9630-4e28-8bc5-480a688e8ff6	4/5/2022 16:07	4/5/2022 16:07	I do not think that Prosper should have to bear the brunt, inconvenience and private land grab for this Project. As I understand, Prosper has already allotted and planned for 380 to widen to provide relief for the traffic flow. McKinney apparently did not prepare for this traffic problem even knowing about the growth we have experienced and will continue to experience. . I vote for proposal "A"!!!!		Carter	Debbie						
1910	8c890779-c87a-4756-8ce8-07f0f846eb19	4/5/2022 16:13	4/5/2022 16:13	Section B would be too disruptive to Prosper homes and schools.		M	M						
1911	3de63927-9796-4f28-86b2-98eb3bb7ee9e	4/5/2022 16:37	4/5/2022 16:37	E path will devalue our home, cause more traffic than we currently have, be near school cause future HS traffic at first street. We live off first street and Arches lane. Please help us keep our community safe, noise levels down, and home value .		Pahlavan	Danielle						
1912	3b46ade1-395a-471b-8e79-fca5397f32d2	4/5/2022 17:10	4/5/2022 17:10	As a prosper resident, I find that Option B is not in the best interest of Prosper residents or the town in general. We are a small community that will need the tax dollars generated by planned development in this section of prosper and if VERY disrespectful to those of us living nearby in developments we choose. We didn't choose to live near and expressway and don't want that disruption in our neighborhood. Keep 380 on 380 or go with Option A.		Mince	Lisa						
1913	e3381923-e503-46ae-82bf-5aed4f9f5af0	4/5/2022 17:12	4/5/2022 17:12	As a prosper resident, I find that Option B is not in the best interest of Prosper residents or the town in general. We are a small community that will need the tax dollars generated by planned development in this section of prosper and if VERY disrespectful to those of us living nearby in developments we choose. We didn't choose to live near and expressway and don't want that disruption in our neighborhood. Keep 380 on 380 or go with Option A.		Mince	Lisa						
1914	679d8a2e-905b-4c92-8164-77f059db21c8	4/5/2022 17:13	4/5/2022 17:13	As a prosper resident, I find that Option B is not in the best interest of Prosper residents or the town in general. We are a small community that will need the tax dollars generated by planned development in this section of prosper and if VERY disrespectful to those of us living nearby in developments we choose. We didn't choose to live near and expressway and don't want that disruption in our neighborhood. Keep 380 on 380 or go with Option A.		Mince	Lisa						
1915	8c81a004-c88f-4075-80a8-ce2d52c5c9a3	4/5/2022 17:13	4/5/2022 17:13	I am against option A and for Option B Option A will cost approximately 100M more thanB Option A displaces 17 businesses, option B displaces 0 Option A cost to relocate utilities is \$61m, Option B costs \$25m Option A cost is about \$100m than B In summary, option B is more cost affective, impacts business less, impacts utilities less, impacts farm land less, as well as wetlands. This should be an easy decision.		Seitz	James						
1916	1c87acd4-ee28-4079-80d6-765d2f795ae6	4/5/2022 17:14	4/5/2022 17:14	As a prosper resident, I find that Option B is not in the best interest of Prosper residents or the town in general. We are a small community that will need the tax dollars generated by planned development in this section of prosper and if VERY disrespectful to those of us living nearby in developments we choose. We didn't choose to live near and expressway and don't want that disruption in our neighborhood. Keep 380 on 380 or go with Option A.		mince	David						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1917	3be15570-8ff2-4c80-8ba3-6b97fd6310e1	4/5/2022 17:17	4/5/2022 17:17		I am vehemently opposed to segment B or US 380. Poor planning on other town's parts does not justify all this being put on and in Prosper. These lanes/bypass going right through Prosper will negatively impact our neighborhood as well as several others. Values and desirability will go down, children/schools will be impacted - multiple PISD schools will be impacted negatively - school buses and young drivers on highways is wrong - children's safety is paramount! Businesses are impacted - especially Maingait and all the amazing therapy they provide. Costs of acquiring right of way, pollution, emissions, poor air quality. Again, Prosper should not suffer due to lack of planning by the other towns. PLEASE do not do this to Prosper. Thank you.	Jolley	Meryan						
1918	2f985278-4ed9-4164-83da-150daa1a8985	4/5/2022 17:19	4/5/2022 17:19	I am AGAINST Option A and FOR option B. Option A is approximately \$100M more than Option B. Option A displaces 17 businesses & Option B displaces 0. Option A expenses for relocation of utilities is approximately \$61M & Option B cost is approximately \$25M Clearly, Option B is more cost effective, impacts businesses & utilities less, as well as farms & wetlands. ***A couple of things to consider...the mantra nation wide for the past year & a half has been to support small businesses....not displace them when other options are available. Second, being a good steward with tax dollars will likely come under scrutiny sooner or later. Please let Texas rise above other states and consider their tax payers dollars.		Seitz	Connie						
1919	8525fab5-d4c1-4c83-8a17-67f7b607b991	4/5/2022 17:20	4/5/2022 17:20		I'm very opposed to segment B or US 380. Poor planning on other town's parts does not justify all this being put on and in Prosper. These lanes/bypass going right through Prosper will negatively impact our neighborhood as well as several others. Values and desirability will go down, children/schools will be impacted - multiple PISD schools will be impacted negatively - school buses and young drivers on highways is wrong - children's safety is paramount! Increased traffic and noise. Costs of acquiring right of way, pollution, emissions, poor air quality. Again, Prosper should not suffer due to lack of planning by the other towns. Please put the onus where it belongs - on the other towns. Thank you.	Jolley	Chance						
1920	f41bef67-9588-4e21-8ce0-513b469414af	4/5/2022 17:32	4/5/2022 17:32		As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.	Hall	Beth						_work_for_TxDOT_
1921	60300529-ad1a-4e25-8a5a-0e80909a0520	4/5/2022 17:35	4/5/2022 17:35		As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I strongly oppose Segment-A. It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. The cost of Segment-A is \$99 million more than Segment-B. It will create an overpass on 380 over Stonebridge Drive and Custer Road. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.	Hall	Blake						_work_for_TxDOT_
1922	6c8a7268-7b74-4c8a-8d7e-cd159dcd36f7	4/5/2022 17:36	4/5/2022 17:36	Keep US380 on US380 through the Town of Prosper! We say NO to OPTION B! McKinney needs the bypass and Prosper should not take the fall for their failure to plan setbacks accordingly. They have greater land mass, population, traffic and knew years ago they were the fastest growing city. The fact that this would be so close to 4 schools and literally in the backyard of a charter school and ManeGait is enough for TxDOT to reject Option B. Think of your kids before making this decision, how would you feel with a 12 lane highway next to your kids school and 2 football fields from your home? McKinney's lack of proper development planning and their desire to build as many master planned communities as possible is not Prosper's problem to solve. Prosper can expand on US380 so let them! If McKinney needs a bypass, then it needs to run through the Town of McKinney, this is a McKinney problem, not a Prosper problem. REJECT OPTION B! Option A is the only way!	Keep US380 on US380 through the Town of Prosper! We say NO to OPTION B! McKinney needs the bypass and Prosper should not take the fall for their failure to plan setbacks accordingly. They have greater land mass, population, traffic and knew years ago they were the fastest growing city. The fact that this would be so close to 4 schools and literally in the backyard of a charter school and ManeGait is enough for TxDOT to reject Option B. Think of your kids before making this decision, how would you feel with a 12 lane highway next to your kids school and 2 football fields from your home? McKinney's lack of proper development planning and their desire to build as many master planned communities as possible is not Prosper's problem to solve. Prosper can expand on US380 so let them! If McKinney needs a bypass, then it needs to run through the Town of McKinney, this is a McKinney problem, not a Prosper problem. REJECT OPTION B! Option A is the only way!	casper	dana						
1923	2fbe9f8e-8648-4186-8dcd-ab2806ab2d7a	4/5/2022 17:39	4/5/2022 17:39		I oppose the suggested 380 bypass route through Prosper. The impact the loss of tax revenue would have on the town is not justifiable, considering that Prosper did not cause this problem. McKinney should bear the sole responsibility of solving the problem they created. I will vigorously support any action that prohibits the bypass from being built in Prosper.	Zamecnik	Kim						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1924	f0ea5e38-a4aa-4b0d-8b83-9a7fde2b1022	4/5/2022 17:42	4/5/2022 17:42	Keep US380 on US380 through the Town of Prosper! We say NO to OPTION B! McKinney needs the bypass and Prosper should not take the fall for their failure to plan setbacks accordingly. They have greater land mass, population, traffic and knew years ago they were the fastest growing city in America! The fact that this would be so close to 4 schools and literally in the backyard of a charter school and ManeGait is enough for TxDOT to reject Option B. Think of your kids before making this decision, how would you like a 12 lane highway next to your kids school and 2 football fields from your home? McKinney's lack of proper development planning and their desire to build as many master planned communities and businesses as possible next to 380 is not Prosper's problem to solve. Prosper can expand on US380 so let them! If McKinney needs a bypass, then it needs to run through the Town of McKinney, this is a McKinney problem, not a Prosper problem. REJECT OPTION B! Option A is the only way!	Keep US380 on US380 through the Town of Prosper! We say NO to OPTION B! McKinney needs the bypass and Prosper should not take the fall for their failure to plan setbacks accordingly. They have greater land mass, population, traffic and knew years ago they were the fastest growing city in America! The fact that this would be so close to 4 schools and literally in the backyard of a charter school and ManeGait is enough for TxDOT to reject Option B. Think of your kids before making this decision, how would you like a 12 lane highway next to your kids school and 2 football fields from your home? McKinney's lack of proper development planning and their desire to build as many master planned communities and businesses as possible next to 380 is not Prosper's problem to solve. Prosper can expand on US380 so let them! If McKinney needs a bypass, then it needs to run through the Town of McKinney, this is a McKinney problem, not a Prosper problem. REJECT OPTION B! Option A is the only way!	Robertson	J						
1925	7d452634-c1b2-48e7-8387-ef7eba8e48f1	4/5/2022 17:53	4/5/2022 17:53		As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.	Weadock	Valerie						
1926	a19a95b7-f361-44ff-8a8f-69d0daa63926	4/5/2022 17:59	4/5/2022 17:59	There is a neighborhood lake at this intersection. Currently 380 is lower, so the noise is minimal. Proposal B creates an 8-lane overpass here. This will completely destroy the beauty of this area. Stonebridge Dr. also is a neighborhood street w/ kids who go to the same school on both sides. People bike, run, and walk it regularly. It will not be safe as an access road to a major freeway. Also, kids from the same schools live on both sides of HWY 380. If it becomes a major freeway, we will be dividing the community. Why are we considering an option that is A LOT more expensive and affects more established businesses and communities?		Weadock	Valerie						
1927	27ff5f65-954b-4f45-89fe-29808f8a5860	4/5/2022 18:01	4/5/2022 18:01	I am opposed to segment B. Prosper is is not a large town and segment B will separate a portion of the population, which will decrease the feeling of community. Prosper has been diligent with zoning and construction so that US 380 can expand on its existing footprint. Other cities were not as forward thinking to allow for this expansion, so it is not right to pass the expansion through Prosper and cause our town to deal with the decreased property values, lost tax revenue, and increased traffic.		White	Sterling						
1928	722163ae-f7a1-4d35-8aac-e479b23a18b1	4/5/2022 18:02	4/5/2022 18:02	I oppose Option B!									
1929	c63fcddec-bb2e-4522-88ac-99482c987cff	4/5/2022 18:04	4/5/2022 18:04	I oppose Option B!									
1930	91bd33e2-248f-480c-8b55-999cef254161	4/5/2022 18:06	4/5/2022 18:06	NO!		Cannon	Julie						_work_for_TxDOT_
1931	e13ae5ac-1106-4d47-8b2e-fe87d63cbbab	4/5/2022 18:06	4/5/2022 18:06		I oppose the bypass going through Prosper. Our town is very small and we have planned accordingly to make sure our 380 corridor is wide enough for growth. To place a highway through the middle of our small town, near schools, cemetery and housing developments because McKinney did not properly plan is not justifiable. I hope you will consider the the enormous effect a Bypass will have on our small town.	Dixon	Dena						
1932	195016a1-d7fa-4da9-885f-cd100c8babab	4/5/2022 18:06	4/5/2022 18:06	I oppose option B									
1933	2bb2db78-5892-4edb-8d8b-709d86a28fc7	4/5/2022 18:14	4/5/2022 18:14	I oppose Segment B as a viable option for the 380 bypass. This road would negatively impact the Prosper community, its schools and property values. My daughter will go to the high school that is being built right now under Segment B. I don't want a noisy road over her school. I live in Prosper not Houston. Why do you want to trash our town like Houston has trashed it's city by building multiple highways over communities? The only option is to stay on 380 and build overpasses like the ones over Preston and the Tollway.		Petermeier	Christine						
1934	01cb70ed-5fab-4a22-869e-fd5a9d86c3d3	4/5/2022 18:14	4/5/2022 18:14	No to plan B.		Mudd	Daniel						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1935	393eb445-ca56-4e20-8ea5-d58665dc1ef1	4/5/2022 18:17	4/5/2022 18:17	We oppose segment B.	We oppose segment B	Brown	Amber						
1936	1683ca81-9121-42ac-8546-9d257f7f59f6	4/5/2022 18:45	4/5/2022 18:45		As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community. Reagards, Jim Pryor	Pryor	James						
1937	c5cc8a41-fcd6-4208-8ec5-d4aff78066cb	4/5/2022 18:50	4/5/2022 18:50	I would like to express my strong opposition to Option B with respect to highway 380. Such a project would absolutely devastate the Town of Prosper to the point of no return. I ask that you strongly consider a solution that expands upon the existing highway versus a bypass that would all but destroy our lovely town. Thank you for your consideration.		Beasley	Ty						
1938	47145e74-9254-490e-81a8-cb96175b346e	4/5/2022 18:53	4/5/2022 18:53		My family and I have lived in Whitley Place since 2013. I am asking that you please consider the impact that this would have on ManeGate. Any options that would run through Prosper would have a most negative impact on them. The work they do is so valuable for the entire metroplex, not just Prosper. Please take the time to do a little research. Understanding their mission and the people they serve would help you so much more than my words here. They are an irreplaceable resource that benefits us all. By all I don't mean just Prosper either. They benefit everyone. We are not affiliated with or personally involved with any of the services they provide. We just believe in their mission so very strongly that I felt it important to share these thoughts. Please keep US 380 on US 380	Baughman	Michael						
1939	48d500fa-89aa-4297-8384-7245bd9d0e7b	4/5/2022 18:54	4/5/2022 18:54	I am opposed to Segment A as part of the 380 bypass. The construction of this segment will cost 99 million more than Segment B. It doesn't make financial sense nor it fiscally responsible. The construction of A along existing hwy 380 for 4 to 5 years will create massive safety and traffic issues. Tucker Hill neighborhood's only entry/exit is on hwy 380 and construction will inhibit response from emergency services and residents ability to enter and exit the neighborhood. The current design of segment A doesn't have adequate access to Hwy 380. Residents of Tucker Hill (post construction) would have to turn right and go to Custer and make a u-turn in order to go east on hwy 380. Segment A affects 17 businesses whereas B affects 0. Why would the choice be made to affect so many businesses and developed neighborhoods with Segment A in a highly populated area rather than Segment B running through undeveloped land.		Carr	Allen						
1940	89021cc8-2046-497d-8392-586610251647	4/5/2022 18:55	4/5/2022 18:55	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I OPPOSE the Project 380 Segment-A bypass alignment option.		Mackey	Mary						
1941	7f3c9d82-5986-4216-89eb-8afe5bc7e0b7	4/5/2022 18:56	4/5/2022 18:56	Citizens of Prosper vehemently oppose Segment B and believe it should not be considered by TxDOT but rather expand 380 on 380 through the Town of Prosper and place the bypass in McKinney-Option A. McKinney is the 2nd largest suburb in DFW with a larger land mass/population than Prosper. Putting a bypass through smaller Prosper to solve McKinney's lack of future growth planning is NOT the solution. Segment B would put a 12 lane hwy within 45ft of ManeGait's facility seriously impacting the vulnerable populations it serves; grossly affect 3 Prosper ISD&1 Charter School resulting in MAJOR safety and environmental concerns; demolish the Ladera Community & portions of 3 others resulting in millions of lost tax dollar revenue & require a massive utility relocation for Prosper. Prosper has the space to expand along 380 to McKinney. Prosper citizens DO NOT WANT OR NEED OPTION B. If McKinney needs a bypass for 380, the bypass should be located in McKinney town limits - OPTION A IS THE ONLY WAY!	Citizens of Prosper vehemently oppose Segment B and believe it should not be considered by TxDOT but rather expand 380 on 380 through the Town of Prosper and place the bypass in McKinney-Option A. McKinney is the 2nd largest suburb in DFW with a larger land mass/population than Prosper. Putting a bypass through smaller Prosper to solve McKinney's lack of future growth planning is NOT the solution. Segment B would put a 12 lane hwy within 45ft of ManeGait's facility seriously impacting the vulnerable populations it serves; grossly affect 3 Prosper ISD&1 Charter School resulting in MAJOR safety and environmental concerns; demolish the Ladera Community & portions of 3 others resulting in millions of lost tax dollar revenue & require a massive utility relocation for Prosper. Prosper has the space to expand along 380 to McKinney. Prosper citizens DO NOT WANT OR NEED OPTION B. If McKinney needs a bypass for 380, the bypass should be located in McKinney town limits - OPTION A IS THE ONLY WAY!	Leary	P						
1942	0dcdb38c-644f-4b3d-884f-2fc3cb93904f	4/5/2022 18:57	4/5/2022 18:57			Lyons	Timothy						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1943	fe84bbfd-b807-42ea-8637-2c2d6192a38f	4/5/2022 18:57	4/5/2022 18:57	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.</p> <p>I also strongly oppose Segment-A. It should not be considered for the following reasons:</p> <ul style="list-style-type: none"> *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. 		Nimmer	Cory						
1944	e1232307-2cb0-4cff-8cbf-575ed317aac6	4/5/2022 18:57	4/5/2022 18:57	<p>Although no option is ideal, I would prefer that you use option B. This is has the least impact on homes and is by far the cheaper option.</p>		McKenna	M						
1945	a3c9878f-5830-4dfb-8d31-bb66762c80df	4/5/2022 18:57	4/5/2022 18:57		<p>I strongly support Segment B. It is less impactful to businesses and residents.</p> <p>Segment A is not a viable option.</p> <p>Please mark my support of Segment B.</p>	Hart	S						
1946	5d9d34ad-45e9-4540-8dc2-17d29746ed69	4/5/2022 18:58	4/5/2022 18:58	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.</p> <p>I strongly oppose Segment-A. It should not be considered for the following reasons:</p> <ul style="list-style-type: none"> *It destroys and removes 17 small businesses *The cost of Segment-A is \$99 million more than Segment-B. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets reducing our property values during construction as those are the only roads leading South from 380. *It will also potentially depress home values in that area. <p>Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.</p>		Durning	Dennis						
1947	b2ce10fc-7157-4106-8fc9-edae310e8240	4/5/2022 18:58	4/5/2022 18:58	<p>I ask that you consider this: if the city of McKinney had properly prepared for the imminent & necessary future expansion of 380 would there even be a need for a bypass that directs traffic miles out of its way? Now, imagine you have worked diligently to prepare for your retirement, the safety of your children and future generations while your neighbor did not. Then imagine being asked to give up your home, and billions in tax revenue that serves future generations so that your neighbor is not inconvenienced. Imagine your neighbors bearing NO BURDEN of the cost of their mistakes. That is what McKinney and TXDOT are asking of Prosper. Prosper's city counsel and development was forward-looking and intentional and planned for the expansion of 380. Our disabled children and veterans should not have to suffer when Maingate is forced to close because of noise and pollution from a 12 lane highway. Think of the 244 homes that will be demolished in Latera. PROSPER VEHEMENTLY OPPOSES BYPASS B!</p>		E	Tara						
1948	f5a63c2b-3498-4025-8ea2-233f7fe2042b	4/5/2022 18:59	4/5/2022 18:59	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.</p> <p>I also strongly oppose Segment-A.</p> <ul style="list-style-type: none"> *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380. 		Tullos	Debra						
1949	019eeade-ee5e-497e-8171-723d72668da	4/5/2022 18:59	4/5/2022 18:59	<p>I am opposed to Alternative A, as it will impact already established neighborhoods and businesses. This will increase the ROW cost. Alternative B is more feasible as it will have less ROW cost and less displacements and impacts to established neighborhoods.</p>		W.	Joe						_am_a_business_owner_
1950	3bccb620-dee9-4c87-85f9-4d21107daf76	4/5/2022 18:59	4/5/2022 18:59	<p>Citizens of Prosper vehemently oppose Segment B and believe it should not be considered by TxDOT but rather expand 380 on 380 through the Town of Prosper and place the bypass in McKinney-Option A. McKinney is the 2nd largest suburb in DFW with a larger land mass/population than Prosper. Putting a bypass through smaller Prosper to solve McKinney's lack of future growth planning is NOT the solution. Segment B would put a 12 lane hwy within 45ft of ManeGait's facility seriously impacting the vulnerable populations it serves; grossly affect 3 Prosper ISD&1 Charter School resulting in MAJOR safety and environmental concerns; demolish the Ladera Community & portions of 3 others resulting in millions of lost tax dollar revenue & require a massive utility relocation for Prosper.</p> <p>Prosper has the space to expand along 380 to McKinney. Prosper citizens DO NOT WANT OR NEED OPTION B. If McKinney needs a bypass for 380, the bypass should be located in McKinney town limits - OPTION A IS THE ONLY WAY!</p>	<p>Citizens of Prosper vehemently oppose Segment B and believe it should not be considered by TxDOT but rather expand 380 on 380 through the Town of Prosper and place the bypass in McKinney-Option A. McKinney is the 2nd largest suburb in DFW with a larger land mass/population than Prosper. Putting a bypass through smaller Prosper to solve McKinney's lack of future growth planning is NOT the solution. Segment B would put a 12 lane hwy within 45ft of ManeGait's facility seriously impacting the vulnerable populations it serves; grossly affect 3 Prosper ISD&1 Charter School resulting in MAJOR safety and environmental concerns; demolish the Ladera Community & portions of 3 others resulting in millions of lost tax dollar revenue & require a massive utility relocation for Prosper.</p> <p>Prosper has the space to expand along 380 to McKinney. Prosper citizens DO NOT WANT OR NEED OPTION B. If McKinney needs a bypass for 380, the bypass should be located in McKinney town limits - OPTION A IS THE ONLY WAY!</p>	Leary	S						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1951	465e3779-d078-4b48-8fb7-ffd15ae4ddc0	4/5/2022 19:02	4/5/2022 19:02	I oppose segment A! U turns will be required to access and leave Tucker hill. This will be a great risk for emergency and commercial vehicles including SCHOOL BUSES. This scenario is unrealistic. Segment A would divide neighborhoods and destroy Tucker Hills peace and charm. Option B is better for economic , engineering and environmental costs (100 million lower). Segment A also destroys 17 small businesses. Segment B has no business displacements.		Petros	Tanya						
1952	ecacd2d7-1dc3-4c02-8cfc-b7f8618ab94c	4/5/2022 19:03	4/5/2022 19:03	As a homeowner and citizen of Stonebridge Ranch in McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons: *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380. Thank you, Kevin Egan		Kevin	Egan						
1953	23ae3438-3f01-49b2-8df4-20024a29d0d1	4/5/2022 19:03	4/5/2022 19:03	Citizens of Prosper vehemently oppose Segment B and believe it should not be considered by TxDOT but rather expand 380 on 380 through the Town of Prosper and place the bypass in McKinney-Option A. McKinney is the 2nd largest suburb in DFW with a larger land mass/population than Prosper. Putting a bypass through smaller Prosper to solve McKinney's lack of future growth planing is NOT the solution. Segment B would put a 12 lane hwy within 45ft of ManeGait's facility seriously impacting the vulnerable populations it serves; grossly affect 3 Prosper ISD&1 Charter School resulting in MAJOR safety and environmental concerns; demolish the Ladera Community & portions of 3 others resulting in millions of lost tax dollar revenue & require a massive utility relocation for Prosper. Prosper has the space to expand along 380 to McKinney. Prosper citizens DO NOT WANT OR NEED OPTION B. If McKinney needs a bypass for 380, the bypass should be located in McKinney town limits - OPTION A IS THE ONLY WAY!	Citizens of Prosper vehemently oppose Segment B and believe it should not be considered by TxDOT but rather expand 380 on 380 through the Town of Prosper and place the bypass in McKinney-Option A. McKinney is the 2nd largest suburb in DFW with a larger land mass/population than Prosper. Putting a bypass through smaller Prosper to solve McKinney's lack of future growth planing is NOT the solution. Segment B would put a 12 lane hwy within 45ft of ManeGait's facility seriously impacting the vulnerable populations it serves; grossly affect 3 Prosper ISD&1 Charter School resulting in MAJOR safety and environmental concerns; demolish the Ladera Community & portions of 3 others resulting in millions of lost tax dollar revenue & require a massive utility relocation for Prosper. Prosper has the space to expand along 380 to McKinney. Prosper citizens DO NOT WANT OR NEED OPTION B. If McKinney needs a bypass for 380, the bypass should be located in McKinney town limits - OPTION A IS THE ONLY WAY!	Bayer	J						
1954	c537d665-a515-4eae-8ced-75b9132dc309	4/5/2022 19:05	4/5/2022 19:05	No bypass									
1955	e897db36-d77f-49fd-87ee-1ed0a64b4a4d	4/5/2022 19:06	4/5/2022 19:06	It makes ZERO sense to approve Option B through Prosper. It negatively impacts our residents, businesses, ManeGait, Prosper ISD schools, Founders Classical Academy Prosper, and our future growth and development. It also negatively impacts the reason most people moved to Prosper in the first place — to escape the rat race of the city for open spaces, solitude, and a small town feel. We have the support of the Town of Prosper, Prosper ISD, local business owners, landowners, parents, and students - who are all unified in our stance that we OPPOSE OPTION B in all forms.	It makes ZERO sense to approve Option B through Prosper. It negatively impacts our residents, businesses, ManeGait, Prosper ISD schools, Founders Classical Academy Prosper, and our future growth and development. It also negatively impacts the reason most people moved to Prosper in the first place — to escape the rat race of the city for open spaces, solitude, and a small town feel. We have the support of the Town of Prosper, Prosper ISD, local business owners, landowners, parents, and students - who are all unified in our stance that we OPPOSE OPTION B in all forms.	Bayer	M						
1956	889619f2-ed19-4c19-8158-63694dd056e3	4/5/2022 19:08	4/5/2022 19:08		I am in support of Segment B as I have been a resident of Stonebridge Ranch for 12 years and believe that the other Segments will negatively impact our community.	PUCKETT	JEREMY						
1957	f17d4eb7-1379-4489-898a-f737e9319d07	4/5/2022 19:10	4/5/2022 19:10	It makes ZERO sense to approve Option B through Prosper. It negatively impacts our residents, businesses, ManeGait, Prosper ISD schools, Founders Classical Academy Prosper, and our future growth and development. It also negatively impacts the reason most people moved to Prosper in the first place — to escape the rat race of the city for open spaces, solitude, and a small town feel. We have the support of the Town of Prosper, Prosper ISD, local business owners, landowners, parents, and students - who are all unified in our stance that we OPPOSE OPTION B in all forms.	It makes ZERO sense to approve Option B through Prosper. It negatively impacts our residents, businesses, ManeGait, Prosper ISD schools, Founders Classical Academy Prosper, and our future growth and development. It also negatively impacts the reason most people moved to Prosper in the first place — to escape the rat race of the city for open spaces, solitude, and a small town feel. We have the support of the Town of Prosper, Prosper ISD, local business owners, landowners, parents, and students - who are all unified in our stance that we OPPOSE OPTION B in all forms.	Corgan	C						
1958	d38730fc-cfca-4d81-8362-2dbe26472055	4/5/2022 19:10	4/5/2022 19:10	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive.		Schessler	A						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1959	3a4a4f9a-d266-494c-8c5d-1308186f494c	4/5/2022 19:12	4/5/2022 19:12	It makes ZERO sense to approve Option B through Prosper. It negatively impacts our residents, businesses, ManeGait, Prosper ISD schools, Founders Classical Academy Prosper, and our future growth and development. It also negatively impacts the reason most people moved to Prosper in the first place – to escape the rat race of the city for open spaces, solitude, and a small town feel. We have the support of the Town of Prosper, Prosper ISD, local business owners, landowners, parents, and students - who are all unified in our stance that we OPPOSE OPTION B in all forms.	It makes ZERO sense to approve Option B through Prosper. It negatively impacts our residents, businesses, ManeGait, Prosper ISD schools, Founders Classical Academy Prosper, and our future growth and development. It also negatively impacts the reason most people moved to Prosper in the first place – to escape the rat race of the city for open spaces, solitude, and a small town feel. We have the support of the Town of Prosper, Prosper ISD, local business owners, landowners, parents, and students - who are all unified in our stance that we OPPOSE OPTION B in all forms.	Mueller	T						
1960	5fa2c72a-63a3-497b-8c5a-2c204f953c00	4/5/2022 19:12	4/5/2022 19:12	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I strongly oppose Segment-A		Jackson	James						
1961	080b80e2-7f82-4570-8021-8f7dc72b15c3	4/5/2022 19:13	4/5/2022 19:13		I prefer Option B.	Thomlinson	C						
1962	8ceda3d3-fd1e-486c-8cea-061ab5dd9c68	4/5/2022 19:14	4/5/2022 19:14	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380*It will also cause a large interchange to be constructed at the intersection of Segment-A and 380.		Johnston	Mark						
1963	834a81a4-78d2-4d47-866c-3fa86b7798af	4/5/2022 19:16	4/5/2022 19:16	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. * Traffic will flow faster without the sharp turns to the north and east.		Redmer	Ronald						
1964	3b2dd1af-f387-4270-8065-20315eeaf8fa	4/5/2022 19:17	4/5/2022 19:17	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.		Gravelle	Corey						
1965	29fe8f64-5c73-405c-8a0d-463f5ac418d9	4/5/2022 19:17	4/5/2022 19:17	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons: *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.		H	J						
1966	9b7fa6ee-955f-4673-8bb4-63cbfa8d4b08	4/5/2022 19:18	4/5/2022 19:18	I am in support of segment B		Butler	Tiger						
1967	e40b426f-8c3a-4d8d-8390-33b774c3a296	4/5/2022 19:18	4/5/2022 19:18	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.		Jackson	Mark						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1968	bbd2ea92-be1a-47b5-8e80-b4b63a4efdb5	4/5/2022 19:18	4/5/2022 19:18	I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A.	I also strongly oppose Segment-A. It should not be considered for the following reasons: It destroys and removes 17 small businesses W of the 380 and Custer intersection on the N side. The cost of Segment-A is \$99 mil more than Segment-B. It will create an overpass on 380 over Stonebridge Dr and Custer Rd. It will also cause the installation of water pipes (ducts) over 380. It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Hwy 380 such as Stonebridge Dr, Ridge Rd and Lake Forest Dr, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.	Habeck	Christine						
1969	f23ed426-f36d-484e-8bed-e10ef6fc1c24	4/5/2022 19:19	4/5/2022 19:19	As a homeowner and citizen of McKinney, TX., I SUPPORT the Project 380 Segment-B . This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets ar *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today. Segment B is the best option to improve traffic flow		Troncoso	Juan						
1970	ab690f1a-0644-44e7-8d3f-c9dd515cfe1c	4/5/2022 19:19	4/5/2022 19:19	A	Vote for A	Y	O						
1971	3a01cd66-cd71-4a83-8e92-fc638f27b336	4/5/2022 19:19	4/5/2022 19:19	A	Vote for A	Y	O						
1972	1d522369-5c99-4172-898d-8470caba17df	4/5/2022 19:23	4/5/2022 19:23	As a homeowner and citizen of McKinney, TX., I live in an area that will be directly impacted by this change; therefore, it is my obligation to have my voice/vote count. I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option. I also strongly oppose Segment-A. It should not be considered for the following reasons: *The cost of Segment-A is \$99 million more than Segment-B. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.		Tames	Sandra						
1973	c551cc46-16c9-449c-8efe-24da30017130	4/5/2022 19:24	4/5/2022 19:24		After looking at the data and the possible routes for the Proposed Improvements to US 380 from Coit Road to FM 1827, I would like to endorse the route B plan.	Curran	John						
1974	ced3099a-929d-4e92-8ce3-a741ef077502	4/5/2022 19:29	4/5/2022 19:29	Please REMOVE Option B (in all forms) from consideration, and Keep 380 on 380. McKinney's FAILURE TO PLAN does not constitute Prosper's PROBLEM or EMERGENCY.		Clawson	Lisa						
1975	11bf9e0f-920f-4ceb-8501-b1ed792b9f3c	4/5/2022 19:29	4/5/2022 19:29	Route A - specifically at the location of 380 and Ridge Rd is concerning because there a new elementary school that was built in this section. Prosper ISD elementary school called Reeves Elementary and a new neighborhood called Auburn Hills. Building a highway right next to an elementary school is concerning and I would argue, dangerous. It is also set too close to the Auburn Hills community. All very concerning. Please take the elementary school and neighborhood into consideration.		M	Vicky						
1976	606d11fe-8dfb-4a7c-8c2e-5583b69ae22e	4/5/2022 19:30	4/5/2022 19:30	Please REMOVE Option B (in all forms) from consideration, and Keep 380 on 380. McKinney's FAILURE TO PLAN does not constitute Prosper's PROBLEM or EMERGENCY.		Scott	Clawson						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1977	e2e8766d-4dd2-40f2-835b-4e65dc9e6a58	4/5/2022 19:30	4/5/2022 19:30	12+ lane FREEWAY dividing Prosper (8 lanes & 4+ access lanes on either side) with the magnitude equal to US 75, located just south of Founders Academy US 380 Bypass Segment B options + approved Collin Outer Loop (4-6 lanes) just north would sandwich NE & SE Prosper in between 2 major highway Directly affects neighborhoods: Whitley Place, Whispering Farms, Brookhollow, Christie Farms, Rhea Mills, Gentle Creek, Amberwood, Ladera, etc. Directly impacts multiple schools in Prosper ISD: Cockrell Elementary Rogers Middle School Walnut Grove High School and Founders Classical Academy Decreased home values and overall desire of area Politics - George Fuller, Keith Self, & Tucker Hill – used personal influence to suggest Option B	SPECIFIC NEGATIVE IMPACT TO MANEGAIT: ManeGait was designed to offer an atmosphere of solitude and peace. The students have sensory issues, which construction sounds, smells, and sights would negatively impact. Individuals with special needs on an incredibly large animal would offer a considerable safety hazard if the animal were to get spooked - which could easily happen if a freeway were in close proximity. Individuals with focus/attention disorders are also easily distracted and would be unable to undergo therapy in the way in which it was intended. Option B is NOT an option for the children and adults of ManeGait, and the overall program itself. Prosper supports ManeGait and the wonderful gifts it gives to its students, and Option B would render them unable to meet their goals and objectives.	Thompson	Lori						
1978	e6ed8d73-1301-45c1-88b5-9b5ab91227e5	4/5/2022 19:31	4/5/2022 19:31	I support the construction of Segment B. I do NOT support the construction of Segment A. From the data provided on this webpage, it looks like Segment A is more expensive and less environmentally friendly. In addition, it requires more total displacements than Segment B. Additionally, as a resident of Wren Creek, I am worried about traffic and traffic flow issues during construction. It seems that the traffic on Stonebridge will at times be increased and at other times blocked. Neither will be safe for the Wren Creek subdivision.		Bahe	Kevin						
1979	995fb2af-24a6-4d73-8d99-90b19a6ca471	4/5/2022 19:32	4/5/2022 19:32	Option A's increase in noise would have a severe negative impact on established Stonebridge Ranch neighborhoods. Option B does not come as close to any existing neighborhoods.									
1980	a8fb059a-ac36-4862-83bb-582e460857f3	4/5/2022 19:34	4/5/2022 19:34	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.	I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380. *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.	Sextro	Brent						
1981	f3379963-bfab-4185-8a2a-0f5b32e0aa0b	4/5/2022 19:35	4/5/2022 19:35	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest drive. Segment B is the best option to improve traffic flow. NO TO OPTION B		Bennett	Timothy						
1982	fe79c651-5ec5-4c4f-8bab-9eb6aa772a1e	4/5/2022 19:37	4/5/2022 19:37			Lillard	Brian						
1983	38404830-d769-4ab7-85db-0c4ff216e9ca	4/5/2022 19:37	4/5/2022 19:37	I strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380. *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.	Low	George						
1984	7255cd22-94ca-4fcc-8a8f-09f872a2abf9	4/5/2022 19:38	4/5/2022 19:38	I support the B route.		Kennemer	Kathie						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
1994	eff17c8a-3593-4107-8903-8c4c9d8db892	4/5/2022 19:53	4/5/2022 19:53	Prosper has given plenty of space to widen 380 and should NOT be hit with cost of McKinney poor planning and poor decisions. The people who live on 380 knew 380 was a problem and has been for decades. So their complaining is ridiculous because they knew what they were getting.	Poor planning McKinney. Not here to pay\$\$\$ for you poor decisions and poor planning. And the politician who lives in Tucker Hill has a conflict of interest and will NOT BE GOOD FOR HIS POLITICAL CAREER.	Andras	Michael						
1995	5dd6e526-88d6-4c55-800b-65ea7206f9b5	4/5/2022 19:58	4/5/2022 19:58	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A.		Jackson	Sharron						
1996	01e785fd-5edf-4bbf-8b63-a6886ff27e54	4/5/2022 19:59	4/5/2022 19:59	I strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Dr, Ridge Rd and Lake Forest Dr, increasing traffic, noise and pollution in neighborhoods and reducing property values during construction as those are the only roads leading South from 380. *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.	As a homeowner at [REDACTED] and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.	Brehm	Grant						
1997	c9cd41f4-77ed-41d8-80f3-c8bd3034a94e	4/5/2022 20:00	4/5/2022 20:00	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. and many more reasons		Yarbro-Juarez	Jennifer						
1998	b1674b4c-7370-4c5b-8652-6a08dc18b6d2	4/5/2022 20:01	4/5/2022 20:01	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. and many more reasons		Juarez	David						
1999	0431a134-c26d-46b3-8da7-03cc39d29ba5	4/5/2022 20:01	4/5/2022 20:01	I support segment b		Jw	Jw						
2000	f481382a-d386-4620-83ee-cb8410363a19	4/5/2022 20:10	4/5/2022 20:10	This is the less expensive and disruptive option for the community.		Posniak	Fernanda						
2001	85f6b727-74e2-4390-823e-8ddfc2a1c561	4/5/2022 20:12	4/5/2022 20:12	Please do not proceed with option B. It will have a negative impact on the residential and business community in east Prosper. There are several very expensive homes whose value will be reduced by this option. Also, the traffic situation in Prosper is already congested due to the burgeoning growth. Option A would have less negative impact. Thank you.		Stofer	Richard						
2002	3dee3cd3-8589-40de-8d99-285648bbde45	4/5/2022 20:17	4/5/2022 20:17	I support option A	Option is more economical and less detrimental to the communities and best option overall.	Nallapati	Kondaiah						
2003	98097928-8da6-4a8e-846f-8ac3c5edaa78	4/5/2022 20:18	4/5/2022 20:18	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.		Powell	Aaron						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).	
2004	815f8682-1d29-4a5a-8e88-0565aca6e73e	4/5/2022 20:18	4/5/2022 20:18	This route would disrupt and destroy the value of beautiful homes people have invested in for the purpose of being a decent distance from any major highway. Keep 280 on 280!		Brown	Alan							
2005	8ed64700-2b22-495c-89fc-657817adaa4a	4/5/2022 20:24	4/5/2022 20:24	I oppose Segment A. It should not be considered. It will decrease traffic safety, is more expensive than preferred segment B and not conducive to business activity. Segment B will improve traffic flow while preserving business and the residential communities.		L	Frank							
2006	08ec2dc9-8d87-405d-8cbf-e2539caa057b	4/5/2022 20:25	4/5/2022 20:25	Please remove Option B from all ballots.										
2007	1a9c922c-8744-4be8-85ec-a92cf9f44b15	4/5/2022 20:25	4/5/2022 20:25	As a resident and homeowner of McKinney, I strongly SUPPORT B as outlined by McKinney City Council: B requires approximately \$36 million less than A for relocation of major water utilities B requires approximately 73% fewer combined business & residual displacements than A B requires \$41 million less for estimated right of way costs than A B impacts approximately 61% fewer judicial wetlands and 2800 linear feet of river/streams than A B impacts less total acres of forest/praries/grasslands than A B impacts no potential hazardous materials sites compared to 11 identified in A		A	J							
2008	14ba665a-5e11-40b5-87c5-0c3a2c74684b	4/5/2022 20:27	4/5/2022 20:27	This hard turn north will be the cause of a great many high speed accidents with injuries on an elevated roadway and does not seem to be the best way to handle this turn. Option B has a much more natural and eased turn to the north that will be easier for driver to navigate at speed. Option B will displace no businesses and just five homes compared to seventeen existing businesses and multiple homes in Option A's path. We hope that you will agree that Option B has the least amount of disruption to the community and also will be the safest route for drivers, both commercial and residential. Thank you		Dierker	Jeff							
2009	faab9489-2505-434c-805b-b55fa83c65fa	4/5/2022 20:29	4/5/2022 20:29	Keep 380 on 380. Option b should have been a viable option considering the impact it would have		V	M							
2010	14a971e2-e361-41c6-8833-69bf4221c826	4/5/2022 20:31	4/5/2022 20:31		I support option B. It is less than xpensive and least invasive.									
2011	8c68f0d7-51ba-4005-88e8-e072f489642d	4/5/2022 20:32	4/5/2022 20:32	As a Stonebridge Ranch homeowner, I only support Segment B. Deneita Gamble Stonebridge Ranch Communities		Gamble	Deneita							
2012	66b8a583-6ba3-4910-821e-28be952bd559	4/5/2022 20:33	4/5/2022 20:33	As a homeowner and citizen of McKinney, I strongly support Plan Option B because it would have the least disruption of existing homes and businesses. There are NO displacements of businesses and minimal interruption of existing homes and neighborhoods. The cost for this option is approx \$99 Million less than Plan A I strongly OPPOSE Plan a for a number of reasons. It will increase traffic in the neighborhood roads like Stonebridge Dr and Ridge Rd significantly disrupting the existing community. It is far more expensive and involves building an overpass causing more disruption. Traffic safety will definitely suffer for the communities as traffic increases on NEIGHBORHOOD roads where children live and play as people use these roads as access or cut throughs to 380. Plan A would destroy 17 EXISTING businesses. It is clear that the best plan is the one that disrupts existing neighborhoods and businesses the least and costs the least too. It is common sense.		Murro	Andrew							
2013	6f333642-1ca1-4cdc-822a-04833a781229	4/5/2022 20:34	4/5/2022 20:34	I am strongly opposed to Option A for the US380 expansion project for the following reasons. <ul style="list-style-type: none"> Option A displaces a total of 17 businesses, Option B displaces ZERO Option A cost to relocate utilities is \$61 million, Option B is \$25 million Option A total cost to acquire ROW (right of way) is \$178M, Option B cost is \$137M Option A total cost of design/construction is \$450M, Option B is \$428M Option A total cost is about \$100M higher than Option B Option A impacts more acres of wetlands, river/streams and forest/prairies than Option B Option A impacts 14.9 acres of Statewide Important Farmland, Option B only 2 acres Option A's increase in noise would have a severe negative impact on established Stonebridge Ranch neighborhoods. Option B does not come as close to any existing neighborhoods. <ul style="list-style-type: none"> There will be considerably increased traffic on Stonebridge Ranch Dr & Ridge Rd which both have elementary schools close to 380: Wilmeth and McClure. 		Tolan	Thomas							
2014	12130f24-5bee-4e26-8b7d-1745d3ccee6c	4/5/2022 20:34	4/5/2022 20:34	I'm a homeowner and citizen of McKinney, TX. for over 25 years. I SUPPORT the Project 380 Segment-B bypass option and OPPOSE the Segment-A option. Why my opposition to Segment-A? *The cost of Segment-A is \$99 million more than Segment-B. *It will remove/destroy 17 established (not brand new) small business north & west of the 380 /Custer intersection *It will create an overpass on 380 over Stonebridge Drive and Custer Road, more footprint. *It will also cause the installation of water pipes (ducts) over 380. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive. *Interchange construction (Segment-A and 380) will inherently decrease property value and quality of life of well established neighborhoods. *90 degree traffic flows (e.g., 380 east to north) w/ traffic speeds of +60mph inherently reduces visibility and increases the probability of traffic disruption.		F	R							

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2015	bbdec72a-8989-49a5-89bd-824bf1c0ca c7	4/5/2022 20:35	4/5/2022 20:35	I vote no for Option B through Prosper. Optional B will negatively impact the city of Prosper in many ways.		M.	S.						
2016	4253973a-25d1-41f7-8b85-32751fd61 225	4/5/2022 20:36	4/5/2022 20:36	I am strongly opposed to the option of this new freeway going through Prosper. This would be highly disruptive and consequential to Prosper residents. I believe 380 expansion should be done exclusively on 380.	I am strongly opposed to the option of this new freeway going through Prosper. This would be highly disruptive and consequential to Prosper residents. I believe 380 expansion should be done exclusively on 380.	Freier	Jon						
2017	26f7cc6a-73bc-4301-8367-688468e33 c3f	4/5/2022 20:38	4/5/2022 20:38	Regarding 380 Segment B: I am a 65 year old disabled Army veteran who receives therapeutic horseback riding at ManeGait to improve strength and balance in my lower back, hips and legs, and has received brain-building therapy to improve my memory and fine motor skills. Over the last 3 years, this therapy has significantly improved my physical and emotional quality of life, resulting in better relationships with my family members and friends, and enabling me to be a more active grandfather. I also volunteer at ManeGait as a horse leader and side Walker, which has provided me with new skills after retirement and allowed me to help others with disabilities. As both a rider and volunteer, I believe Segment B would make it impossible for ManeGait to continue operations at it's existing facility, requiring a move that would significantly disrupt, or potentially discontinue the necessary therapeutic services to our community's most vulnerable residents: children and the disabled.		Dougherty	James						
2018	741e7247-73fb-4600-8a56-27fb9a6a90 27	4/5/2022 20:38	4/5/2022 20:38	Residents of Prosper vehemently OPPOSE OPTION B and believe it should not be considered by TxDOT but rather expand 380 on 380 through the Town of Prosper and place the bypass in McKinney-Option A. McKinney is the 2nd largest suburb in DFW with a larger land mass/population than Prosper. Putting a bypass through smaller Prosper to solve McKinney's lack of future growth planing is NOT the solution. Segment B would put a 12 lane hwy within 45ft of ManeGait's facility seriously impacting the vulnerable populations it serves; grossly affect 3 Prosper ISD&1 Charter School resulting in MAJOR safety and environmental concerns; demolish the Ladera Community & portions of 3 others resulting in millions of lost tax dollar revenue & require a massive utility relocation for Prosper. Prosper has the space to expand along 380 to McKinney. Prosper citizens DO NOT WANT OR NEED OPTION B. If McKinney needs a bypass for 380, the bypass should be located in McKinney town limits - OPTION A IS THE ONLY WAY!	Residents of Prosper vehemently OPPOSE OPTION B and believe it should not be considered by TxDOT but rather expand 380 on 380 through the Town of Prosper and place the bypass in McKinney-Option A. McKinney is the 2nd largest suburb in DFW with a larger land mass/population than Prosper. Putting a bypass through smaller Prosper to solve McKinney's lack of future growth planing is NOT the solution. Segment B would put a 12 lane hwy within 45ft of ManeGait's facility seriously impacting the vulnerable populations it serves; grossly affect 3 Prosper ISD&1 Charter School resulting in MAJOR safety and environmental concerns; demolish the Ladera Community & portions of 3 others resulting in millions of lost tax dollar revenue & require a massive utility relocation for Prosper. Prosper has the space to expand along 380 to McKinney. Prosper citizens DO NOT WANT OR NEED OPTION B. If McKinney needs a bypass for 380, the bypass should be located in McKinney town limits - OPTION A IS THE ONLY WAY!	Palczuk	K						
2019	a4152423-a29b-4c83-875c-7de376049 447	4/5/2022 20:40	4/5/2022 20:40	I do not believe that ending the extension of 380 at Stonebridge (Option A) will be sufficient for future growth of the northern Collin County area. This will create a problem further down the road and will need to be rectified with more construction and more tax dollars in 10 years. It would make more sense to have Option B which will be closer to the ever growing Dallas North Tollway with the amount of traffic expected in the future.		Johnson	Alyson						
2020	b7f16fb4-3e35-4a6a-854c-3e19082c8 366	4/5/2022 20:40	4/5/2022 20:40	Residents of Prosper vehemently OPPOSE OPTION B and believe it should not be considered by TxDOT but rather expand 380 on 380 through the Town of Prosper and place the bypass in McKinney-Option A. McKinney is the 2nd largest suburb in DFW with a larger land mass/population than Prosper. Putting a bypass through smaller Prosper to solve McKinney's lack of future growth planing is NOT the solution. Segment B would put a 12 lane hwy within 45ft of ManeGait's facility seriously impacting the vulnerable populations it serves; grossly affect 3 Prosper ISD&1 Charter School resulting in MAJOR safety and environmental concerns; demolish the Ladera Community & portions of 3 others resulting in millions of lost tax dollar revenue & require a massive utility relocation for Prosper. Prosper has the space to expand along 380 to McKinney. Prosper citizens DO NOT WANT OR NEED OPTION B. If McKinney needs a bypass for 380, the bypass should be located in McKinney town limits - OPTION A IS THE ONLY WAY!	Residents of Prosper vehemently OPPOSE OPTION B and believe it should not be considered by TxDOT but rather expand 380 on 380 through the Town of Prosper and place the bypass in McKinney-Option A. McKinney is the 2nd largest suburb in DFW with a larger land mass/population than Prosper. Putting a bypass through smaller Prosper to solve McKinney's lack of future growth planing is NOT the solution. Segment B would put a 12 lane hwy within 45ft of ManeGait's facility seriously impacting the vulnerable populations it serves; grossly affect 3 Prosper ISD&1 Charter School resulting in MAJOR safety and environmental concerns; demolish the Ladera Community & portions of 3 others resulting in millions of lost tax dollar revenue & require a massive utility relocation for Prosper. Prosper has the space to expand along 380 to McKinney. Prosper citizens DO NOT WANT OR NEED OPTION B. If McKinney needs a bypass for 380, the bypass should be located in McKinney town limits - OPTION A IS THE ONLY WAY!	Palczuk	C						
2021	b1ff02f9-4565-4cd0-814d-588bd8b28 059	4/5/2022 20:42	4/5/2022 20:42	I strongly oppose Project 380 Segment-A. Building an overpass will be more costly (most likely with additional cost overruns due to material than what is currently budgeted), increase noise pollution, and have safety impacts on a biking community on Stonebridge Drive and Ridge Road. Segment-A area is a more established neighborhood with businesses and communities in Stonebridge Ranch. Segment-A will have a more disruptive and costly impact. Stonebridge Ranch is a flagship of successful community development that would be negatively impacted.		Exner	J.						
2022	07171eea-8c79-4b1a-835a-05d071f00 93d	4/5/2022 20:56	4/5/2022 20:56		As a resident of StoneBridge I am delighted that this project will be executed. It will bring so much desired relief for the congested traffic we have on 380 right and will attract more new investors to the area.	Velarde	Angel						
2023	d4ef67fc-94a5-4413-80c1-f1c1392b4a c7	4/5/2022 20:57	4/5/2022 20:57	Bill Darling is a fraud, he didn't see the completion of our Tucker Hill development through to completion and he won't keep his word on what he is promising for Main Gate, he only cares about the impact to his personal property not the common tax paying citizen in this area. Choose option A, it is a \$100 Million cheaper than option B and that should mean something.		Duffy	Ryan						
2024	c10d684f-6b88-4756-80f1-e4f451faa7 d5	4/5/2022 20:59	4/5/2022 20:59	I am opposed to Segment B because it will impact numerous existing homes and planned future home developments. It will also have an impact on existing and future schools and students. There will be a significant environmental impact on the human and natural environment by adding a new and unplanned interstate through Prosper versus using the existing alignment within Town limits. Especially ManeGait Therapeutic Horsemanship which provides equine therapy to hundreds of children and adults with disabilities. Segment A has less of an environmental impact and a minimum number of homes impacted. 380 is being rerouted to go around McKinney because of the congestion in McKinney and the reroute should remain in McKinney and not be routed thru Prosper.		Kraft	Leota						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2025	f8cc521f-fc61-4b43-844e-1441c1918033	4/5/2022 21:00	4/5/2022 21:00	<p>I am strongly opposed to Option A for the US380 expansion project for the following reasons.</p> <ul style="list-style-type: none"> • Option A displaces a total of 17 businesses, Option B displaces ZERO • Option A cost to relocate utilities is \$61 million, Option B is \$25 million • Option A total cost to acquire ROW (right of way) is \$178M, Option B cost is \$137M • Option A total cost of design/construction is \$450M, Option B is \$428M • Option A total cost is about \$100M higher than Option B • Option A impacts more acres of wetlands, river/streams and forest/prairies than Option B • Option A impacts 14.9 acres of Statewide Important Farmland, Option B only 2 acres • Option A's increase in noise would have a severe negative impact on established Stonebridge Ranch neighborhoods. Option B does not come as close to any existing neighborhoods. <p>There will be considerably increased traffic on Stonebridge Ranch Dr & Ridge Rd which both have elementary schools within close proximity to 380: Wilmeth and McClure.</p>		Hart	Michael						
2026	c301f686-48c8-4173-8b14-c041f1715425	4/5/2022 21:01	4/5/2022 21:01	<p>As a citizen of McKinney, TX and resident of the Tucker Hill neighborhood on US 380, I strongly support the Project 380 Segment-B bypass alignment option. This option is the least disruptive to existing businesses (causing no displacements) and has a minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A option.</p> <p>The Segment-A option should not be considered because, among other reasons, it will create a large artery on the eastern edge of the Tucker Hill community and create an overpass on 380 above Stonebridge Drive and Custer Road, all of which will decrease the value of many homes in Tucker Hill, including mine (note that the Tucker Hill community is one of the parts of McKinney that make it "Unique by Nature").</p>	<p>As a citizen of McKinney, TX and resident of the Tucker Hill neighborhood on US 380, I strongly support the Project 380 Segment-B bypass alignment option. This option is the least disruptive to existing businesses (causing no displacements) and has a minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A option.</p> <p>The Segment-A option should not be considered because, in addition to my personal comments above, it will have the biggest negative impact on existing businesses and multiple residential neighborhoods. I am aware that Segment-A is supported by ManeGait, but it can be moved anywhere. And since when does one privately established charitable endeavor have such clout over thousands of citizens in previously established homes and businesses?</p>	Goodwin	Glenn						
2027	f5e2d227-8566-4b67-8acb-6d2452101dde	4/5/2022 21:06	4/5/2022 21:06	No to OPTION B		Thompson	Mike						
2028	73818f0e-6b5f-4338-8ec0-1f9d27ff380c	4/5/2022 21:10	4/5/2022 21:10	NO TO OPTION B		Masters	M						
2029	383919d6-236c-4b2f-8ec7-a4e4c12819bc	4/5/2022 21:14	4/5/2022 21:14	<p>As a citizen of the town of Prosper, I want to submit my OPPOSITION to Option B of the 380 bypass. This option would unnecessarily have a much greater impact on the planned growth and development of the town of Prosper than it would on McKinney. The poor planning of the city of McKinney in developing the areas along 380 should not fall on the town of Prosper causing it to suffer economic and environmental distress. Prosper has worked hard to develop a growth plan with regard to the current and future infrastructure. McKinney has no right to impede upon that growth due to their lack of foresight and thought. Please see further comments below.</p>	<p>In terms of "direct impact" on Prosper, Option B would obliterate the Ladera Prosper 55+ community being planned by the Delin brothers, just west of Custer Road, with the result that Prosper would be deprived of the taxes generated by these new homes. In terms of "indirect impact," Option B would create a negative environmental / ecological impact on:</p> <ul style="list-style-type: none"> The Mane Gait therapeutic horsemanship program; The Founders Academy already built and in operation on the southwest corner of E. First Street and Custer Road; The existing small cemetery with plans for expansion on the west side of Custer Road; The Malabar Hill subdivision currently under construction on the south side of E. First Street; The Walnut Grove High School now under construction on the south side of E. First Street. 	Roller	Amy						
2030	51e90bfe-1adc-4c20-8645-8d9af4b33ed0	4/5/2022 21:15	4/5/2022 21:15	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.</p> <p>I also strongly oppose Segment-A. It should not be considered for the following reasons:</p> <ul style="list-style-type: none"> *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. *It will decrease traffic safety and increase traffic <p>Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy.</p>		Chanda	Subha						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2031	3c647c18-034d-4fde-8766-ad5085e61c23	4/5/2022 21:18	4/5/2022 21:18		As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons: -It removes 17 small businesses West of the 380 and Custer intersection on the North side. -The cost of Segment-A is \$99 million more than Segment-B.	K	Jeremy						
2032	d18a57bf-6556-48fc-89cd-99d2d665573c	4/5/2022 21:20	4/5/2022 21:20	NO OPTION B!!									
2033	7a0699a0-2124-4c1f-8a2e-09a21fea1f69	4/5/2022 21:20	4/5/2022 21:20	Option A is much better solution over B as B chops up that area of prosper and requires more work to pave through undeveloped land. Using 380 as much as possible makes the most sense.		Margolis	G						
2034	3491233d-a9c5-45d3-8bad-a3c7632d81e8	4/5/2022 21:23	4/5/2022 21:23	No to option B		B	C						
2035	96ec5e76-3647-48f9-8456-29fe13ad99fb	4/5/2022 21:26	4/5/2022 21:26		I feel like Prosper residents and businesses should not have to suffer due to the lack of planning on the part of McKinney. Prosper planned for the growth of 380 along 380 to protect our homes and businesses. We shouldn't be forced to deal with a 12 lane highway because of lack of planning by a neighboring town. Anything other than keeping 380 on 380 would severely impact schools, homes and businesses in Prosper.	Taylor	Lisa						
2036	2a07a461-d113-432c-8ec5-50eb8da69ba4	4/5/2022 21:27	4/5/2022 21:27	Oppose Segment B		B	L						
2037	f0c29ab3-a6d3-476e-8e1c-9c7cbfeec125	4/5/2022 21:30	4/5/2022 21:30	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380.	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons: *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.	Marvin	Danielle						
2038	3865b4c0-cf9b-42d7-86b0-83ee4437782e	4/5/2022 21:31	4/5/2022 21:31	No to option B! Please do not destroy Maingate. Those that built / reside along 380 know it should be widen. They are just putting their head in the sand.		MDHM	D						
2039	02e2755f-3d0e-4567-89ed-9d8d63340aa4	4/5/2022 21:31	4/5/2022 21:31	I am in favor of Option B.	Why spend more money with years and years of major disruptions and on 380 when it's not necessary? Please go with Option B. Thank you.	Stephenson	Terry						
2040	bf015755-a59c-4b20-81b6-136185a57b67	4/5/2022 21:43	4/5/2022 21:43	NO to option B		Laughter	Jaime						
2041	f67c9383-606b-4b93-8b17-1f24f06e12d8	4/5/2022 21:44	4/5/2022 21:44	The Bypass project should be aborted. It's too late to reconstruct 380 to a limited access freeway. This should've been planned for 40+ years ago. Instead, add ramps along existing University Drive at key intersections (5, 75, Lake Forest, Custer, Coit, etc.), focus on making the east-west arterial connections north of 380 (Wilmet, Bloomdale, etc. - all the roads McKinney hasn't figured out how to build yet), and then seriously prioritize the Outer Loop which already exists between the DNT and Custer. Simply connect it from Custer to 75, and then onward. Simple. But, if you bureaucrats insist upon a Bypass, then put it thru Prosper and the country. University Drive is too late to touch, except maybe for some ramps at key intersections. Don't let a bunch of Prosper affluence coerce policy-makers into bad engineering decisions. They're even complaining about Frontier's widening. Give them both! This is about regional mobility!		Mason	Jim						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2067	a241025d-aa35-41f6-89f4-1943631e08c1	4/5/2022 22:05	4/5/2022 22:05	Option B through Prosper would negatively impact our town and should not be considered a viable alternative. I am a resident and I oppose Option B.	You have received significant commentary on your proposals already, yet you continue to push the same options without regard for the negative impacts this project will bring to Prosper if Option B is selected. We, as citizens of Prosper, oppose this.	WEBSTER	DAVID & SUSA						
2068	2cc67149-733b-49d5-8a2b-773ae10a9f3e	4/5/2022 22:07	4/5/2022 22:07	Opposition to segment B. Prosper planned for the widening of 380 and should not be penalized for McKinney failing to do so. Prosper citizens should not have to take the hit due to McKinney failing to follow easement build guidelines to allow for the widening of 380. Segment B was not on the Agenda and did not exist until McKinney realized they screwed up. Directly affects and disruptive to our neighborhood, Whispering Farms as well as numerous other neighborhoods. Prosper properly planned for expansion (380 can be widened thru Prosper). If other towns didn't plan, this can't be put on Prosper. Directly impacts multiple schools in Prosper ISD. Materially impacts ManeGait and the wonderful therapy they provide. Significant environmental impact. Decreased home values and overall desire of area. Massive utility relocations that are critical to Prosper's infrastructure. Prosper citizens should not take the hit for improper planning by the city of McKinney and their leaders.		Noppinger	Heidi						
2069	e164003b-a2dc-48c6-821d-dd19a277a41f	4/5/2022 22:07	4/5/2022 22:07		I oppose ALL segment B options	McNea	Lisa						
2070	3f21418e-c1ad-4f28-84e2-0014dc1703d2	4/5/2022 22:09	4/5/2022 22:09	I oppose option B because it is disruptive to the peace and quiet of our community.		Webster	Susan						
2071	f4ab3687-c930-4648-8837-c4e9dc3a932b	4/5/2022 22:10	4/5/2022 22:10	Absolutely no to option B!		Free	Laurie						
2072	54bc87be-765c-46ec-83b5-1c82f890b10a	4/5/2022 22:10	4/5/2022 22:10	Absolutely no to option B!		Free	Laurie						
2073	cdeb9f56-65d0-40d2-8cdf-fca941d0c1b1	4/5/2022 22:11	4/5/2022 22:11	Hello. I live in the Lakewood at Brookhollow subdivision. My husband and I moved there nearly 3 years ago. We had no idea there would be the possibility of the 380 bypass going right through and right alongside our neighborhood. Needless to say, we are opposed to this proposal for the Segment B section of the 380 bypass. The project would cause many displaced residents as well as businesses that have been moving into this area. Even if a residence is not displaced, the traffic and noise from the bypass through this area would greatly diminish the quality of life and the value of each home affected by this segment if this proposal passes. Please consider a different option to avoid these repercussions to many businesses and residents in this area. Thank you.		Ridley	Marlene						
2074	1c6794ba-8271-406f-838f-245755a756a2	4/5/2022 22:11	4/5/2022 22:11	A definite NO to option B! Yes to Option A		Haidari	J						
2075	3bac870a-0b51-480d-8ce3-ea86bbc0b9a2	4/5/2022 22:13	4/5/2022 22:13	I do not want the Segment B to go through Prosper. This will divide our small town. Prosper has been our home for years please don't destroy it.		Boyd	N						
2076	6190722c-30a4-450d-82fd-683c3ab88270	4/5/2022 22:20	4/5/2022 22:20		As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses. *The cost of Segment-A is \$99 million more than Segment-B. *It will decrease traffic safety and increase traffic on neighborhood streets arterial to Highway 380 increasing traffic, noise and pollution in our neighborhoods. *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380. Segment B is the best option to improve traffic flow in our corridor while preserving business and community.	Froehlich	Scott						
2077	656d5085-1bb9-4434-835f-2b5b2508b3db	4/5/2022 22:23	4/5/2022 22:23	We prefer B - should alleviate the heavier traffic that is started to bubble on Stonebridge Dr.		aceves	erika						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2078	14f07ab9-dc58-4f28-887c-bbe17659d724	4/5/2022 22:24	4/5/2022 22:24	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A *It destroys and removes 17 small businesses *The cost of Segment-A is \$99 million more than Segment-B. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today.	I take my grandson fishing at the pond at 380 and Stonebridge. We moved into this neighborhood to improve our quality of life and enjoy the relaxed lifestyle that Stonebridge Ranch offers. I really don't want to have to move to another city to enjoy the amenities that we have here.	Lee	Sandra						
2079	80122e4f-d690-40f9-8d01-727e2e6db55f	4/5/2022 22:26	4/5/2022 22:26	I support option b									
2080	d6bb9a32-ee8e-4f08-8103-597c17dbd212	4/5/2022 22:32	4/5/2022 22:32			Dosa	David						
2081	d3d97241-8c31-4d1d-8f74-9621b70c38e8	4/5/2022 22:39	4/5/2022 22:39	We live in Stonebridge Ranch and feel the Segment B and C sections would be an amazing add to easing our commutes to and from work.									
2082	4ac8dedc-954a-4dd1-808d-559bc0fa3893	4/5/2022 22:39	4/5/2022 22:39	I live in Prosper and I don't want any freeway coming though this area. The freeway will devalue our homes and there are environmental issues, I moved to Prosper to get the small town feel and that will go away. I am against anything that effect the Town of Prosper and our community is freeways or any of your proposals.		Dosa	David						
2083	a33113be-f7eb-4bca-848e-aa2020dfbf27	4/5/2022 22:40	4/5/2022 22:40	I AM OPPOSED TO SEGMENT B. After viewing the virtual meeting video and listening to my community leaders, I am opposed to segment B due to the negative impacts to the environment, economy, and quality of life of in my neighborhood. Segment B will: -Increase ground-level ozone impacting resulting in a conflict with Air Quality guidelines publicized by the North Central Texas Council of Governments (NCTCOG). -Have a negative effect on ManeGait Therapeutic Horsemanship. -Bisect Prosper ISD (including Prosper and portions of Frisco and McKinney) separating homes from their schools and businesses. -Displace far more businesses and homes than indicated in the Segment Analysis Matrix due to the future growth of neighborhoods and businesses in the area. -In addition, the expansion of the Dallas North Tollway and the construction of the Collin County Outer Loop should alleviate some of the traffic in the 380 corridor. All in all, I think expanding 380 on 380 should be reevaluated.		Woods	Brian						
2084	0c886318-000b-44da-8e00-e4e569eb4a2f	4/5/2022 22:47	4/5/2022 22:47	The area on the map is my home. 380 is already congested and it is difficult to even exit my neighborhood onto 380 with the current traffic. Bypassing 380 with a LOOP would help the neighborhoods and businesses on 380 deal with normal traffic instead of massive traffic. It will also keep homes and businesses on 380 since most will choose to leave if the traffic increases drastically. Please please please DO NOT Expand 380! The loop is less costly and will impact less people. It is the only way to go!		Tisserand	Kimberly						
2085	baa1cc7f-b582-4e61-86c1-58993143eed7	4/5/2022 22:54	4/5/2022 22:54	Oppose B- this is too close to my back door- did not move to Prosper to have a major road in close to backyard. Will also likely have child attending the new school being built- and do not need that traffic around a school. Support A- keep 380 where it is!		Craig	Jen						
2086	60d6b95d-83f6-43a8-8a52-f69240e406d2	4/5/2022 22:58	4/5/2022 22:58	I am opposed to segment A and I am in support of segment B of the Hwy 380 bypass for the following reasons: 1-Segment B will help balance traffic resulting from future residential and business development north of 380. 2. B provides a closer connection to north/south routes at Custer, Coit, Preston, and the DNT. These are already 6 lane high capacity roadways that can handle short and longer term traffic flow. 3. 380 and East/west travel is the most critical and where CC residents have the most difficulty with local travel. We will likely need further east/west loops as we north of 380 as the region grows. This is a burden that we all must share and segment B helps to balance this burden for the whole community it will effect.		Spina	Frank						
2087	a4a38191-1c84-4cbf-8503-eb3a4a615ee7	4/5/2022 22:59	4/5/2022 22:59	No to Option B Not through Prosper please!!		Rustin	Kristi						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2088	1c7417b0-7cc2-4b8e-834e-af60bad8d9f2	4/5/2022 23:07	4/5/2022 23:07	I strongly oppose the Segment B option to bring the 380 extension through east Prosper. This option negatively affects the growth, sustainability, and solitude of the small village of Prosper. Segment B removes large amounts of land that is being developed to generate property and sales taxes while simultaneously destroying existing and planned developments. It negatively impacts the ManeGait horsemanship property/non-profit that makes a difference in the lives of thousands of people every year, mostly children. It would bring huge amounts of traffic and emissions through the east side of the village of Prosper, negatively affecting the lives of children at nearby schools and families that call the area home. Prosper is a small community. Segment B essentially destroys the east side of our community in a fashion that negatively impacts the community as a whole from both a financial and quality-of-life perspective. Please say no to Segment B.		S	Julie						
2089	3adb7c34-83a0-4628-8272-2536550d2de9	4/5/2022 23:09	4/5/2022 23:09	I am writing out of concern and objection to the 380 bypass, specific to section B, which intersects Prosper. Not only does this interchange make no sense at it is so far removed from the 380 corridor that it directly impacts the new high school, which is desperately needed of balance the HS populations at PHS and Rockhill but equally undesirable is the impact this bypass will make the to ManeGait Therapeutic facility. You noted that they are technically able to continue to conduct their business, but what I think has been forgotten beyond procedural and administrative, is the population that benefits from ManeGait - the autistic community of children, youth and adults who have sensory struggles. The noise, traffic and changes will directly impact the quality of care, and environment needed to provide therapy. I feel route B is short sighted and does not look at the long-term impact on the community. Moving to Prosper was intentional to establish a peaceful quality way of life.	We moved from South Florida and intentionally chose the Prosper/Celina area because we wanted to be removed from the traffic and all that comes along with open roadways through suburban areas - noise and air pollution, increased crime, lower home values, human trafficking corridors, etc. The presentation notes that expanding the existing 380 roadway was not considered because of the impact on existing business, but really because of Raytheon. I believe creating an overpass would be the best solve for both McKinney and Prosper. Yes, it will be difficult and inconvenient in the process, but creating an overpass, void of traffic lights, with periodic on/off ramps will provide reduced traffic to the existing 380 congestion, while continuing to support businesses commerce. Doing so removes the negative impact to actual homeowners & community facilities along the proposed Route B. It is vital to the integrity of the cities of Prosper/bordering Celina founding principles of family-first.	Boix	Melissa & Joe						
2090	af5db656-58b3-41bc-83ab-66886fd60109	4/5/2022 23:12	4/5/2022 23:12	As a resident of McKinney, TX, I strongly SUPPORT Project 380 Segment-B bypass option which is least disruptive to businesses with no displacements, has minimal impact on existing neighborhoods located adjacent to US 380, and is least expensive option. I strongly OPPOSE Segment A option for following reasons: *Destroys 17 small businesses West of 380 and Custer intersection on North side. *Costs \$99 million more than Segment B. *Creates overpass on 380 over Stonebridge Dr and Custer Rd. *Causes installation of water pipes (ducts) over 380. *Decreases traffic safety and increases traffic on Stonebridge streets arterial to Highway 380 such as Stonebridge Dr, Ridge Rd and Lake Forest Dr, increasing traffic, noise and pollution in our neighborhoods and reducing our property values as those are the only roads leading South from 380. *Causes construction of large interchange at intersection of Segment-A and 380 located directly above Kensington Village potentially depressing home values.		Schraegle	Shelley						
2091	dee11658-622f-4c7e-800c-7a875489d975	4/5/2022 23:16	4/5/2022 23:16	I oppose the proposed HWY 380 Brown and Gold Alternatives (Segment B). Not only will these routes directly and adversely affect two schools, these paths will also negatively impact the daily operations and special events held at ManeGait Therapeutic Horsemanship and the essential services provided to individuals with disabilities and children. I respectfully request that Segment B be removed from consideration due to the environmental impacts to ManeGait and schools.		McLaughlin	Whitney						
2092	ba24ffec-d6ce-4c2e-89e4-d0a427c6366f	4/5/2022 23:16	4/5/2022 23:16	I oppose the proposed HWY 380 Brown and Gold Alternatives (Segment B). Not only will these routes directly and adversely affect two schools, these paths will also negatively impact the daily operations and special events held at ManeGait Therapeutic Horsemanship and the essential services provided to individuals with disabilities and children. I respectfully request that Segment B be removed from consideration due to the environmental impacts to ManeGait and schools.		McLaughlin	Thomas						
2093	fe51b6d6-4a9b-4615-8d07-b507ec29edd	4/5/2022 23:17	4/5/2022 23:17	I oppose the proposed HWY 380 Brown and Gold Alternatives (Segment B). Not only will these routes directly and adversely affect two schools, these paths will also negatively impact the daily operations and special events held at ManeGait Therapeutic Horsemanship and the essential services provided to individuals with disabilities and children. I respectfully request that Segment B be removed from consideration due to the environmental impacts to ManeGait and schools.		McLaughlin	Briggs						
2094	aa8bd5a4-cd1a-4877-846d-471673a22afb	4/5/2022 23:17	4/5/2022 23:17	I oppose the proposed HWY 380 Brown and Gold Alternatives (Segment B). Not only will these routes directly and adversely affect two schools, these paths will also negatively impact the daily operations and special events held at ManeGait Therapeutic Horsemanship and the essential services provided to individuals with disabilities and children. I respectfully request that Segment B be removed from consideration due to the environmental impacts to ManeGait and schools.		McLaughlin	Crew						
2095	762da243-53be-42d1-861e-7ae795bd2520	4/5/2022 23:20	4/5/2022 23:20	My comments are related to the segment A and B of the project. As both a homeowner and a small business owner, I PREFER THE A ROUTE. Any business owner would prefer to be located on the high traffic route in order to facilitate their growth. Option A provides the largest positive impact to businesses. In contrast, any homeowner would prefer to not be affected by congestion and noise pollution. Again, option A provides the best solution to the fewest residential areas both now (based on the numbers) and the future (based on the total miles of road). I strongly concur with the 2020 assessment of Option A for this route.		Journey	Bill						
2096	e230880a-c289-42bd-8a75-64952d8a030a	4/5/2022 23:23	4/5/2022 23:23	I vote NO, NO, NO, NO, NO to Plan B regarding the 380 bypass!		Walsh	Catherine						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2097	54754465-9c8a-4041-8530-e01b7b6a7c45	4/5/2022 23:26	4/5/2022 23:26	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. **It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive.									
2098	3dca40b9-2b1f-4c27-82e0-bce8d6f67b3e	4/5/2022 23:39	4/5/2022 23:39	While I understand the current financial impact options A & B might have. I believe the future impacts that option B will have on the town of Prosper will be way more than option A would have on McKinney. Therefore, I believe option B should be removed from consideration, and option A or F be the only options considered for the western part of the expansion.		Laughter	Ross						
2099	b69f4e22-373f-47b7-8213-a2a754603d62	4/5/2022 23:42	4/5/2022 23:42		I strongly option A due to the disruption of established homes and businesses. Option B provides less of a right away cost and impact to tax payers	With	Kristin						
2100	c07c5e56-a50f-4d5e-8eb4-73b7bcad7f4e	4/5/2022 23:44	4/5/2022 23:44	Option B wasn't even in the original plans that TXDoT originally came out with. Prosper doesn't want it. McKinney and Prosper are ok with option A. It's my recommendation that you only consider option A as the impact option B will have on the town of Prosper is too high.		Laughter	Audry						
2101	05c6998c-5c9e-49a0-8220-2b92832a8d1b	4/5/2022 23:46	4/5/2022 23:46	We support option b but do not support option a for the following reasons. 1. Safety - how much longer will the paramedic ride be under option a? 2. What will our viewshed be at Tucker hill? Seems like option a will be unsightly and noisy. 3. Access- option a will lead to longer commute times to get to 75 4. Tucker Hill entrance and views - under option a, the community would have a very unappealing entrance since the road will take up to 60' of our entry way. 5. under option a, our property values will be affected by being surrounded by an 8 lane highway. 6. how much more road noise will be created by option a? It has to be significantly more. 7. How many business will be affected by option a? 8. How much more will the pollution be for option a for Tucker hill? 9. Access to our community will be difficult coming from the west. How much does that add to drive time? 10. Why are we only discussing this and not discussing a bypass that connect 35, the toll way and central?		Clark	Todd						
2102	913b2c72-0516-43f7-84e8-89019d380919	4/5/2022 23:47	4/5/2022 23:47		I 100% oppose option B. Please remove it from consideration. The lack of poor planning on McKinney's part along 380 shouldn't become a Prosper problem.								
2103	710f4142-b8bb-45bb-8d9e-91e8ff15c0f4	4/5/2022 23:48	4/5/2022 23:48	In terms of "direct impact" on Prosper, Option B would obliterate the Ladera Prosper 55+ community being planned by the Delin brothers, just west of Custer Road, with the result that Prosper would be deprived of the taxes generated by these new homes. In terms of "indirect impact," Option B would create a negative environmental / ecological impact on: • The Mane Gait therapeutic horsemanship program; • The Founders Academy already built an in operation on the southwest corner of E. First Street and Custer Road; • The existing small cemetery with plans for expansion on the west side of Custer Road; • The Malabar Hill subdivision currently under construction on the south side of E. First Street; • The Walnut Grove High School now under construction on the south side of E. First Street. These are just some of the reasons why Prosper's proper planning for the future should not be disrupted by Option B.		Laughter	Ben						
2104	f3ab0295-1f20-4bc6-80cc-b3ff662591c8	4/5/2022 23:50	4/5/2022 23:50	Option B will negatively impact our community and schools I have 3 children in PISD who will eventually drive which concerns me. In addition, the purpose of moving to Prosper was to enjoy a smaller, quiet lifestyle. Please do not move forward with option B and keep 380 on 380.		Littleton	Kari						
2105	af4ef39d-c3a8-4859-8221-47dd37651aed	4/5/2022 23:55	4/5/2022 23:55	The cheapest alternative is not necessarily the best alternative, nor is it ethically the best alternative. The lack of planning on McKinney's part (allowing homes and businesses to be built too close to the existing US Highway 380 when the city knew someday it would have to be improved and expanded) should not create an emergency for Prosper. Our town has carefully planned for its future. Prosper does not tell McKinney where to build roads in its city planning; in the same vein, McKinney should not be telling Prosper at this juncture where to build roads in its town. McKinney at 200,000 population ought not to be bullying smaller Prosper with its 30,000 population - projected to build-out at 72,000. The Town of Prosper has maintained all along for several years that it supports "Keep 380 on 380."		Laughter	Steve						
2106	6f351ba6-81a3-4c58-84be-0d64e7f340cf	4/5/2022 23:58	4/5/2022 23:58		I am concerned about the impact to our local schools both Prosper ISD as well as the private school near my neighborhood. I am more concerned about the impact to ManeGait and the wonderful influence they have on so many children. This is why I am opposed to Option B of the 380 Bypass. McKinney's lack of sufficient planning should not be addressed by running a highway through their neighbor's properties.	Hunter	David						
2107	0bb4d96f-77c8-4c66-84fb-5691f0c5f68	4/5/2022 23:59	4/5/2022 23:59	The Town of Prosper has maintained all along for several years that it supports "Keep 380 on 380." I propose that you remove option B from consideration. The impact it will have on the town of Prosper is way too high. Prosper is only 7 miles wide and 3 miles deep and you want to cut off a section of that landmass because McKinney had terrible planning along 380. Why should Prosper residents suffer because of poor planning by its neighboring city. Don't let the city of McKinney bully the little town of Prosper.		Laughter	Lesli						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2108	b394afa2-05a5-479b-8663-2f80bc2f359f	4/6/2022 0:02	4/6/2022 0:02		<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment A alignment.</p> <p>In addition to the negative environmental costs required with A, Option B shorter route over time will be less environmentally problematic. There are also significant engineering issues with A.</p> <p>Other reasons option A should not be considered:</p> <ul style="list-style-type: none"> - It destroys and removes 17 small businesses West of the 380/Custer intersection - It will require the installation of \$\$ water pipes (ducts) over 380. - It will decrease traffic safety on neighborhood streets diverted from Hwy 380 - Huge safety concerns regarding access to hospitals, police, and fire - Negative impact on 3 area high schools 	Villar	Damon						
2109	82066cee-c4f8-4f0f-8512-abe73467168b	4/6/2022 0:03	4/6/2022 0:03		<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment A alignment.</p> <p>In addition to the negative environmental costs required with A, Option B shorter route over time will be less environmentally problematic. There are also significant engineering issues with A.</p> <p>Other reasons option A should not be considered:</p> <ul style="list-style-type: none"> - It destroys and removes 17 small businesses West of the 380/Custer intersection - It will require the installation of \$\$ water pipes (ducts) over 380. - It will decrease traffic safety on neighborhood streets diverted from Hwy 380 - Huge safety concerns regarding access to hospitals, police, and fire - Negative impact on 3 area high schools 	Villar	Nancy						
2110	eafba3a4-4663-47a3-8dc6-731e15de3002	4/6/2022 0:04	4/6/2022 0:04	<p>To whom it may concern</p> <p>As a resident of Prosper, I believe Segment B would not be fiscally responsible or make much of a difference for residents of Prosper. My Taxes have already increased about 30% from last year to this year and don't need another thing tacked on. If we widen the roads we already have, like 380, then I think that at least would benefit the residents in the long run without building a highway through the middle of a town. Thank you.</p> <p>Respectfully, Ryan</p>									
2111	ee801322-a906-4b55-8f09-dc455a683acb	4/6/2022 0:05	4/6/2022 0:05	<p>As a homeowner and citizen of McKinney, I strongly SUPPORT Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. I also strongly OPPOSE Segment-A. It should not be considered for the following reasons:</p> <ul style="list-style-type: none"> *It destroys & removes 17 small businesses West of 380 and Custer on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It creates an overpass on 380 over Stonebridge Drive and Custer Road. *It decreases traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution and reducing our property values during construction as those are the only roads leading South from 380. <p>Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.</p>		Cowan	Lindy						
2112	0113abe5-5dea-4c02-8013-91725348d57e	4/6/2022 0:06	4/6/2022 0:06	<p>As a homeowner and citizen of McKinney, I strongly SUPPORT Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. I also strongly OPPOSE Segment-A. It should not be considered for the following reasons:</p> <ul style="list-style-type: none"> *It destroys & removes 17 small businesses West of 380 and Custer on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It creates an overpass on 380 over Stonebridge Drive and Custer Road. *It decreases traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution and reducing our property values during construction as those are the only roads leading South from 380. <p>Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.</p>		Cowan	Andrew						
2113	7f8a2c3d-b9fb-4293-8434-d0e4c7ebbd94	4/6/2022 0:21	4/6/2022 0:21	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the project 380 segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US380. It is also the least expensive option by nearly \$99 million when compared to the cost of the segment-A alignment.</p>		Baysden	Matthew						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2114	8c7f8d18-1fa3-49e5-883f-81177f5cf8f1	4/6/2022 0:21	4/6/2022 0:21	I am opposed to option B that would cut through the east side of the town of prosper. This will drastically increase traffic on Custer Road, creating a potential danger for the students that attend founders academy and for the students that will eventually attend the new prosper high school currently under construction.		Jabourian	Alex						
2115	f785052c-babf-44ef-8a1b-a604198a2d39	4/6/2022 0:23	4/6/2022 0:23	Please do not do option B! ManeGait helps so many of our individuals and option B would ruin homes and businesses in Prosper. Keep 380 on 380 please!!		Gurney	Robinson						
2116	ac3775e0-e3da-4b41-8849-256f84b6bb3e	4/6/2022 0:32	4/6/2022 0:32	My wife and I are very opposed to the proposed plan B section that goes through Prosper. Having lived here for over 20 years we have no desire to see our community destroyed by poor planning. In my opinion the only logical change would be an elevated addition over the existing 380 path. Even if they just install overpasses at the main intersections this should alleviate the future congestion that is anticipated. We welcome the chance to pursue this matter with any person or entity involved. Thank you !		Davenport	Don						
2117	ba4a24f4-de9b-417b-8a08-48ddbfc1dad6	4/6/2022 0:34	4/6/2022 0:34	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic.		Medina	Roberto						
2118	fb769bac-f934-4089-876b-8b33ec254195	4/6/2022 0:35	4/6/2022 0:35	I strongly oppose option B for the 380 bypass due to the negative impacts to the community, schools and planned developments. Prosper was never part of the need or the reason for the 380 bypass. That was caused by the city leaders in McKinney, yet they are now trying to pass this off and fix their problem by causing a problem for Prosper. The only viable solution is to keep 380 on 380 or to proceed with option A.		Legner	Aaron						
2119	2a4680c2-b3b9-42be-8326-a791bf5c9495	4/6/2022 1:01	4/6/2022 1:01	After reviewing the various options provided here, it seems to me that option B is the ideal choice. This would be the less expensive and least disruptive.		Blankenship	Amanda						
2120	f0881864-55af-4922-81a4-c949e2778d6c	4/6/2022 1:02	4/6/2022 1:02	I oppose option A and support option B.	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.	Sisson	Thomas						
2121	8d95ba74-d4ba-4343-8b84-ff85ae1a3bc2	4/6/2022 1:04	4/6/2022 1:04	Option B should be selected for the following reasons: Option B costs \$99 million less than option A and save valuable taxpayer dollars. Option B requires \$40 million lower right of way costs (\$136.8M vs 177.8M). Option B displaces 12 homes, businesses and other barns, sheds, outbuildings vs 31 in option A. Option B's route uses land not yet developed, making the road more accessible to construction vehicles and less disruptive to existing neighborhoods and businesses. Option B is far less economically impacting to local businesses in the county than option A which will divide the road and limit access to local businesses. Option B does not require displacement of water resources and the local water supply. There would be no easy access to the Tucker Hill neighborhood with Option A. Residents would need to travel up to 10 minutes out of their way via multiple turns further along the proposed option A route to enter or exit the neighborhood.		Taylor	Jim						
2122	414728cb-4114-457b-88f6-3905e8d47a11	4/6/2022 1:08	4/6/2022 1:08	I live in Whitley Place in Prosper and oppose proposal B and support proposal A. Proposal B is too close to this wonderful neighborhood for which I've worked so hard to be a part of. Please reject proposal B and support only proposal A.		Gaither	Brian						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2123	547fd477-5510-4da3-8eca-3a7ffe96412a	4/6/2022 1:11	4/6/2022 1:11	I stand in opposition to all US 380 Segment B options through Prosper. I agree with the Prosper Town Council and Prosper ISD that the proposed routing through Prosper would be a disaster for Prosper and for our outstanding volunteer operation ManeGate. Please do not allow this routing to happen Keep 380 on 380. Terrance M White, PE [REDACTED] [REDACTED] [REDACTED]		White	Terrance	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	
2124	f6fa6138-392d-4133-851a-ed9b44f06581	4/6/2022 1:14	4/6/2022 1:14	I strongly oppose segment B, due to its proximity to my home, my children's schools, as well as businesses in prosper.		McNea	Scott	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	
2125	57b3c443-0439-436f-8578-ff7128be7e0f	4/6/2022 1:14	4/6/2022 1:14	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A for the following reasons: *It removes 17 small businesses near the 380 and Custer intersection. *Segment-A is \$99 million more than Segment-B. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380. *Segment B is the best to improve traffic flow in our corridor while also preserving businesses and residential vibrancy of our community.		Goldade	K	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	
2126	d09524ff-70a4-46ff-804c-5b95997ca510	4/6/2022 1:14	4/6/2022 1:14	NO to option A,B,C,D		Hanlin	Keetha	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	
2127	5cf6c2c4-5519-46e5-82bb-61fdd664d6a4	4/6/2022 1:19	4/6/2022 1:19	I live in Whitley Place and I oppose proposal B and support proposal A.		Canova	Clelia	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	
2128	8cfaada5-0fa8-4518-8ab7-0ad3d338e46c	4/6/2022 1:20	4/6/2022 1:20	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.	As a homeowner and citizen of McKinney, TX., strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380. *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.	Van Deusen	Jason	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		
2129	0cdb71fa-bacc-450d-8e88-64d37ca20910	4/6/2022 1:26	4/6/2022 1:26	Section b 100 mm \$ cheaper. Less impact on major utilities and businesses. Least amount of home displacement. 380 is already a major artery adding construction onto that for option a is irresponsible		Bull	Michael	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	
2130	72cfcef4-3a35-4942-8a54-fb2acccc4e20	4/6/2022 1:28	4/6/2022 1:28	Alignment D for the eastern end of the Collin County portion of the 380 by-pass, which was the preferred alignment from the feasibility study, would still be the least invasive option to homeowners for this segment of the highway. It would displace fewer homes and go over floodplains which are cannot be built on anyway. This alignment had very little negative feedback during the original feasibility study. This alignment would also protect a historic home which would be impacted by alignment C. Alignment D would come close to a historic railway bridge, but it would not impact the use or preservation of it. It is frustrating that the City of McKinney came out AFTER the end of the feasibility study requesting that the southern portion of the 380 by-pass (Spur 399) be put on the east side of the McKinney airport which would not allow for connecting that portion of the highway with Alignment D, the preferred alignment. Seems very questionable doing so after the ability for public input.		Bruce	Valinda	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	
2131	cdda889b-4dfa-40a6-840f-6613a8e07e63	4/6/2022 1:28	4/6/2022 1:28	We prefer segment B. We need a longer road to remove vehicles from 380. We recommend that the new road go all the way to the North Dallas Toll way not back to 380.		G	F	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2132	737d9c04-d8e5-4602-89b3-65a466de8b8f	4/6/2022 1:35	4/6/2022 1:35	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.		Smith	Kevin						
2133	abd44e9e-86c5-43c3-8c10-24d17384e381	4/6/2022 1:37	4/6/2022 1:37	Opposed to A		Benzaquen	Mel						
2134	f0b6f013-9397-4e31-8c6c-5f70fed0813d	4/6/2022 1:40	4/6/2022 1:40	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. I also strongly oppose Segment-A. It should not be considered for the following reasons: It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380. *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.		Chang	Ai						
2135	180d48f0-2b62-4f3d-8580-2a0d5f91ba82	4/6/2022 1:41	4/6/2022 1:41	Opposed to Segment B Dear TxDOT, I am strongly opposed to Segment B for the following reasons: - This will have a devastating & negative impact on multiple Prosper ISD Schools such as Cockrell Elementary & Walnut Grove High School due to the extremely close proximity to these schools - Similarly it will have a devastating impact on the Founders Classical Academy of Prosper that serves students from grades K-8 since this segment would literally border their facilities - This will also severely impact MainGait which has been so important for children that require extra care since it would also literally border their facilities - The Town of Prosper has planned for 380 to remain on the existing location of 380 along Prosper city limits & the town has passed multiple unanimous resolutions over recent years highlighting this position - Prosper ISD has also passed firm resolutions to oppose Segment B due to the severe & negative impact that it would have on multiple Prosper ISD schools		Cheung	Jason						
2136	c3997d52-e5a8-47d7-80ea-7ccf86fd69db	4/6/2022 1:43	4/6/2022 1:43	Please do not choose option B it would not be good next to my school.		Tolliver	Isaiah						
2137	dcaab6b0-26f0-4710-8aeb-7fe1bcbf4d21	4/6/2022 1:43	4/6/2022 1:43	We support Proposal A and are adamantly opposed to Proposal B that bisects Prosper. Proposal B adversely affects current residential areas, planned developments, and future developments in a premier Residential Area in Prosper that dates back to the early 2000's and also negatively impacts the environmental sensitive areas along Custer Road as established by the EPA. Proposal B does not comply with the Town of Prosper's established Master Comprehensive Plan dating back to 2005 nor with the character of the area. The noise, traffic, safety, and economic and tax impact of Proposal B will adversely affect thousands of residents in Whitley Place, the ManeGait, Founders Academy, Malabar Hills, Prosper High School #3, and the Ladera Retirement Community.		Dupont	George and Bar						
2138	86781447-2936-41e7-8951-6b8b7615487e	4/6/2022 1:45	4/6/2022 1:45	No to option B it would be too close to my school. Making it less safe, it would also be so loud at recess.		Tolliver	Lennox						
2139	5daa203e-f5ca-4b30-8807-7673d9cd2889	4/6/2022 1:47	4/6/2022 1:47	I strongly oppose the proposed section B plan which will cut through current established neighborhoods, schools and businesses of Prosper. This will have a huge adverse effect on the city of Prosper's planning and growth.		Davis	S.						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2140	ee9def8b-8b5a-43ae-84a4-27c2330dd679	4/6/2022 1:48	4/6/2022 1:48	<p>--- Opposed to Segment B ---</p> <p>I am strongly opposed to Segment B for the following reasons:</p> <ul style="list-style-type: none"> - The Town of Prosper has planned for 380 to remain on the existing location of 380 along Prosper city limits & the town has passed multiple unanimous resolutions over recent years highlighting this position - Prosper ISD has also passed firm resolutions to oppose Segment B due to the severe & negative impact that it would have on multiple Prosper ISD schools - This will have a devastating & negative impact on multiple Prosper ISD Schools such as Cockrell Elementary & Walnut Grove High School due to the extremely close proximity to these schools - Similarly it will have a devastating impact on the Founders Classical Academy of Prosper that serves students from grades K-8 since this segment would literally border their facilities - This will also severely impact MainGait which has been so important for children that require extra care since it would also literally border their facilities 		Cheung	Yoshie						
2141	09a5771d-aefc-4f1f-874b-a13918f4cf ee	4/6/2022 1:49	4/6/2022 1:49	No to option B . It would negatively impact at least three schools. Cockrell elementary, Founders academy, and the newest Prosper High school which combines serves 1000s of students. It would also prohibit the building of a senior living community that would serve an elderly population and produce revenues for the prosper school district, agin negatively impacting children. Lastly it would make ManeGate inoperable to provide much needed and hard to access therapy for children and those with disabilities. As a community we ask that you seriously consider a NO to option B.		Tolliver	Elijah						
2142	5fcd7cb0-5a85-455f-8da1-3011c9a9213d	4/6/2022 1:50	4/6/2022 1:50	I strongly oppose the segment A option. Not only does it cost more and impact more businesses and homes. The short and long term impact on the Custer/380 intersection will devastating too. Option B goes through a mostly undeveloped SE corner of Prosper. It makes the most sense. Thank you for your time and consideration.		Milano	Kim						
2143	9296e7fb-b998-426d-8355-e2f4027202db	4/6/2022 1:51	4/6/2022 1:51	No to option B it would have a huge negative impact on the Prosper community, that is small but proud. We ask that you consider other options than option B		Tolliver	Zyara						
2144	8a4f779e-ce1d-420c-8502-5cc20c3573ce	4/6/2022 1:52	4/6/2022 1:52			Bryan	Tiffany						
2145	a34d26f0-05b2-4e7b-89ce-82ae5cd6590d	4/6/2022 1:53	4/6/2022 1:53	I STRONGLY SUPPORT Segment-B as it is not only less expensive by almost \$100 million than the segment-A option, but it is also the least disruptive to the residents and businesses along 380. There would be no displacements of businesses and minimal to no impact to families living in neighborhoods along and adjacent to 380. I am STRONGLY OPPOSED the to Segment-A option as it will destroy the 17 businesses along 380 and depress the property values of the people in these neighborhoods, who've worked hard their whole lives to buy a home and raise a family. It will also increase traffic, pollution, noise and decrease the safety of the arterial roads Stonebridge Dr., Ridge Rd., and Lake Forest Dr. during construction. Segment-A is also more expensive, by far, when compared to Segment-B. Segment-B is the best option for our corridor and it's the most cost effective. Segment-B preserves well established neighborhoods and businesses.		Michelson	Michelle						
2146	ee1ff589-198b-4ce2-81b6-4ea3a182c2b4	4/6/2022 1:53	4/6/2022 1:53	I strongly oppose the proposed section B plan. This plan has disregarded the needs and rights of the current established neighborhoods, schools and businesses of that area of Prosper. Planning and growth development of will be hindered by that project. Prosper has such a small footprint to now make such indiscriminate changes to current established areas.		Davis	Jeff						
2147	e47cfb48-d534-4fde-8a4a-c416496b034c	4/6/2022 2:13	4/6/2022 2:13	I strongly oppose Segment A of the 380 Project and support Segment B of the 380 Project. Project B is the least disruptive to the Stonebridge Ranch neighborhood and residents.		Booker	Will						
2148	ef3fa06c-970b-4960-8fb8-fdab2808ff1d	4/6/2022 2:15	4/6/2022 2:15	I moved to Prosper to get the small town feel and that will go away. I am against anything that effect the Town of Prosper and our community is freeways or any of your proposals. We support Proposal A and are adamantly opposed to Proposal B that bisects Prosper. Proposal B adversely affects current residential areas, planned developments, and future developments in a premier Residential Area in Prosper that dates back to the early 2000's and also negatively impacts the environmentally sensitive areas along Custer Road as established by the EPA. Proposal B does not comply with the Town of Prosper's established Master Comprehensive Plan dating back to 2005 nor the character of the area. The noise, traffic, safety, and economic and tax impact of Proposal B will adversely affect thousands of residents in Whitley Place, the ManeGait, Founders Academy, Malabar Hills, Prosper High School #3, and the Ladera Retirement Community.		Dosa	David						
2149	5e5c4d97-c9b7-4a64-8056-fd49c5d3b3a1	4/6/2022 2:17	4/6/2022 2:17	Widening the corridor here provides a cut off corner of Prosper and limits the citys 20 year plan of development - in addition to exposing our community to additional construction and traffic that is already been significantly impacted by the existing expansion of Custer road fm 2478- and future expansoin of 1461Seems like our little town with its limited square miles is being targeted unfairly as easy pickings for txdots project . In addition to the traffic, safety and disruption of the towns plan for orderly development put in years ago, it is disruptive to both a charitable ministry main gate, a private school, a nice and well developed area of whitley place , and other future developments underway that placed reliance on the existing town plan to stake businesses, charities and other planned development and capital expenditures - including 360 home sites impacting thousands of Proper residents . I vote no to plan B- let Plan A support Mckinneys corridor problem.		jackson	gary						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2150	2acd9c3-6e91-42c9-818d-f83e48656017	4/6/2022 2:22	4/6/2022 2:22	NO to Option B!		Mudd	Brooke						
2151	5263218d-67a9-4921-8749-7a1edfc3bc1d	4/6/2022 2:23	4/6/2022 2:23	NO to Option B!		Mudd	Dan						
2152	8f89f853-bbb4-4b1e-85b3-946593c6fc7b	4/6/2022 2:26	4/6/2022 2:26	I am strongly opposing option B as it's near our neighborhood and school and will cause noise, excess traffic, and disrupt the Prosper community.		Wainscott	Brad						
2153	c5c7f50e-25eb-4954-8f0e-5a681fb5d04d	4/6/2022 2:28	4/6/2022 2:28	I'm commenting on my preference to have TXDOT choose option B for the 380 expansion. Almost 18 years I made the choice to move my family from the DC suburbs to what I thought would be my "forever" home. Finding McKinney, Stonebridge Ranch & LaCima felt like winning the lottery. Now our little piece of paradise is threatened by a 8-10 lane highway. I've lived in LaCima long enough to remember two 121 expansions, the 75/121 interchange, DNT north of 121, and multiple interchanges on 380 that include Preston & DNT. Not once do I recall several hundred homesites being so drastically affected & 17 plus business locations being eliminated. I'm also concerned that during construction our access to emergency medical care at Baylor will be harder to reach at a time when minutes truly matter. I hope this difficult decision is free from political pressure and the desire to increase the Collin County tax base.		Rulli	Tony						
2154	e0d02ab3-84a4-4529-8e67-b454b25100f1	4/6/2022 2:29	4/6/2022 2:29	Apparently TXDOT has done extensive work on their own and using citizen input. I don't believe that the best interests of the general public has been served because TXDOT seems to only look at physical structures and highways in determining future bypass routes for highway 380. Nothing that I read in the TXDOT studies really consider people that are affected. I oppose proposed the "B" bypass because schools, mentally and physically challenged people are directly affected and would lose valuable resources if their locations were removed or impacted. Please keep 380 on 380 by widening it to accommodate the increasing flow of traffic. In addition, the flyovers at the intersection of Hwy. 380 and Coit Road will apparently be the diamond configuration and speeds will be impacted and undoubted cause major accidents and affect pedestrian crossings. Thanks		Williams	James						
2155	332775f6-6fa9-4168-81b1-55bac236f258	4/6/2022 2:30	4/6/2022 2:30	Segment A will impact a lot of new and planned development along 380. How would the planned West Grove development be impacted? Noise from this segment may have a negative impact on numerous residential neighborhoods like Stonebridge ranch and Tucker hill. Segment B is cheaper and would have much less impact on the area.		Shaver	Randall						
2156	7668b83e-67a2-40ce-8924-1f3148a89b4c	4/6/2022 2:31	4/6/2022 2:31	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered due to : *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution.		Sulur	Chidananda						
2157	84c912df-c4f7-435c-8905-3c52fa7234af	4/6/2022 2:37	4/6/2022 2:37	I am strongly opposed to Option B. We are residents of Whitley Place and have 5 children who play outside all the time. We are very concerned that having such a large road so close to our home will harm our children's health - we have one with asthma and two with severe allergies that would be aggravated by the excessive traffic pollution that would be so close to us. Having it cut off Manegait and the detrimental effect it would have on the horses as well as those who need the therapeutic horsemanship would be tragic. We were so happy to see a new school- Classical Academy go in and the proposed road would go right by it- and through a new community geared to 55+ which would add such a wonderful dimension to our town....I'm sure if there was a massive road going through it very few (if any) seniors would want to make Prosper their new home. Please throw out option B and leave Prosper out. Thanks so much!		Clark	Julie						
2158	f7572cfc-6929-4ed9-8a0d-75e860ba9cc7	4/6/2022 2:38	4/6/2022 2:38	Please do not interrupt or intersect at Main Gate. Their facilities are for a great cause. Option B isn't a solid choice for going straight into Prosper.		Lawrey	Tina						
2159	55a019b2-c4a0-44fe-8594-1289d34ea584	4/6/2022 2:44	4/6/2022 2:44	It does not make sense to approve Option B through Prosper. It negatively impacts our residents, businesses, ManeGait, Prosper ISD schools, Founders Classical Academy Prosper, and our future growth and development. It also negatively impacts the reason most people moved to Prosper in the first place — to escape the business of the city for open spaces, solitude, and a small town feel. We have the support of the Town of Prosper, Prosper ISD, local business owners, landowners, parents, and students - who are all unified in our stance that we OPPOSE OPTION B in all forms.		Van Dyke	Doug						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2160	d4cf7f72-ee90-445c-83e6-58537026611a	4/6/2022 2:44	4/6/2022 2:44		As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A.	Pittman	Steven						
2161	cf4184cd-974b-4a32-88a6-c9bfc8e8c823	4/6/2022 2:57	4/6/2022 2:57	I oppose option B. This impacts my home in prosper. It might resolve McKinney's issue close to I-75 but only pushes the issue to Prosper and harms critical businesses helping those with special needs. This must not happen.		Slaughter	Sloane						
2162	99480b5b-a5c1-41e1-860f-4214f09a7299	4/6/2022 2:59	4/6/2022 2:59	I am opposed to Option B. This will have a major impact on my city and my home. This is attempting to solve McKinney's problem and moving it to Prosper with this option. This will also be detrimental to the ManeGate horse farm which brings hope and healing to adults and children with disabilities. Don't move the problem, fix the problem!		Slaughter	Steven						
2163	a8a24317-401e-4d50-86e7-99dc45039e07	4/6/2022 3:02	4/6/2022 3:02	option b is definitely the least impactful option. option c is also my desired choice away from downtown which will only grow.		masley	jeff						
2164	19d0622e-6886-4a09-8110-2d32d2e41530	4/6/2022 3:03	4/6/2022 3:03	I strongly oppose the segment B, 380 bypass as proposed. It will decrease our property value and quality of life in Prosper. I support widening the existing 380. Keep 380 on 380.		Clark	Paul						
2165	06b04c8b-b566-4d78-8a24-b29138d354ce	4/6/2022 3:07	4/6/2022 3:07	I would like to oppose plan B for the new 380 bypass.		Johnson	Lindsey						
2166	83845a17-58a2-47bc-84f2-fc3f6002c7f8	4/6/2022 3:14	4/6/2022 3:14	As a homeowner of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380. *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380. Segment B is the best option to improve traffic flow in our corridor.		Rosas	Christian						
2167	b2fe7f97-ac8c-49eb-84f1-9aa310da8b18	4/6/2022 3:24	4/6/2022 3:24		My husband and I are currently building a home in McKinney, TX, which we will close on this summer. (Our future address is reflected below.) I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. Segment-A should not be considered due to expense. Also it will destroy and remove 17 small businesses West of the 380 and Custer intersection on the North side. It will decrease traffic safety and increase traffic on neighborhood streets arterial to Highway 380 such as Ridge Road and Lake Forest Drive. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.	Davenport	M						
2168	afeeb4d5-d4c8-4bb8-8421-aa33f39f98d5	4/6/2022 3:30	4/6/2022 3:30	To whom it may concern. I would like to oppose option B in all forms. I don't know It negatively impacts our residents, businesses, ManeGait, Prosper ISD schools, Founders Classical Academy Prosper, and our future growth and development. It also negatively impacts the reason most people moved to Prosper in the first place – to escape the rat race of the city for open spaces, solitude, and a small town feel. We have the support of the Town of Prosper, Prosper ISD, local business owners, landowners, parents, and students - who are all unified in our stance that we OPPOSE OPTION B in all forms.		W	M						
2169	35d1e5aa-146b-4eef-8889-baee6a06e288	4/6/2022 3:31	4/6/2022 3:31	To whom it may concern. I would like to oppose option B in all forms. It negatively impacts our residents, businesses, ManeGait, Prosper ISD schools, Founders Classical Academy Prosper, and our future growth and development. It also negatively impacts the reason most people moved to Prosper in the first place – to escape the rat race of the city for open spaces, solitude, and a small town feel. We have the support of the Town of Prosper, Prosper ISD, local business owners, landowners, parents, and students - who are all unified in our stance that we OPPOSE OPTION B in all forms.		W	A						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2170	ecff3f5-0128-4c1f-8fa5-05647e16f241	4/6/2022 3:32	4/6/2022 3:32	I strongly oppose the proposed HWY 380 Brown and Gold Alternatives (Segment B). These paths will severely impact the noise, congestion, new teen drivers, and elementary age children at Founders Academy school, all on the corner of 1st and Coit streets in Prosper, in addition to the future Prosper High School and neighborhoods right there already underway. In addition, there is a quiet cemetery and the back of my home [REDACTED] is all within 1000 feet from the proposed road which will be sorely affected with the additional noise and congestion. Lastly, the daily operations and special events held at ManeGait Therapeutic Horsemanship and the essential services provided to individuals with disabilities and children will be lost if this road passes <200 feet from their practice facilities. I respectfully request that Segment B be removed from consideration due to the environmental, personal and social impacts to ManeGait, the cemetery, my home and Prosper's school district.		Richey	Caitlyn	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	
2171	1b336718-9ea3-4eea-8a17-d69fee534b75	4/6/2022 3:34	4/6/2022 3:34	I, along with other Prosper residents, have objected to the route labeled B for years, because degrading property values in Prosper including Rhea Mills and Whitley Estates. This position has been restated many times since the first Town Council meeting covering this issue I was aware of in 2013.		Ford	Thomas	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	
2172	0a6149ae-3cbc-41bd-88a9-eea0f0d6d1c9	4/6/2022 3:38	4/6/2022 3:38	As a homeowner and citizen of McKinney, TX, I strongly SUPPORT the Project 380 SEGMENT-B option. In our neighborhood in NW McKinney the Segment-A option would hurt traffic flow during construction, and lower the home values. It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area. SEGMENT-B costs significantly less, does not destroy existing businesses, and has less disruption to existing homes and neighborhoods in the area. Thank you for considering my SUPPORT for the SEGMENT-B option.		Weberg	Scott	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	
2173	76751333-dd00-494b-8ba9-23e173aebf5a	4/6/2022 3:42	4/6/2022 3:42		NO to segment B! It would be detrimental to the town of Prosper which can't afford to lose revenue from land it will no longer be able to build on should segment B be selected. Prosper has planned for 380 to be widened, not for McKinney's short sidedness to cut off Prosper's growth.	Schallmo	Craig	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	
2174	b16ba53a-6ea5-4a85-8b7-63a8bd85d9b1	4/6/2022 3:44	4/6/2022 3:44	Route A is a safety issue regarding police, fire/EMS. Also egress from Tucker Hill not being able to turn Eastbound would increase traffic at Stonebridge. Environmental impacts to protected wildlife along Wilson Creek. Route A is also 99 Million dollars more and creates the loss of multiple homes and businesses, whereas Route B does not. Additional traffic on East West thoroughfares and neighborhoods for 18 wheelers and cars trying to avoid the 380 construction is a noise/speed concern .Option B has 2 major utility conflicts versus option A's 7 conflicts. Option B uses land not yet developed making the road more accessible for construction vehicles and it won't negatively impact traffic during construction like option A will. I SUPPORT the choice of Route B as being the best option for easing traffic on 380. Route B makes the most economical, environmental and safety issues.		Arnett	Jennifer	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	
2175	f244352a-3a74-4591-8cb6-16ed26effd5d	4/6/2022 3:58	4/6/2022 3:58	NO to US 380 Segment B! Sixteen years ago our family of 6 moved to Prosper. We've been Texans for 38 years, but finally we were able to find that perfect acre and a half of land in a nice, quiet, friendly neighborhood, Rhea Mills Estates. We built our dream home with the intent to never move again. We have thoroughly enjoyed raising our children here, away from the chaos of the big cities. However, now that reality is in danger from a proposal to build a 380 bypass within sight of our house! This outrageous plan must be stopped! Our small town feel would totally disappear with such a monstrosity invading our peaceful community. Also, I am very concerned that our resale value would be negatively impacted. Fix 380 on current 380 by making it controlled access, as planned in the master thoroughfare plans of McKinney, Prosper and Frisco. Any bypass that encroaches on Prosper should not be allowed any consideration, and should be rejected in the strongest terms! NO BYPASS IN PROSPER!	Negative impacts of US 380 Segment B: - 12+ lanes dividing Prosper with the magnitude equal to US 75, located just south of Founders Academy. - Segment B + Collin Outer Loop would sandwich NE and SE Prosper (AND MY HOUSE!) between 2 major highway thoroughfares. - Directly affects 10+ current and future neighborhoods, along with my neighborhood, Rhea Mills Estates. - Materially impacts ManeGait and the wonderful therapy they provide to children and adults with disabilities. - Directly impacts multiple schools in Prosper, especially Founders Academy & 2 future high schools, one of them on First Street adjacent to the proposed bypass. - Dangerously impacts student drivers. - Increased traffic and noise. - Huge increase in pollution, emissions, poor air quality. - Safety of our citizens & students. - Massive utility relocations that are critical to Prosper's infrastructure. - Substantial lost tax revenue to the town and Prosper ISD. - Loss of Prosper's cherished small town feel.	Ford	Paula	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		
2176	11f62873-b464-451b-8fff-a8b4524d6433	4/6/2022 4:01	4/6/2022 4:01	I urge you to consider not building the bypass through Prosper (specifically section B) The need for this bypass was created by the lack of planning of the city of McKinney. It should not be the responsibility of the city of Prosper and its residents to fix the problem for them. Prosper is much smaller than McKinney and stands to lose so much more. The loss of businesses and neighborhoods will negatively impact our community with the loss of tax revenue. Not to mention the noise and pollution that will interrupt our once peaceful community. There are other options that make more sense and i urge you to leave Prosper alone.		Keating	John	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	
2177	76786f9d-7f32-4e5c-8c8d-6b8bcf99f0f8	4/6/2022 4:01	4/6/2022 4:01	Route B and C are the most logical to improve the traffic flow in this highly congested region		McDonnell	Jason	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	
2178	abe959c5-4c38-4e04-8203-b26172e3ee05	4/6/2022 4:17	4/6/2022 4:17	It does not make sense to not keep 380 on 380. If mckinney did not plan accordingly then other cities should not be punished. I oppose options A and B. Please keep 380 on 380!		Gurney	Grace	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2179	8a82e8f6-9c69-4c21-8368-6448da100ab7	4/6/2022 4:30	4/6/2022 4:30	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass option. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.									
2180	891e6adf-0da1-4d3d-8482-bac5999f9c16	4/6/2022 4:31	4/6/2022 4:31	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass option. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.		Gautam	Nikhil						
2181	6d6f2785-3382-4523-838b-c4027491fb1aa	4/6/2022 9:14	4/6/2022 9:14	Location B would be very unsafe and disruptive for Prosper resident. A high school was just built at court and 380. As this school grows to full capacity the traffic at this intersection will as well. There is also a nearby middle school just north of 380 on coil. The traffic generated would be very dangerous to also begin a bypass. Not to mention the business it would disrupt and displace. Issues with McKinney and 380 need to be kept with the limits of McKinney and not pushed off into Prosper.		Kang	Melissa						
2182	bfcf07e1-f02d-4598-8379-321978d0f397	4/6/2022 10:46	4/6/2022 10:46	Oppose route B		Lawrey	David						
2183	008d9677-d5db-472e-87a6-3685fe976779	4/6/2022 11:34	4/6/2022 11:34	As a homeowner and a parent in section B I do not wish to have this proposed construction to 380. It will be generally unbearable to leave your home for work, school or other during all phases of construction for years. This highway will add delays between two Prosper ISD school zones. It will disrupt traffic patterns, increase accidents due to more cars going at higher speeds, again through 2 school zones, increase debris collision and road hazards during construction.		R	S						
2184	2298f574-80d5-41b9-8203-c8c09e015fb9	4/6/2022 11:50	4/6/2022 11:50	I support segment B ONLY - segment A would cause major traffic to close to Stonebridge ranch which is already becoming over populated.	I support segment B ONLY - segment A would cause major traffic to close to Stonebridge ranch which is already becoming over populated.	Shipp	Dena						
2185	fbec7b7c-56c4-48e3-8954-2f6fe3c2edf1	4/6/2022 11:51	4/6/2022 11:51	It is ridiculous to make the city of Prosper pay for Mckinneys failure to plan for its traffic needs. Bypass B needs to be abandoned.		J	M						
2186	b512c4b7-b77a-43d5-8092-27d1ccb84e78	4/6/2022 12:13	4/6/2022 12:13	It's honestly embarrassing that there is a proposal to bulldoze areas of prosper to fix a traffic problem that McKinney failed to plan for. The tax revenue loss to the small town of prosper is too much to bear, not to mention driving a highway through planned/existing neighborhoods. Let the city of McKinney pay for their failure to plan for traffic through their city.									
2187	c30b7ba6-2cef-49b4-8a1d-06c879a68020	4/6/2022 12:27	4/6/2022 12:27	Section B has a negative impact on Prosper and surrounding homes and businesses of the segment. Residents have moved to the area due to it's location and distance away from busy traffic and 380/75. This will raise safety concerns, noise levels, pollution and destroy our standard of living...not to mention property values across the board.. The fact that this is also being proposed through the Mane Gait property that serves children with disabilities and veterans is inexcusable. The lack of planning from surrounding communities should not be Prosper's burden.		Evans	Todd						
2188	05695608-e421-4578-8992-811153da79bc	4/6/2022 12:40	4/6/2022 12:40	Allow east/west access at the Lakewood Dr. US380 intersection		Hartman	Jerome						
2189	f28122ca-82bd-481f-8b99-cccdc5d8c6f5	4/6/2022 12:53	4/6/2022 12:53	Other than alternative A keeping 380 on 380 all other alternatives are not acceptable and are detrimental to the Town of Prosper. Prosper planning and zoning has always planned for sufficient setbacks on zoning along 380 to allow for 380 expansion where McKinney hasn't. KEEP 380 on 380!!!		Franco	Andy						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2190	92d3be1e-1d02-4604-8b29-9a12e627b595	4/6/2022 12:55	4/6/2022 12:55	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.</p> <p>I also strongly oppose Segment-A. It should not be considered for the following reasons:</p> <ul style="list-style-type: none"> *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, no 		Lewis	Stefanie						
2191	5b3b3c3b-e8cf-4899-833a-9c45e72340a6	4/6/2022 12:59	4/6/2022 12:59	<p>Putting option C or D in my literal backyard would displace so many wild animals, eagles, hawks, owls, etc....heck...me! If you turn McKinney into a concrete jungle, where is the "nature" in "Unique by Nature"?</p> <p>I strongly oppose options C & D.</p>		Baker	Shannon						
2192	0ddc8e02-7a67-4610-8599-d0a4cf12db21	4/6/2022 13:03	4/6/2022 13:03	<p>From all that I have read about this project, my family feels that Option B is the most cost effective and best (for local traffic, businesses, etc) solution for this "by-pass."</p>		Peterson	Matthew						
2193	0bba98d9-5d92-448a-8c50-1043e59cfa23	4/6/2022 13:05	4/6/2022 13:05		<p>We moved to Whispering Farms to have quite space just to find out that this monstrosity of pollution and noise are planned to disrupt life of our beautiful town of Prosper !!</p> <p>Our family say absolutely NO to Segment B of the project !</p> <p>Keep 380 where it is, build bridges to keep Traffic moving and do not destroy our way of living .</p> <p>Thank you</p> <p>Marchenko family</p>	Marchenko	Yevgeny						
2194	3dc6a338-41a1-4ae3-8aa8-0dcdb03c52d6	4/6/2022 13:17	4/6/2022 13:17		<p>I want to express my opposition to Segment B and my SUPPORT of Segment A. The town of Prosper has planned appropriately for our growth and our town should not be disrupted due to the city of McKinney's failure to adequately prepare for growth. We have schools, communities, churches and a therapeutic horsemanship ranch, Mane Gate, that serves children and adults with disabilities. All of these establishments would be displaced or seriously impacted should Segment B win TxDOT's approval. Again, the town of Prosper planned appropriately for the development of Custer Rd as to not impact these establishments, but we cannot have a 12 lane highway through the middle of our community without serious disruption.</p>	Jones	Lisa						
2195	573bd5a9-6ec2-42d9-800b-bf732c8d3384	4/6/2022 13:26	4/6/2022 13:26		<p>I am strongly opposed to Option A for the US380 expansion project for the following reasons.</p> <ul style="list-style-type: none"> • Option A displaces a total of 17 businesses, Option B displaces ZERO • Option A cost to relocate utilities is \$61 million, Option B is \$25 million • Option A total cost to acquire ROW (right of way) is \$178M, Option B cost is \$137M • Option A total cost of design/construction is \$450M, Option B is \$428M • Option A total cost is about \$100M higher than Option B • Option A impacts more acres of wetlands, river/streams and forest/prairies than Option B • Option A impacts 14.9 acres of Statewide Important Farmland, Option B only 2 acres • Option A's increase in noise would have a severe negative impact on established Stonebridge Ranch neighborhoods. Option B does not come as close to any existing neighborhoods. • There will be considerably increased traffic on Stonebridge Ranch Dr & Ridge Rd which both have elementary schools close to 380: Wilmeth and McClure. 	S	S						
2196	de54c322-b4a4-4bb8-838c-86bb680e2729	4/6/2022 13:27	4/6/2022 13:27	<p>Oppose option B as it negatively affect 2 high schools and the environment impact on housing developments existing and being constructed. This alignment bisects Prosper in a way that doesnt make sense as our thoroughfare plan has the alignment for 380 to expand on 380 through Prosper.</p>		Katona	K						
2197	9956cce4-360f-4d75-8c35-b446d1d524d7	4/6/2022 13:30	4/6/2022 13:30	<p>As a McKinney homeowner, I support option "B" - it is significantly less expensive than option "A", and has less drastic impact on my community.</p>		McQuilken	Peter						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2208	5c9e5a5a-95c8-47db-8b56-36e405926656	4/6/2022 14:26	4/6/2022 14:26		I'd rather revisit and adopt alternative F, the blue line. I have seen similar projects elsewhere result in the existing businesses floundering due to reduced traffic flow resulting in their eventual displacement as they chase vehicle count. I suspect Raytheon was instrumental in the rejection of alternative F and if so, I wonder if TXDOT has tried hard enough to develop creative solutions for that small segment.	David	Paolo						
2209	e9fd77a-de4a-4fd2-80b0-539efb562dff	4/6/2022 14:28	4/6/2022 14:28	We strongly oppose segment A as it would most negatively impact existing businesses and households. This route is a non-starter. It seems quite obvious that segment B is the most reasonable and least disruptive option for the western end of the project.		Latson	William						
2210	e4ecb330-67a4-4886-8d67-79fcd131e597	4/6/2022 14:31	4/6/2022 14:31	As a homeowner and citizen of McKinney, TX., I strongly support the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.	I strongly oppose Segment-A. It should not be considered for the following: *Destroys small businesses West of the 380 and Custer intersection on the North side. *Creates an overpass on 380 over Stonebridge Drive and Custer Road. *Decreases traffic safety and increases traffic on Stonebridge neighborhood streets arterial to Highway 380 including Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in neighborhoods and reducing property values during construction as those are the only roads leading South from 380. *Causes construction of a large interchange at the Segment-A and 380 intersection, which is above Kensington Village, likely depressing home values in that area. *380 will be demolished and moved North to be rebuilt so the South side of the new access road (same as existing 380). Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.	Enriquez	Eddie						
2211	3bf5a953-eef1-4ab9-8836-189acf5f9d73	4/6/2022 14:36	4/6/2022 14:36	I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper. Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021. I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments. Regards, Amanda Routen		Routen	Amanda						
2212	98bc61d2-500e-4538-82f4-69143c88ec11	4/6/2022 14:43	4/6/2022 14:43	As a Homeowner & citizen of McKinney, Tx. I strongly SUPPORT The project 380 Segment B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in the neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million. I STRONGLY OPPOSE SEGMENT A. It should not be built for the following reasons: It destroys & removes 17 small businesses west of 380 and Custer intersection on the north side. The cost is \$99 million more than Option B. It will create an overpass on 380 over Stonebridge Drive and Custer Road. It will cause the installation of water pipes (ducts) over 380. It will decrease traffic safety and increase traffic on Stonebridge Drive, Ridge Road as well as Lake Forest Drive, increasing noise & pollution in our neighborhoods and reducing property values during construction. AGAIN, I STRONGLY OPPOSE SEGMENT A!!!		Powell	Donna						
2213	b72d5392-6b94-45c9-81f7-6eda16deb599	4/6/2022 15:01	4/6/2022 15:01	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons:									
2214	629d9d0b-8f79-4f5b-8713-de7f4b8ced62	4/6/2022 15:04	4/6/2022 15:04	As a homeowner in Stonebridge Ranch, I support Segment-B and I strongly oppose Segment-A		Wood	Joseph						
2215	4ae86d10-c434-41de-825d-593c6f0356fd	4/6/2022 15:04	4/6/2022 15:04		I strongly oppose segment B	Salmon	Patricia						
2216	3f4c0045-9beb-4ad2-8c60-aac078b8ca30	4/6/2022 15:06	4/6/2022 15:06	As a homeowner in Stonebridge Ranch, I support Segment-B and I strongly oppose Segment-A		Wood	Joshua						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2217	a29ff609-8d25-4acf-8e98-10200ad70f10	4/6/2022 15:07	4/6/2022 15:07	As a homeowner in Stonebridge Ranch, I support Segment-B and I strongly oppose Segment-A		Wood	Kimberley						
2218	4cc2f876-543a-4b4c-89f8-fc228ea849a6	4/6/2022 15:08	4/6/2022 15:08	I am a Prosper resident and oppose the proposed segment B. The impact from segment B on our community is out of proportion to the size of Prosper. The city of McKinney is where the congestion problem mainly exists but it is obvious that they want to move the bypass out of their community and move it to Prosper. For Prosper, just the loss of property tax revenue from the right of way will have a severe impact on this community. Thank You, Jim Witzel		Witzel	James						
2219	f386b5e1-3126-4e75-837d-82437709354a	4/6/2022 15:08	4/6/2022 15:08	I strongly support the Segment-B as it looks like it will be the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and very close to US 380. It appears that it will improve traffic flow - and, isn't that one of the major points to this effort? It is also the least expensive by almost \$99 million. As a taxpayer, this is very important. I like progress, but do it wisely. I strongly oppose Segment A as it destroys 17 small businesses (the backbone of the American economy) west of the US 380 & Custer intersection. It doesn't appear to improve traffic safety, but instead appears to increase traffic on Stonebridge, Ridge and Lake Forest - maybe more. I'm also not in favor of the potential overpass at US 380 & Custer. So many negatives and it costs about \$99 million more than Segment-B. That sounds like fiscal foolishness.		F	S						
2220	7e445d2f-da65-4903-8523-b08ebc5a8f75	4/6/2022 15:08	4/6/2022 15:08	As a homeowner in Stonebridge Ranch, I support Segment-B and I strongly oppose Segment-A		Wood	Marilyn						
2221	22226fbe-af03-46ca-8641-c1537683d867	4/6/2022 15:12	4/6/2022 15:12		In my opinion the burden of improving 380 should not be placed on the residents in the areas near any of the proposed alternatives. 380 is indeed problematic at certain times of the day however, it is my opinion that the solution should be to improve the existing highway where it currently is situated. It seems like a waste of funding and time to cut completely new roads in areas that will negatively impact the residents in the area myself included. I urge TXDOT to keep any 380 improvements ON 380 and OUT of any of the proposed bypass areas. Thank you for your time.	Gardner	Jessica						
2222	02536c19-ea04-4f23-8805-a92c927c67d4	4/6/2022 15:18	4/6/2022 15:18	As a 9 year resident of Prosper, Whispering Farms subdivision, I am very upset that Prosper is even being considered to take the impact of such a project. It is not Prosper's problem. Prosper allowed for growth along 380 and should not take the financial hit on this project. McKinney is a huge profitable city that can and should handle the damage this will cause. I'm sure I'm not telling you anything you haven't heard 1000 times already but you'll hear much more from McKinney residents because McKinney is HUGE. Prosper deserves to not take the hit when there are other options available that won't hurt our town. ABSOLUTELY NO to option B PLEASE. Thank you.		Hyatt	Louise						
2223	a43c9db6-b28c-4007-8fdd-75324993b4e9	4/6/2022 15:21	4/6/2022 15:21	I absolutely oppose the bypass going through the pinpointed location on the map. I live over there and there is a big environmental issue if the bypass goes through the area. The sound pollution and the smog pollution causing cancer would absolutely be a threat to everyone in our community of willow wood.		Reddy	Karthik						
2224	e5180a58-48a0-4194-875d-73d57032ceff	4/6/2022 15:23	4/6/2022 15:23		Please publish an updated timeline on the sections directly east of the proposed sections C/D. I have a residence and business that I'll lose due to this project and have very little information for planning my future.	Sisson	Andrew						
2225	0f5423a8-2b74-4f46-8255-c02c9fa9930d	4/6/2022 15:43	4/6/2022 15:43	The project would affect the Willow Wood community by the "C" and "D" proposals.		Lopez	Manuel						
2226	fe8be426-9469-410a-83bd-470073103fda	4/6/2022 15:44	4/6/2022 15:44	I live in Prosper and prefer option "A" and oppose option "B". Ann M [REDACTED]		M	A						
2227	8e4ccf2b-dfe2-47e3-8393-6215a55302f3	4/6/2022 15:44	4/6/2022 15:44	I live in Prosper and prefer option "A" and oppose option "B". Ann M [REDACTED]		M	A						
2229	c4496c73-a478-4612-8fab-ba62698c4772	4/6/2022 15:44	4/6/2022 15:44	I live in Prosper and prefer option "A" and oppose option "B". Ann M [REDACTED]		M	A						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2230	9becf24c-62c3-474d-83ad-963514fe092b	4/6/2022 15:45	4/6/2022 15:45	This alignment eliminates any possibility for me to develop my land as townhomes as is currently zoned for and preliminary plat submitted		Borra	Vijay						
2231	8c22ec97-0265-453a-86ab-5fb1cc82d130	4/6/2022 15:46	4/6/2022 15:46		I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper. Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021, "...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT'S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE..." I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.	Stewart	Kristen						
2232	53a40967-d68d-4b33-8dd8-6ba0bb067ec4	4/6/2022 15:56	4/6/2022 15:56	B is the best option, more straightforward. People that will be using this will use B more often than A, due to it's east/west approach instead of A which is more out of the way, going due north		Mitchell	Dustin						
2233	2f388721-f190-4f8e-869e-15f0616c096c	4/6/2022 16:11	4/6/2022 16:11	The 380 loop needs to be north of the town of prosper. I am opposed to this proposal in all of its current forms. 380 needs to become 380 business like 121 business. Another complete new loop like 121 needs to be planned going thorough northern farm land in Celina, Aubry etc. Not an after the fact plan given that other planned infrastructure has already been built, zoned, and planned for, and or permitted.		camp	wes						
2234	841616bf-bb9c-452b-86bc-39c27fc56dd	4/6/2022 16:12	4/6/2022 16:12		I completely object to any option B!!!	Schmitt	Jill						
2235	dabe5f51-0f6b-4218-8e24-023752811527	4/6/2022 16:13	4/6/2022 16:13	Route B is too congested, the right path is route A		Phillips	Scott						
2236	0f9dfeeb-7eb5-4d5c-8319-6ccb387a2090	4/6/2022 16:14	4/6/2022 16:14		Completely against any option B	Schmitt	Dan						
2237	deacd63e-4e12-4b0e-8f59-b666e90d9a9f	4/6/2022 16:16	4/6/2022 16:16		Completely against any option B!	Schmitt	Lexie						
2238	fc818a8f-8141-4fd7-8d05-a01911545a52	4/6/2022 16:18	4/6/2022 16:18		Completely against any option B!	Schmitt	Cole						
2239	900a174e-5406-4e33-8225-d34b60ed3298	4/6/2022 16:27	4/6/2022 16:27	Please do not proceed with option B. It will have a negative impact on the residential and business community in east Prosper. There are several very expensive homes whose value will be reduced by this option. Also, the traffic situation in Prosper is already congested due to the burgeoning growth. Option A would have less negative impact. Thank you.	I am opposed to option B. I'm concerned about the negative effect of the traffic on Manegait. Also, I feel this option will negatively impact the business and residential community by undercutting property values and increasing noise and pollution due to increased traffic. Please consider another option. Thank you.	Stofer	Gail						
2240	70343c71-448d-40d1-8c90-2e2470caa11	4/6/2022 16:27	4/6/2022 16:27	Please do not proceed with option B. It will have a negative impact on the residential and business community in east Prosper. There are several very expensive homes whose value will be reduced by this option. Also, the traffic situation in Prosper is already congested due to the burgeoning growth. Option A would have less negative impact. Thank you.	I am opposed to option B. I'm concerned about the negative effect of the traffic on Manegait. Also, I feel this option will negatively impact the business and residential community by undercutting property values and increasing noise and pollution due to increased traffic. Please consider another option. Thank you.	Stofer	Gail						
2241	4212f4a7-84c8-4561-8cac-6f949e17ac2c	4/6/2022 16:32	4/6/2022 16:32	I do not support Segment B. It will displace the Mane Gait facility and reduce the property values of the homes and developing residences and displace the current businesses near the Custer / 380 intersection which is already too conected and hard to get too. Segment A is the best option due to the undeveloped area that is not suitable for development in that area. It has the least impact on current and future development and area property values.		Walker	Jimmy						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2242	513f0c52-6e7d-4224-8b92-7a4d48c6b850	4/6/2022 16:38	4/6/2022 16:38	<p>My husband and I own a home in Whitley Place in Prosper, TX and are highly opposed to ALL Segment B options for highway US 380 which will bring 380 dangerously close to our home. Research shows that highways such as this cause an increase in the level of pollution and a decrease in air quality due to emissions. They also such cause an increase in noise due to heavy traffic.</p> <p>As senior citizens, most concerning to us is the increase in crime associated with highways such as the proposed Segment B Options, which will compromise our safety, safety of others, and property values. We paid a higher price for our home because it is located in Prosper and away from major highways. Segment B options will destroy the property values in our neighborhood. Prosper ISD also located schools away from major highways to protect our children. Segment B options will route heavy highway traffic dangerously close to Cockrell Elementary, Rogers Middle School, and Walnut Grove HS.</p> <p>Keep US 380 on US 380!</p>		Wilson	Linda						
2243	5188eccc-6902-4305-8043-10b157b98cbd	4/6/2022 16:49	4/6/2022 16:49		<p>I have lived in McKinney for nearly 30 years, and LOVE our community! I am opposed to Option A and strongly support option B. The economic, engineering, and environmental impact will be more positive with option B. Please note that I am a strong supporter of Manegait, and have made contributions to their effort. However, option B (in my opinion) will not disrupt their program in any way. It sounds like TxDot has done extensive research to confirm this - thank you!</p> <p>Linda Beene ██████████ ██████████ ██████████</p>	Beene	Linda						
2244	2f8d9917-b22d-472c-8844-2acbc77a451a	4/6/2022 16:57	4/6/2022 16:57		Definitely need a bypass due to unbelievable traffic.								
2245	1572c324-76a5-413c-80f4-8de6d7a04863	4/6/2022 17:00	4/6/2022 17:00	<p>I strongly oppose all Segment B options of the US 380 bypass.</p> <p>Segment B of the proposed alignment poses a significant, negative impact to both existing and future residential and commercial developments planned within the Town of Prosper.</p> <p>Segment B will increase ground-level ozone impacting at least two environmentally sensitive facilities (ManeGait and Founders Academy) resulting in a conflict with Air Quality guidelines;</p> <p>Proposed Segment B runs directly through a quickly developing section of the Town of Prosper causing significant environmental impacts on the human and natural environment by adding a new and unplanned interstate through Prosper versus using the existing alignment within Town limits;</p> <p>Segment B has a detrimental effect on ManeGait Therapeutic Horsemanship; a unique nonprofit facility providing equine therapy to hundreds of adults and children;</p> <p>Segment B is in close proximity to existing and future schools including high schools impacting thousands of students.</p>		Thielmier	Christine						
2246	47595153-860d-4e7d-8646-d8cea6c0fd0d	4/6/2022 17:01	4/6/2022 17:01	<p>I strongly oppose all Segment B options of the US 380 bypass.</p> <p>Segment B of the proposed alignment poses a significant, negative impact to both existing and future residential and commercial developments planned within the Town of Prosper.</p> <p>Segment B will increase ground-level ozone impacting at least two environmentally sensitive facilities (ManeGait and Founders Academy) resulting in a conflict with Air Quality guidelines;</p> <p>Proposed Segment B runs directly through a quickly developing section of the Town of Prosper causing significant environmental impacts on the human and natural environment by adding a new and unplanned interstate through Prosper versus using the existing alignment within Town limits;</p> <p>Segment B has a detrimental effect on ManeGait Therapeutic Horsemanship; a unique nonprofit facility providing equine therapy to hundreds of adults and children;</p> <p>Segment B is in close proximity to existing and future schools including high schools impacting thousands of students.</p>		Thielmier	John						
2247	72e66875-fd5c-47f8-8b07-40693fcb24f3	4/6/2022 17:04	4/6/2022 17:04	<p>I appose segment B. McKinney should not have allowed the commercial business' set backs to be as close to 380. Poor planning on their part should not affect Prosper current and future developments. The Collin County outer loop needs to be completed and utilized.</p>		Wages	M						_am_a_resident_I_am_a_business_owner_
2248	4313f693-99a1-43a0-8250-a3282d1679d3	4/6/2022 17:05	4/6/2022 17:05	<p>I select B and D options</p>	<p>The bigger commercial trucks cause a lot of the congestion. Whatever option is chosen I hope those trucks will be required to use the bypass unless they have a bill of laden for doing business on 380.</p>	Young	Valerie						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2249	77182673-1e45-45a7-8e08-2a450a8f2cf7	4/6/2022 17:17	4/6/2022 17:17	<p>The Town of Prosper has passed six Town Council approved Resolutions strongly opposing any proposed alignment for the widening of US 380 not located along the existing US 380 corridor;</p> <p>Segment B of the proposed Gold/Brown alignment poses a significant, negative impact to both existing and future residential and commercial developments planned within the Town.</p> <p>Segment B will increase ground-level ozone impacting at least two environmentally sensitive facilities resulting in a conflict with Air Quality guidelines publicized by NCTCOG</p> <p>Segment B runs directly through a quickly developing section of the Town of Prosper causing significant environmental impacts on the human and natural environment by adding unplanned interstate through Prosper versus using the existing alignment</p> <p>Segment B has a detrimental effect on ManeGait Therapeutic Horsemanship; a unique nonprofit facility providing equine therapy to hundreds of adults and children with disabilities;</p>		Thielmier	John						
2250	4b791078-b515-42dd-8bd4-164ba0f7359c	4/6/2022 17:18	4/6/2022 17:18	<p>No to Option B. Option B for the 380 bypass would have a profound negative impact on the Prosper community. Impacting at least 11 neighborhoods, multiple (at least 4) schools and the facility of Manegate that provides services for those with disabilities. For the safety of our citizens, substantial loss in tax revenue for the Town of Prosper plus ISD and the significant environmental impact: pollution, emissions and poor air quality it's critical that TXDOT Keep 380 on US 380.</p>		Oeste	PJ						
2251	13419fc1-2d97-47b2-8e26-b0393b9d3bca	4/6/2022 17:27	4/6/2022 17:27	<p>I am totally opposed to plan A as it will disrupt the business and property value Of already developed McKinney.</p>		Bradford	Joy C						
2252	1db1b386-5704-4908-8e8a-8328fcfd2ea	4/6/2022 17:28	4/6/2022 17:28	<p>I oppose segment A and support segment B. A would divide neighborhoods and destroy Tucker Hill's peace and charm. Option B is better for economic, engineering and environmental costs, all far lower with B. \$100M lower total, easier construction, no aqueducts, local traffic disruption, and far lower environmental impacts. Trees take decades to grow and with B, 35 forest acres impacted vs. 67 in A. B has zero hazmat site impacts. A has 11. 2,813 less linear feet of wetland, rivers and streams impacted with B. Segment A destroys 17 small businesses west of 380 and Custer. Huge safety concerns with A re access to hospital, police and fire access to neighborhoods like Tucker Hill, 3 area high schools and teen drivers having to navigate construction zones. Noise and pollution impacts to already developed area. Ridge road already under development as main arterial road making segment A ramp duplicative and wasteful. Segment B is the best option given these and many other reasons</p>	Segment B is the far better option and TxDoT's own expert study has already determined it does not impact the Manegait facility. In addition, the city of McKinney supports segment B and opposes segment A. The city also offered to relocate Manegait. One person's wishes, however influential or political, must not be favored over the wishes of an entire city and the state's fiduciary responsibility to taxpayers. Co-opting a protected group of people, those with disabilities, for personal gain is exploitive. Horse therapy is classified as augmentive and is not considered essential physical or occupational therapy. Horse therapy is admirable and welcome. However, it should not be used for political or personal gain, particularly given the overwhelming evidence of option B being more viable for economic, engineering and safety and environmental reasons. Segment B is \$100 Million cheaper, far easier to engineer given location and has far fewer safety and environmental impacts.	Stephan	Andrew						
2253	3723629d-0850-480b-8d45-b344f5370ec0	4/6/2022 17:32	4/6/2022 17:32	<p>Segment B comments against proposal below:</p> <p>Prosper has passed 7 resolutions AGAINST any expansion that does not align with current 380 routing through town limits.</p> <p>Prosper has planned for 380 widening within town limits. The lack of zoning and foresight by McKinney should not be corrected by going against Prosper town planning.</p> <p>B would impose significant, negative impact to existing and future developments planned by Prosper. Over 360 homes and thousands of residents would be impacted.</p> <p>The increase in ground level ozone impacting schools, residents, ManeGait and Founders Academy would conflict with NCTCOG Air Quality guidelines.</p> <p>B is in close proximity to schools and cemeteries causing displacement.</p> <p>B would have numerous adverse effects on Prosper: increased traffic, increased noise, air pollution, decreased safety and significantly decreased property values.</p> <p>Why can't the Collin County outer loop already under way be used instead of segment B saving millions of dollars?</p>		HANSEN	Sue						
2254	5522c592-c2fb-4a6a-8af7-dc28fe540d98	4/6/2022 17:34	4/6/2022 17:34	<p>I am OPPOSING SEGMENT B.</p> <p>The US380 project Segment B will place an undue hardship on the residents, schools, recreation, and ManeGait Therapeutic Horsemanship facility.</p> <p>Segment B would create significant environmental pollution, and increased vehicular congestion as well as air quality concerns to a high population dense area. Transportation studies have shown that efforts to mitigate traffic congestion in this manner have been proven to further exacerbate the concerns mentioned above.</p> <p>See: https://cityobservatory.org/reducing-congestion-katy-didnt/ https://archive.curbed.com/2019/8/5/20754435/houston-traffic-highway-i-45-north-txdot</p> <p>My recommendation is to leave US380 traffic on US380 and thereby reducing the effects of environmental impact on the adjacent residential communities.</p> <p>Thank you for providing this space for the opportunity to express concerns regarding this proposed bypass.</p>		Rodgers	TE						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2255	9d81f445-c88b-4b4e-8390-3c2df58248fd	4/6/2022 17:35	4/6/2022 17:35	I oppose segment A and support segment B. A would divide neighborhoods and destroy Tucker Hill's peace and charm. Option B is better for economic, engineering and environmental costs, all far lower with B. \$100M lower total, easier construction, no aqueducts, local traffic disruption, and far lower environmental impacts. Trees take decades to grow and with B, 35 forest acres impacted vs. 67 in A. B has zero hazmat site impacts, A has 11. 2,813 less linear feet of wetland, rivers and streams impacted with B. Segment A destroys 17 small businesses west of 380 and Custer. Huge safety concerns with A re access to hospital, police and fire access to neighborhoods like Tucker Hill, 3 area high schools and teen drivers having to navigate construction zones. Noise and pollution impacts to already developed area. Ridge road already under development as main arterial road making segment A ramp duplicative and wasteful. Segment B is the best option given these and many other reasons		Hospitality	Lauren						
2256	72f44d33-caa0-4922-86c2-c0dc4b04111b	4/6/2022 17:43	4/6/2022 17:43	I copied this from another post on the SBR page and used part of it for my own comment: SUGGESTED COMMENTS TO SEND I am strongly opposed to Option A for the US380 expansion project for the following reasons. • Option A displaces a total of 17 businesses, Option B displaces ZERO • Option A cost to relocate utilities is \$61 million, Option B is \$25 million • Option A total cost to acquire ROW (right of way) is \$178M, Option B cost is \$137M • Option A total cost of design/construction is \$450M, Option B is \$428M • Option A total cost is about \$100M higher than Option B • Option A impacts more acres of wetlands, river/streams and forest/prairies than Option B • Option A impacts 14.9 acres of Statewide Important Farmland, Option B only 2 acres		Black	Lance						
2257	ce2179cf-87de-4683-8be5-5c8a8be8eddd	4/6/2022 17:57	4/6/2022 17:57			Ledgerwood	C						
2258	b99fc1e2-27fd-44e7-8171-e57edd84e5b6	4/6/2022 17:58	4/6/2022 17:58	Please dont run your freeway through McKinney. It is filled with children and families. Prosper is more rural and is able to withstand new development. This would sincerely ruin our community. Thank you!		Torres	Anne						
2259	00a2f5a5-e9bf-4a1b-8def-4d29a3b15c6f	4/6/2022 18:07	4/6/2022 18:07		I strongly oppose Segment A as proposed. Utilizing the information from the provided Segment Analysis Matrix, it should not be considered because of the following. - Segment A would provide slightly more congestion in both am and pm rush hour commutes. - Segment A requires more total segment length. - Segment A requires 1 more new interchange. - Segment A would result in 7 major utility conflicts compared to 2 with Segment B. This difference is an estimated \$35.8m more to renovate/relocate utilities with Segment A as opposed to Segment B. - Segment A would result in 17 business displacements as compared to zero displacements with Segment B. - Though Segment A requires less total ROW acreage, it come with a price tag \$41m higher than Segment B. - Total estimated construction for Segment A would be \$98.8m more than Segment B. For the reasons listed above, I oppose Segment A and strongly support Segment B as the best option to improve traffic while saving taxpayer money.	Montgomery	Timothy						
2260	aaac934d-7cd9-43ed-826c-38ce7d463f1c	4/6/2022 18:07	4/6/2022 18:07		It makes ZERO sense to approve Option B through Prosper. It negatively impacts our residents, businesses, ManeGait, Prosper ISD schools, Founders Classical Academy Prosper, and our future growth and development. It also negatively impacts the reason most people moved to Prosper in the first place — to escape the rat race of the city for open spaces, solitude, and a small town feel. We have the support of the Town of Prosper, Prosper ISD, local business owners, landowners, parents, and students - who are all unified in our stance that we OPPOSE OPTION B in all forms.	Bernecker	Kerrie						
2261	57ec9ee4-e370-4d3f-8772-a3c756a8fd5c	4/6/2022 18:10	4/6/2022 18:10	Wish McKinney city council would oppose Segment E like it has protecting stonebridge ranch and tucker hill by opposing segment A. it seems city council could care less about the developments going in north of 380. support segment A since B would hurt proper and the developments needed to keep our tax base lower in Prosper ISD. where most of the residents north of 380 have as their school district		Silver	Ben						
2262	85b3be5a-c019-4e44-8873-6446abe8415d	4/6/2022 18:11	4/6/2022 18:11		It makes ZERO sense to approve Option B through Prosper. It negatively impacts our residents, businesses, ManeGait, Prosper ISD schools, Founders Classical Academy Prosper, and our future growth and development. It also negatively impacts the reason most people moved to Prosper in the first place — to escape the rat race of the city for open spaces, solitude, and a small town feel. We have the support of the Town of Prosper, Prosper ISD, local business owners, landowners, parents, and students - who are all unified in our stance that we OPPOSE OPTION B in all forms.	Bernecker	Vivienne						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2263	3dd3e53a-6c75-4a42-8e4f-e47fd1a315a7	4/6/2022 18:15	4/6/2022 18:15	The proximity to Prosper High School #3, Founders Academy, and Mane Gait are all the proof that is needed that Segment B is unacceptable.	As a Prosper resident I vehemently oppose segment B. Bisecting our town for the sake of highway expansion is egregious. 380 expansion must remain on 380 or look to segment A. The town of Prosper has planned for years for the necessary improvements to 380. The Town of Prosper is almost a third of the size of McKinney and would be devastated from highway expansion within the borders of our town when a perfectly good expansion along 380 is feasible within the town limits. McKinney should not have their "cake and eat it too". The City of McKinney developed along the 380 right of way with limited consideration of the future. The Prosper community would suffer greatly from Segment B including proximity to Mane Gait, Founders Academy, Prosper High School #3 and numerous residences. Any cost savings for Segment B over Segment A are irrelevant.	G.	Allen						
2264	84ca7698-9c10-4eac-814e-a4e64b107a7a	4/6/2022 18:18	4/6/2022 18:18	I am a resident of Prosper. Our town is perfectly willing to have 380 expanded along it's current location. We planned for it. But now you want to push McKinney's problems onto Prosper. If McKinney needs to have an alternate route, that solution should lie within its own city limits and not pawned off onto our city. Option A is the only solution that should be considered. It diverts the highway project far less (in miles) than option B and keeps McKinney's problem in McKinney. Judge Self's political clout should not have a bearing in this matter, even if his neighborhood will be affected!		Ferguson	D						
2265	debcbe8-2952-4bcf-8582-db14a44c5c21	4/6/2022 18:22	4/6/2022 18:22	Please REMOVE Option B (in all forms) from consideration, and Keep 380 on 380. McKinney's FAILURE TO PLAN does not constitute Prosper's PROBLEM or EMERGENCY.		Manguray	Vincent						
2266	e43480b8-7eeb-45a2-8544-f8395238aadd	4/6/2022 18:27	4/6/2022 18:27	I am a resident of Brookhollow who just recently purchased a home. This segment B would be detrimental to our neighborhood and town of Prosper. It would divide the town and create lost income from property taxes from the future developments of Brookhollow by running a 12 lane hwy through this area. Not to mention the horse property owned by the Darling family that was deemed safe years back. This change would cause many of the Brookhollow residents to move therefore moving children in schools and having such a negative impact socially and environmentally on the town of Propser. We moved to this town for a reason and TXDot is looking to destroy it. NO ON SEGMENT B!!!		Messerschmi	Alissa						
2267	24df99ee-16d6-43ce-8345-8722d815a6db	4/6/2022 18:29	4/6/2022 18:29	I oppose all options of segment B through Prosper	I oppose all options of segment B through Prosper	kaiser	tori						
2268	7d970d57-44e9-4163-8962-1a005cc63242	4/6/2022 18:29	4/6/2022 18:29	Keep 380 on 380. Checking for conflict of interest on this form. Will the folks making the decision also be without conflict? Suspicious of the process		Walsh	Andrew						
2269	2fdd1e6f-9760-44f0-8e16-a28d097e3cc0	4/6/2022 18:29	4/6/2022 18:29	As a homeowner in McKinney, I SUPPORT the Segment-B bypass alignment option. I strongly oppose Segment-A. It should not be considered because: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380. *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.		L	Deborah						
2270	04243150-3c23-4304-831d-a9565a69d9bea	4/6/2022 18:29	4/6/2022 18:29	I oppose all options of segment B through Prosper		kaiser	joe						
2271	fa58afdcd8cb-4145-88f0-ef744be86e17	4/6/2022 18:29	4/6/2022 18:29	I am opposed to Option A as it would place a Major 8 Lane Highway within feet of established Residential Neighborhoods in Tucker Hill, Auburn Hills and Stonebridge. It appears TXDot has had to "Shoe horn" the proposed new roads between THill and Wren Creek communities in order to accomplish the project recognizing that it will place the roads within feet of family residences which is not a preferred construction method. The current proposal also provides no direct access to Tucker Hill for Emergency services. Option A severely and negatively impacts over 1,000 established residents between Custer, and Ridge Roads at a significantly higher cost to the Taxpayer. I support Option B as it saves the Taxpayers Millions of Dollars, uses undeveloped lands thereby impacting few established residential and commercial properties.	It is accepted that 380 needs improvement due to rapidly growing populations but trying to make up for past failures to address these needs by a mass expansion of 380 into established Residential Areas creates more problems and significantly impacts the quality of life of current residents. I would submit due to the growing population in NTexas the Collin County Bypass Project should move forward now before you are confronted with the same issues. Thank you	Campbell	Patricia						
2272	968c7479-d865-4a97-8318-b7aa68864ae2	4/6/2022 18:33	4/6/2022 18:33	As a resident of Prosper, I find it ridiculous that poor planning by McKinney could potentially negatively impact our town. We bought in our neighborhood to specifically avoid 380 and it's continued growth. Now we are in the crosshairs while those who knowingly chose to live close to the highway are spared? Our town has a well thought out plan for growth and should not be adversely affected by surrounding towns that failed to plan accordingly. Keep 380 on 380 and out of Prosper.		Henry	Kris						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2273	7a1e42b4-76ca-4a25-83e1-3e7ef064e76a	4/6/2022 18:37	4/6/2022 18:37		I support Plan B. It's the least disruptive during construction, preserves the most current businesses and homes, and the least expensive plan. Plan A is more expensive, more complicated, and creates a lot of disruption during years and years of construction. Plan B has zero business displacements versus the 17 required for Plan A. The total number of *homes* displaced by Plan A is greater than that of Plan B, and it's not like most of the home builders that would be displaced by Plan A didn't know it was possible that building there was going to be a potential conflict in the near future. They made the bet knowing the risks and should be willing to deal with the fallout. Plan A would also make the Custer/380 intersection way more complicated and would cause HUGE traffic problems for many years at a very busy intersection. I honestly don't know how any sane person could think Plan A makes any kind of sense.	Childers	Thomas						
2274	4412a00e-8eb3-4d18-804e-d3b5767dbfd1	4/6/2022 18:42	4/6/2022 18:42		I support the section B alternative as it impacts less of the homes already established.	Waldrop	Jeff						
2275	e2c71fdc-6b70-41ed-89d7-1644a7abfb0f	4/6/2022 18:54	4/6/2022 18:54			Weddie	Robert						
2276	8dc166f6-a43d-4aad-8e07-20c2b39d65b5	4/6/2022 18:57	4/6/2022 18:57		I am not sure why McKinney's poor planning becomes a need to gut Prosper. The town that we have grown with excellent schools, planned neighborhoods and a small town feel will be completely destroyed with this poor planned 380 bypass. Not only will you displace families but also create safety concerns, noise pollution and trash. Our housing values will plummet and many of us who moved to Prosper as our forever home will be forced to leave- 380 needs to stay on 380.	Zebroski	Cindy						
2277	d24363ac-49ad-413e-85ac-37c966dfd87f	4/6/2022 18:58	4/6/2022 18:58		As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option and OPPOSE the Segment-A option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community. To be frank, if the matter is analyzed objectively, there is no logical reason to proceed with Segment A.	Walker	Clint						
2278	7ea6a65c-c9e5-4534-81be-b85cf2039a40	4/6/2022 19:17	4/6/2022 19:17		I oppose the use of Planned section B for the US 380 bypass. This will increase the noise pollution of nearby neighborhoods. In general, Propser does not need, nor want the 380 bypass.	Zastrow	Lyn						
2279	20dfd85-2dce-4f9b-83ac-dc9d17c572f3	4/6/2022 19:20	4/6/2022 19:20		I am strongly opposed to Option A. Numerous onerous reasons including: Option A 17businesses. Option B displaces zero. Option A cost to relocate utilities is \$61 million, Option B is \$25 million. Option A total cost to acquire right of way is \$178 million, Option B is \$137 million. Option A total cost of design/construction is \$450 million, Option B is \$428 million.. Option A total cost is \$100 million higher than Option B. Option A impacts more areas of natural land areas than Option B. Option A impacts 14.9 acres of Statewide important farmland, Option B only 2 acres. Option A causes increased noise pollution for Stonebridge Ranch neighborhoods. Option B does not cause noise pollution, due not being as close neighborhoods. Option A would cause increased traffic on Stonebridge Drive and Ridge Drive which both have schools very close to HWY 380: Wilmeth Elementary& Mclure Elementary. Fiscal responsibility is of dire necessity with increasing burdensome property taxes.	haynie	lloyd						
2280	e0ee79a6-7065-4e92-88af-c570cb0c4b27	4/6/2022 19:22	4/6/2022 19:22		I am strongly opposed to Option A. Numerous onerous reasons including: Option A 17businesses. Option B displaces zero. Option A cost to relocate utilities is \$61 million, Option B is \$25 million. Option A total cost to acquire right of way is \$178 million, Option B is \$137 million. Option A total cost of design/construction is \$450 million, Option B is \$428 million.. Option A total cost is \$100 million higher than Option B. Option A impacts more areas of natural land areas than Option B. Option A impacts 14.9 acres of Statewide important farmland, Option B only 2 acres. Option A causes increased noise pollution for Stonebridge Ranch neighborhoods. Option B does not cause noise pollution, due not being as close neighborhoods. Option A would cause increased traffic on Stonebridge Drive and Ridge Drive which both have schools very close to HWY 380: Wilmeth Elementary& Mclure Elementary. Fiscal responsibility is of dire necessity with increasing burdensome property taxes.	HAYNIE	SHIRLEY						
2281	af438a24-a1df-4674-8031-343912331b96	4/6/2022 19:37	4/6/2022 19:37		Why would you ruin residential neighborhoods with this mess? Keep 380 on 380 and just widen it. It's already there for goodness sake. The politics behind this is shameful.	Hecke	Stephanie						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).	
2282	ab00af45-fca5-41d3-830d-f8c95fb7bb20	4/6/2022 19:42	4/6/2022 19:42	As a resident of Stonebridge Ranch I strongly support segment "B" and do NOT support segment "A". Thanks, Michael Heins		Heins	Michael							
2283	ed65443c-9c40-4fc2-8b96-8dc1117081c9	4/6/2022 19:48	4/6/2022 19:48		As a homeowner and citizen of McKinney, TX, and as my house directly backs up on Ridge Dr., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option when compared to the cost of the Segment-A alignment. I strongly oppose Segment-A. It should not be considered for the following reasons: *The cost differential of A is \$99 million more than B. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.	Foreman	Russell M							
2284	edf74ba7-9c71-4b71-8908-e38b5088ca48	4/6/2022 19:50	4/6/2022 19:50	Our house backs up to Coit and I do not want a freeway right across the street for multiple reasons: excessive noise, massive decrease in property value since no one wants to live right next to a freeway and we would never be able to sell our house, increased traffic. Anytime a freeway is built through a neighborhood, the area declines. We moved from Carrollton specifically because it was becoming way too crowded and not as nice as it used to be. That is the whole reason we moved to Prosper in the first place. Prosper/McKinney/Prosper ISD is a safe, clean, well-kept area with great neighborhoods and schools. It is not Frisco. A freeway will devalue the area and ruin surrounding neighborhoods. This is not the solution.		W	Kristen							
2285	fa442c98-7804-4e97-835a-69bcf4903a40	4/6/2022 19:54	4/6/2022 19:54	I am a homeowner of Lakewood. We are very upset about the segment B, it will not give us any convenience but the opposite. We need the entrance of Lakewood Dr and 380. That's our main entrance. And segment B will make Coit Rd very crowded and it's is small road. We moved too Prosper for a quiet and easy life. I can't imagine how much it will change our life! Please NO Segment B!		Yin	Xiaoxiao							
2286	3e11ad4e-8290-4e27-8f73-e7a7c933767c	4/6/2022 19:54	4/6/2022 19:54	No further expansion of 380 in Prosper. The DNT is 6 lanes so the proposal of a road that is larger is absolutely ridiculous and unnecessary. Spend you time looking further north if you want to implement that sort of road.	No further expansion of 380 in Prosper. The DNT is 6 lanes so the proposal of a road that is larger is absolutely ridiculous and unnecessary. Spend you time looking further north if you want to implement that sort of road.	B	B							
2287	296ec431-713b-4bdd-8307-285571ec49be	4/6/2022 19:59	4/6/2022 19:59	I absolutely 100% disagree with option B as the choice for the 380 bypass. It is ridiculous that the route would even be considered with the impact it would have on homes and schools in Prosper. I don't care that the mayor of McKinney might lose some land in one of the other routes. And the fact that the Town of Prosper has made several resolutions against option B yet it keeps being pushed makes me wonder whether the city of McKinney has more pull than Prosper. The people of Prosper matter too. And it would take away a very important therapeutic horse farm that has served the disabled community. Not to mention the schools that have already been started and future schools. It's a travesty that option B is still on the table. I've never been so upset about a road before but this would be a complete failure to the people of Prosper if this is chosen. There must be another route or just KEEP 380 ON 380!! It doesn't seem that either A or B are very good. We need better options!		Butler	Kelsie							
2288	7123c53c-7bcb-4fa9-8cb4-f8608a578f9a	4/6/2022 20:01	4/6/2022 20:01	I live on Rhea Mills Circle. The proposed B segment will decrease my property value, create an enormous amount of light, noise, and air pollution. I strongly oppose this development!! Also, what it will do to ManeGait will destroy this very valuable business who does so much for the handicapped, veterans, and special needs children. 380 needs to stay on 380 there are ways to improve it without so much destruction!!! I will not vote for the bypass especially segment B, and will advocate for others not to do so.		Heathcock	Veronica							
2289	646c39f0-0634-4d9f-890d-40f502faea94	4/6/2022 20:02	4/6/2022 20:02		I am writing to voice my opposition to option B in the expansion of 380. Option B would have significant detrimental environmental and economic effects on Prosper, and it is simply not necessary. I support Option A.	Weintz	Arminda							
2290	a0e93b77-40ae-44eb-85c4-4e6b687975fa	4/6/2022 20:05	4/6/2022 20:05	I recently purchased a beautiful home in Prosper and work as a teacher in the area, as well. I am alarmed at the news of a huge highway/bypass right near my home and the area where I teach. The noise is very concerning, as well as the additional wave of traffic that will become a part of the community I chose because it was quaint and small. PLEASE choose another route which doesn't ruin Prosper and my neighborhood. Sue Ann Burger		Burger	Sue Ann							
2291	005f2b08-1285-4562-86a7-b8c8046994c0	4/6/2022 20:28	4/6/2022 20:28	As a homeowner and citizen of McKinney, TX, I strongly support the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I strongly believe that Segment-B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.		LLODRA	LARRY							

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2292	2c2667f6-6f1a-42f4-8d09-80edb1c85c33	4/6/2022 20:32	4/6/2022 20:32		From a lay person's perspective, this proposal makes absolutely not sense to me. How does this benefit the community? (And reducing traffic on the local roads should NOT be considered a benefit.) Doing this will ruin a beautiful small town that exemplifies the goodness of a small town in Texas. In California, all towns that had highways running through it essentially ruined the property values. Unless there is an underhanded attempt to doing this, please oppose Option B. It makes zero sense.	Van Dyke	Shirley						
2293	54f6b9ab-d204-4638-87bb-16881297950e	4/6/2022 20:37	4/6/2022 20:37		I am writing in opposition to option B of the 380 Bypass. This option would negatively impact our town as well as Maine Gait which provides therapy to children with disabilities. It would also negatively impact Founders Academy and future Walnut Grove High School. Not to mention many neighborhoods who would have a highway in their backyard. Keep 380 on 380.	Krueger	Elizabeth						
2294	fc306a71-45bc-4429-875d-48dd192b2717	4/6/2022 20:38	4/6/2022 20:38		I oppose Rout B. Please help us to keep the east side of Prosper a small town feeling. This Route will also affect schools, neighborhoods and Mane Gait Horsemanship offer therapeutic horsemanship for children, adults with disabilities.								
2295	e5fc419d-7dd8-48b7-83be-ae18a41e5055	4/6/2022 20:38	4/6/2022 20:38		I am writing in opposition to option B of the 380 Bypass. This option would negatively impact our town as well as Maine Gait which provides therapy to children with disabilities. It would also negatively impact Founders Academy and future Walnut Grove High School. Not to mention many neighborhoods who would have a highway in their backyard. Keep 380 on 380.	Krueger	Justin						
2296	432aade-f0ab0-4b36-8294-8622d58aa128	4/6/2022 20:43	4/6/2022 20:43		I am strongly against segment B. Prosper is already the smallest city in the area as a result this will take extremely valuable land that can be used for homes and business development. These tax dollars are important to our tiny city. Please do not send segment B through or town.	Jeffers	Shawn						
2297	cc65b0c9-c9bd-412f-82cc-d12d97b2c464	4/6/2022 20:44	4/6/2022 20:44		As a grandparent I would not want this new highway to go so close to my grandchildren's school.	W	C						
2298	a0f07293-8287-4512-8abc-5c7172051dd4	4/6/2022 20:44	4/6/2022 20:44		I oppose Segment B - I live in Whitley Place and this will have a negative impact on this area.	Webb	Lori						
2299	56c96889-f8f5-4cb1-80a3-35bdc6cd929d	4/6/2022 20:47	4/6/2022 20:47		I support Options B & C to provide the maximum traffic relief for this project in North Texas.	Frazier	Justin						
2300	4597bd48-1452-4d40-8d83-fc38ba08f7c7	4/6/2022 20:53	4/6/2022 20:53		I stand in opposition to proposed segment B that would run through Prosper, TX. This route would adversely affect a large portion of Prosper, which is only 3x9 miles to begin with. Segment B would impact current and planned neighborhoods, schools, and a not-for-profit equestrian center that serves special needs kids and veterans in our community. Many of us chose Prosper over Celina or McKinney, in large part, because of the small-town feel. The town of Prosper has carefully planned many beautiful neighborhoods and schools that now risk having a 12-lane freeway run through the middle of it all. This would adversely affect tax revenue used to plan budgets for the coming years, and it will affect future growth due to the congestion that will undoubtedly be the result of the proposed highway. Prosper is too small to endure such an encroachment. The equestrian center, which our community relies so heavily on, will also not likely survive. NO to Segment B!!	White	Mary						
2301	eb220506-f564-49d8-8e5c-8b8104b0d78b	4/6/2022 20:57	4/6/2022 20:57			M	J						
2302	5e895508-772b-445b-8cf0-90ca3d3ce80d	4/6/2022 20:58	4/6/2022 20:58		I oppose this location, as it will disrupt the schools and traffic immensely in this area.								
2303	d2ecf29f-d981-46fc-85fa-0aa65b0051ac	4/6/2022 20:59	4/6/2022 20:59		Plan B is NOT an option. As a resident of Prosper, TX the Town Council has rejected this proposal over and over again. - Negatively affects current and future planned neighborhoods: Whitley Place, Whispering Farms, Brookhollow, Christie Farms, Rhea Mills, Gentle Creek, Amberwood, Ladera, Wandering Creek, Malabar Hills, Rutherford Creek, etc. - Negatively impacts ManeGait and the wonderful therapy they provide to children and adults with disabilities - Negatively impacts multiple schools in Prosper ISD: Cockrell Elementary Rogers Middle School Walnut Grove High School and Founders Academy - Negatively Impacts student drivers - Negatively Increases Traffic and Noise Significant environmental impact: pollution, emissions, & poor air quality - Safety of our citizens and students - Decreased home values and overall desire of area - Massive utility relocations that are critical to Prosper's infrastructure - Substantial lost tax revenue to the Town and Prosper ISD	Sierra	Rodolfo						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2304	53d08572-e6f7-4a40-86ab-ae2e7109fe09	4/6/2022 21:05	4/6/2022 21:05	<p>We strongly oppose Segment/Option A for the safety of our children & community, for environmental impact, and for the destruction of local business.</p> <p>Option A directly impacts the safety of our children and community in two ways:</p> <p>(1) This section of 380 is the main route of access to THREE major high schools. All traffic will be funneled into local neighborhood roads (Stonebridge, Ridge, Lake Forest). With many families here, plus teenage drivers, this puts children's lives at risk.</p> <p>(2) 380 is also the direct route to Baylor Hospital. Construction with Option A will impact emergency vehicles and paramedics ability to get patients to emergency care.</p> <p>Option A also destroys more natural environment and is also the longer option vs Option B. More road means more pollution and damage to the environment over time.</p> <p>Lastly, we oppose A because 17 local businesses will be destroyed, with negative impact to access for countless others.</p> <p>For all these reasons, we oppose A and support B.</p>		Wu	George						
2305	3eca0ee2-95e7-4e3c-8f0a-30a83db964ae	4/6/2022 21:11	4/6/2022 21:11	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.</p>	<p>I also strongly oppose Segment-A. It should not be considered for the following reasons:</p> <ul style="list-style-type: none"> *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380. <p>Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of the Stonebridge community.</p>	Penn	Rebecca						
2306	ff838dcd-ed06-4a83-8ec6-70d85db4599c	4/6/2022 21:12	4/6/2022 21:12	<p>I am 100% opposed to Option B. I bought a home in Whitley place specifically because it was not next to, but in proximity to 380 for ease of getting to work but without causing noise pollution. I was aware that the plans for any 380 or Custer Road expansion were on the roads themselves at least according to the town of Prosper. Now, however, simply because McKinney did not plan effectively for future needs, my home and my town are at threat of suffering the consequences even though our town planned appropriately. I am beyond frustrated that Option B was not even an option in the original plans and came about simply due to the complaints of McKinney residents (in influential places) who want to push their town's lack of planning onto the residents of Prosper. One town's failure should not become the burden of another town's residents.</p>		Grant	Thrasher						
2307	7168db37-0beb-457e-8fd7-fa829540e11c	4/6/2022 21:16	4/6/2022 21:16	<p>Having this bypass go through Prosper doesn't make sense. This is McKinney's problem from poor planning. Prosper schools, MainGate, retirement communities, Prosper residents, and Prosper businesses are all at risk of being damaged due to McKinney's poor leadership. This is not right. 380 needs to stay on 380! No no no to option B!</p>		Nayar	Tia						
2308	a1c800c8-1f6d-4ff4-8399-703d470c3d1e	4/6/2022 21:21	4/6/2022 21:21	<p>These are ridiculous options. People will lose their homes. You should have thought about this 15 years ago rather than destroying families and the town of Prosper.</p>									
2309	0987f10b-9f86-4eb5-8fac-5b7ad4975eda	4/6/2022 21:24	4/6/2022 21:24	<p>As a member of the Prosper Community, and frequent user of the 380 system as currently constructed, I would hate to see the roadway deviate from its current pathway by cutting through a different stretch of land/property. It seems like a much more efficient use of the land to keep the footprint as close to where it currently is as possible. This is a major endeavor and it's impact will be felt on generations to come.</p>		Lawrenson	Jeremy						
2310	6ae4da95-4690-4785-8638-86280b87ff75	4/6/2022 21:25	4/6/2022 21:25	<p>This highway option C would end up being about 800 feet from our new house that we built up here to get away from loud, highways and traffic. What a huge waste of tax dollars just to route traffic around the businesses on 380. We are in the new community of Willow Wood and we all strongly oppose option C.</p>		Baker	Jeremy						
2311	9e230563-8aa2-440b-8e47-b5153b83f05e	4/6/2022 21:33	4/6/2022 21:33	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.</p> <p>I also strongly oppose Segment-A. It should not be considered for the following reasons:</p> <ul style="list-style-type: none"> *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. 		Scott	Matt						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2312	5cfe6491-ba51-4dd4-86c6-81dc44702abc	4/6/2022 21:38	4/6/2022 21:38		Strong preference for Route B...less disruptive to existing businesses and homes, less disruptive for commuters during construction phase.	R.	Mark						
2313	09308cca-ee1d-4885-8bb2-531821cb475d	4/6/2022 21:41	4/6/2022 21:41	This is too close to the Mane Gait therapeutic horse-riding facility. It has been there for many years. This therapy is crucial for many people with special needs. Also many typical adults and teens volunteer hours working with these disabled people. Both the construction and the ongoing traffic would be detrimental to the safety of the animals and patrons. Another 380 plan was already nixed because of proximity to this location, and this one is even closer. Please deny this plan and work on one that doesn't endanger the therapy being performed there.		Waugh	Brian						
2314	56e3a023-0ca0-42a9-8d0f-9baefae596f6	4/6/2022 21:42	4/6/2022 21:42	None of these segments disperse the worst part of the route! The issues begin in Princeton. And, Princeton is adding many new houses, apartments and businesses on there east side. We need a route that goes from Farmersville and goes north to connect into the northern routes. I live in Greenville and travel 380 many times each month. Last Friday (4/1/22), it was stop and go from Monte Carlo all the way into Princeton, because a street light was flashing red at the intersection by CVS and Sonic. There are no good alternate routes to speed things up. If there is a wreck, you are stuck unless you have a four-wheel drive truck to go down gravel roads.		Russell	Donna						
2315	7b5954c6-25da-435c-8bd6-9b654e64cfec	4/6/2022 21:45	4/6/2022 21:45	See comment below	We are a small town and the adverse impact on our neighborhoods will be much greater because of our limited area as opposed to the negative impact that would be suffered by the much larger area that is McKinney. We beg you to please select a route other than option B. Thank you most sincerely, Bob Jeffus	Jeffus	Bob						
2316	c7443e5a-f6cd-4142-8219-8a67baff6975	4/6/2022 21:45	4/6/2022 21:45	See comment below	We are a small town and the adverse impact on our neighborhoods will be much greater because of our limited area as opposed to the negative impact that would be suffered by the much larger area that is McKinney. We beg you to please select a route other than option B. Thank you most sincerely, Bob Jeffus	Jeffus	Bob						
2317	3932d759-c422-4ec6-8cec-c9e34d827f0a	4/6/2022 21:56	4/6/2022 21:56	I am a Prosper resident and have kids in the Prosper ISD. We strongly OPPOSE SEGMENT B. Three Prosper ISD schools would be directly impacted. Additionally, the newly built Founders Academy would be extremely close to this highway. ManeGait Therapeutic Horsemanship facility will be negatively impacted as well. Segment B cuts through their land and becomes even more disruptive to a population that is there for therapy and needs less disruption, not more.		Bushnell	Joanna						
2318	47b1aa88-a698-4a1d-8847-e532ef152a63	4/6/2022 22:02	4/6/2022 22:02	As a resident of Prosper, I fully oppose Plan B of the 380 Bypass. The town of Prosper already has plans for the land along the Plan B Route. Adding Plan B Bypass thru that area would be detrimental to the City of Prosper. Prosper has proactively prepared the 380 corridor running thru Prosper for additional traffic needs due to additional residential homes. They have strategized & planned for additional schools, funded by the property tax revenue generated from those developments. Building Plan B Bypass through this area will make significant cuts to the projected tax revenue necessary to fund our schools. The education of future Prosper students needs to be our highest priority. I believe a 55+ development has been approved for that area as well. With many senior citizens relocating to the town of Prosper, a 55+ community is crucial. I urge TxDOT to implement Plan A and oppose Plan B. Thank you for reading my request.		Friedrichs	Grace						
2319	0ecb4951-7908-46e4-8431-10c91e2ca92f	4/6/2022 22:03	4/6/2022 22:03	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B.		Cohen	Trudy						
2320	2edf985b-564d-4559-8170-e813450c9cc4	4/6/2022 22:13	4/6/2022 22:13	I live in Whitley Place (\$700K - \$2M+ homes), which is very close to Option B. My concern is home value loss, unwanted traffic and additional retail that can come along with these types of projects. Prosper is considered the 'Highland Park' of North Texas and we want to keep it that way. Option B would seriously hurt this perception and drive folks away. Why can't we just keep 380 on 380 and make it an above ground/on ground highway like Austin and Dallas has done. This would eliminate displacing anyone. The biggest issue on 380 is all the trucks. Move them to an express above ground highway and leave the lower highway for local cars. Or build a full rural work around for just the trucks north of Frontier and you won't have to build such a large highway.		Huffman	Todd						
2321	10202cef-49eb-4b3f-8c5f-657db79d5997	4/6/2022 22:14	4/6/2022 22:14		Please keep 380 on 380. I don't want any changes to the land or property anywhere other than on 380. Please keep 380 on 380.	Moulder	Keely						
2322	f9f63cd7-37f6-4820-83f2-2ba5dd21a217	4/6/2022 22:14	4/6/2022 22:14		Totalling against anything going North of 380 through Prosper. It would have a negative impact on this small community.	Russell	Tom						
2323	7bc3a841-88bf-45ab-8264-09c328df8344	4/6/2022 22:27	4/6/2022 22:27	I'm a resident in Tucker Hill and I am in FAVOR of Option B.		Ebbesen	Lisa						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2324	4841fe7e-786c-4633-846a-4378a12b6e33	4/6/2022 22:28	4/6/2022 22:28	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option and I strongly oppose Segment-A. Segment-A should not be considered for the following reasons: It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. The cost of Segment-A is \$99 million more than Segment-B. It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.		Placke	S						
2325	72b2ceb9-cc7a-40dd-85d4-b2e5a90392ec	4/6/2022 22:31	4/6/2022 22:31	I live near Options A and B. Option B is more favorable in every way. Option B costs 99 million LESS in tax payer dollars, and no current businesses would need to be shuttered. Option A displaces 17 currently open and active small businesses and displaces a couple of homes, while costing tax payers 99 million more. Option B is through an area overwhelmingly not yet developed - no businesses are displaced.		Knight	Shannon						
2326	de2c4c71-fa82-45d3-8ba4-b0e757e5c7c1	4/6/2022 22:34	4/6/2022 22:34	I strongly oppose Option B due to the impacts to the safety of the many children in PISD (many of which come from other cities, including McKinney), the impacts to businesses, and especially the disrespect toward, and negative impacts to, the Mane Gait facility. Prosper has chosen leadership that logically plans for the future and the best path for their residents. I am sorry that McKinney does not have thoughtful or capable leadership, but that is not Prosper's problem. A lack of planning on their part does not constitute an emergency on our part. This needs to be a learning process for them rather than just sweeping their mistakes under the rug and foisting them on others.		Brooks	Terri						
2327	86a52e33-eef7-4142-8043-fc23d0137bdc	4/6/2022 22:41	4/6/2022 22:41	Why not choose an option west (B) where there's fewer homes to be disputed. Any other option will cause such a traffic congestion problem for Stonebridge Ranch which is a 30 year established neighborhood. It will also increase noise and hurt values.		Knipe	Veronica						
2328	513d6ffa-efcd-45c8-8b34-9aa68caeecc9a9	4/6/2022 22:41	4/6/2022 22:41	A bypass at location B impacts 11 neighborhoods, 4 schools including one High School with new drivers. Additionally it impacts MaineGait a Therapeutic farm that has done amazing work with so many kids in the surrounding communities. Consider building above the existing 380 so as not to impact a small town like Prosper. Many of us live near 380 already and are impacted heavily by the noise and emissions from 380. In addition 380 is very dangerous to drive on and we don't need an additional highway that will cause more accidents and tie up our first responders.		Morrell	Kelly						
2329	cc080e8e-6c2b-458a-8641-4920455a3d36	4/6/2022 22:48	4/6/2022 22:48	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons: >It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area. > Curve is very sharp which will lead to more safety issues. >It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive. >It will create an overpass on 380 over Stonebridge Drive and Custer Road.		Alberti	John						
2330	4460c076-485f-4d49-88d6-88c9f40bc3a9	4/6/2022 23:10	4/6/2022 23:10	I am strongly opposed to Option A for the US380 expansion project for the following reasons. • Option A displaces a total of 17 businesses, Option B displaces ZERO • Option A cost to relocate utilities is \$61 million, Option B is \$25 million • Option A total cost to acquire ROW (right of way) is \$1.78M, Option B cost is \$137M • Option A total cost of design/construction is \$450M, Option B is \$428M • Option A total cost is about \$100M higher than Option B • Option A impacts more acres of wetlands, river/streams and forest/prairies than Option B • Option A impacts 14.9 acres of Statewide Important Farmland, Option B only 2 acres • Option A's increase in noise would have a severe negative impact on established Stonebridge Ranch neighborhoods. Option B does not come as close to any existing neighborhoods. • There will be considerably increased traffic on Stonebridge Ranch Dr & Ridge Rd which both have elementary schools close to 380: Wilmeth and McClure.		Ruiz	LH						
2331	3a630a29-e41f-444f-8627-3170331ca562	4/6/2022 23:13	4/6/2022 23:13	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.		Gregory	MaryAnn						
2332	4bb86ab7-8932-43cc-8ce1-3790ce0fd771	4/6/2022 23:33	4/6/2022 23:33	Please do option B! Not only will it put less people out of their homes, it will cost less. Tucker Hill is a beautiful neighborhood enjoyed by so many people who live outside of it. People are constantly here to take wedding pictures, homecoming pictures and attend public events. Being surrounded by an 8 lane hwy will devastate this park like area. In addition, custer road is already going to be a large road. It seems the the obvious place to enlarge. In addition, it seems a real safety concern with children running all throughout a neighborhood. Option A seems to run near larger roads already. Our city seems to be growing faster than others which is fine but can't we at least still have some symbulance of neighborhood. Prosper still has that because it's set off the roads. We will sit right on it if you use A. Please please consider option B! Thank you for all you have done to date.		K	T						
2333	3369dab1-a9ef-43b6-8390-8252c04fbb4	4/6/2022 23:33	4/6/2022 23:33	Why doesnt TXDOT consider making most of the intersections on 380 overpasses as the state of VA did along Route 7 and Route 28 in northern VA?		BK							

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2334	4c957e44-b40a-43b7-8bb4-38e6308f341e	4/6/2022 23:38	4/6/2022 23:38	As a homeowner and citizen of McKinney, TX, I strongly support the Project 380 Segment B bypass alignment option. This option appears to reduce pressure on a larger portion of US 380 and be less disruptive having been adjusted to minimize existing developed or sensitive areas. The current estimate is \$99 million less than Segment A. Segment B avoids a large interchange, overpasses for Stonebridge Drive and Custer Road along with associated water duct infrastructure and the long-term maintenance cost for future generations as they age. Segment B allows for less destruction and replacement of the existing 380 infrastructure investment. Segment B also appears to be the best option to enable high future growth to move traffic flow safely, minimize air quality and other environmental impacts in already developed dense residential single and multi-family housing areas. It also appears to enable long term economic growth while splitting the disruption to a small area of Prosper and McKinney.		Hoenshell	Dale						
2335	ba53f51c-fe0a-41d7-89a7-46dae752b3e4	4/6/2022 23:38	4/6/2022 23:38		I am not OK with the current proposal to run 380 through a portion of Prosper. When I moved here in 2013 this was never to be part of the plan. Prosper well struggle moving forward if 380 develops the way it is currently mapped. I have one son who has already graduated from Prosper ISD. I have two other sons prepared to graduate from Prosper in future years. I am deeply concerned about the impact this will have on future generations of Prosper citizens because of the negative effects it will have on our school district. Not to mention the quality of life going down for residents. Additionally, our home prices and real estate taxes have skyrocketed. This 380 plan will devalue our real estate in the area. Completely unforgivable actions. Our money, our way of life, and our children are being disregarded in this current design.	Estes	Holly						
2336	1bf824c4-217f-4fd2-8374-dcf3985809f4	4/6/2022 23:39	4/6/2022 23:39	One of the reasons we chose this place was due to its distance from the main roads, noise and air pollution. Now you want to bring main hwy to our doorstep. I am against this project as a whole, but if i had to choose, i would choose project D as a lesser of 2 evils.		Kopel	Mark						
2337	57ac1d5c-f91f-488a-8a94-e5e89404886f	4/6/2022 23:42	4/6/2022 23:42	I oppose Segment A because it disrupts businesses and lowers property taxes. I support Segment B.		Enriquez	Susan						
2338	e648b8a1-2ec1-4622-8833-189242db10e4	4/6/2022 23:50	4/6/2022 23:50	After looking over all of the options there is no other reasonable choice except D. This seems to offer the least disruption of peoples lives.		Marcy	Benson						
2339	cf68d94f-44bf-4adc-8eee-fd9e2d94131f	4/6/2022 23:51	4/6/2022 23:51	Option B is a horrible option for a number of reasons. It will devalue one of Prosper's best neighborhoods, it will shut down manegate which is an essential service, it will punish Prosper for McKinneys poor planning decisions. Cause significant impact to local and proposed schools, and negatively impact the tax base of the much smaller town of Prosper		Crowe	Daniel						
2340	ec6fd6a2-27a7-440f-82a1-60d20efccb17	4/6/2022 23:57	4/6/2022 23:57	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380.		Fuller	Gina						
2341	90af63a6-3cee-49a5-8a8b-1d17b0ff18d1	4/7/2022 0:08	4/7/2022 0:08	Oppose section B bc my daughters K-12th grade charter school will be drastically impacted! Their are studies on schools close to highways and none are good. Please consider an alternate route!		Ginn	Samantha						_am_a_business_owner_
2342	86dc1dfe-8a7b-4c20-8f8a-bba375eeb309	4/7/2022 0:08	4/7/2022 0:08	Increase in traffic and noise		Mangurah	Marley						_am_a_business_owner_
2343	a5eb5299-3c3b-4586-81ef-5dba672365ac	4/7/2022 0:17	4/7/2022 0:17	I am in support of option B. The area for option A is not feasible and will not address the problem but just move it down the road. Also I believe that trying to time the lights on 380 will actually help the flow of traffic and cost millions less than building a super highway anywhere in this area. The majority of traffic is using 380 to get to shops, etc that is directly off 380 and I don't think that the traffic will be eased bc not enough people will use the "bypass".		Murphy	Mandy						
2344	39061052-ced0-4fd5-8edd-942a5675d90b	4/7/2022 0:52	4/7/2022 0:52		No b or a We prefer c or d	Behrends	Rodney						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2358	a1fde02e-b826-450b-81c9-b6f001ef7b0	4/7/2022 1:52	4/7/2022 1:52	Please vote NO TO OPTION B THROUGH PROSPER!!! This route will disturb and disrupt several beautiful subdivisions and schools. This also will do great harm to the wonderful horse therapy farm and program ManeGait that provides therapy to children and adults with disabilities. The lives of so many children and adults have been changed for the better because of this very special place. I have seen firsthand some of these results. Our Son has also spent many hours volunteering at ManeGait in the past. The noise could be harmful to the clients and horses in this wonderful program and compromise their safety. Just say NO to Option B!!!		Brown	Jeanetta						
2359	52f84703-a195-4792-8d75-a8346c4d905f	4/7/2022 1:55	4/7/2022 1:55	prefer option B. Strongly oppose A		C	Rachel						
2360	71080c32-7f48-4fef-8321-cc869bc4973a	4/7/2022 1:57	4/7/2022 1:57	Opposition to segment B	Directly impacts numerous neighborhoods in Prosper and schools. We live in between the tollway and 75 so we do not need another 8 lane road running through the middle of out town	Kirksey	Shelby						
2361	ba4a987d-62fb-4481-8376-2097c0821c62	4/7/2022 2:04	4/7/2022 2:04	Keep 380 on 380. McKinney should have planned better!		Reese	David						
2362	029f1aa6-7756-4591-8621-5a068e0ea4a9	4/7/2022 2:04	4/7/2022 2:04	Please do not bring 380 through prosper		Miller	Jenna						
2363	4dbb3ea1-3f8f-4a5a-8281-ef011223dbbe	4/7/2022 2:10	4/7/2022 2:10		I am in strong opposition to Segment B and ask that you consider keeping US 380 in it's current alignment through the Town of Prosper town limits. As a Prosper resident this option has too great an impact on many things. Current businesses, Mane Gait, Founders Academy, Walnut Grove High School, Rogers Middle School, Cockrell Elementary School, Town of Prosper property values decrease due to being sandwiched between two major highways, new residential developments that will have a positive tax impact on the town and address an already shortage of homes. I have children that will be impacted by option B and ask you to consider other options. Thank you.	Dial	Jorden						
2364	79566ae1-bd48-496a-8c67-65b09b93d675	4/7/2022 2:13	4/7/2022 2:13	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.	I strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380. *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area.	Smith	Julie						
2365	015e36c5-87e8-4cd5-8ed3-b250cca295cb	4/7/2022 2:18	4/7/2022 2:18		Horrible idea. This will negatively impact Prosper	R	T						
2366	7d07b91d-c2d4-4396-8d79-69282fa87220	4/7/2022 2:24	4/7/2022 2:24	Not a fan of A at all. Impacts too many homes. B is better, but would rather deal with the traffic on 380 then displace so many homes and businesses.		Corwin	Jay						
2367	d7166b60-d53f-48a8-8467-402c0407998a	4/7/2022 2:25	4/7/2022 2:25	I strongly OPPOSE alignment B (Brown and Gold Alternatives) as it will cause undue disruption to the properties, residents, and the well-laid out plans of Town of Prosper. My preference is that TXDOT pursue Option A (Purple Alternative) as it was thoroughly studied in 2020 Feasibility Study and was adjudicated as the recommended alignment.		dasari							

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (Include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2368	ae978d42-2212-4535-8dca-78a204f163f6	4/7/2022 2:51	4/7/2022 2:51	Route A is a safety issue regarding police, fire/EMS. Also egress from Tucker Hill not being able to turn Eastbound would increase traffic at Stonebridge. Environmental impacts to protected wildlife along Wilson Creek. Route A is also 99 Million dollars more and creates the loss of multiple homes and businesses, whereas Route B does not. Additional traffic on East West thoroughfares and neighborhoods for 18 wheelers and cars trying to avoid the 380 construction is a noise/speed concern .Option B has 2 major utility conflicts versus option A's 7 conflicts. Option B uses land not yet developed making the road more accessible for construction vehicles and it won't negatively impact traffic during construction like option A will. I SUPPORT the choice of Route B as being the best option for easing traffic on 380. Route B makes the most economical, environmental and safety issues.	Hello, I feel that Option B would be in the best interest of the citizens of McKinney. A savings of 99 million dollars is enormous and could be allocated elsewhere to help the city of McKinney. Additionally, the impact of traffic would be felt in neighborhoods and already crowded Eldorado and Virginia PKWY. These roads are already used by people trying to avoid 121 and if 380 were to be shut down by construction, these already crowded roads would be a nightmare. Option B has less of an environmental and displacement impact and wouldn't interfere with East West traffic on 380 while it's under construction. Again, I urge you to go with Option B for alleviating traffic on US380. Thank you for your time.	Weis	Gerald						
2369	101718db-3056-4fab-83aa-a7fea8bef5de	4/7/2022 2:55	4/7/2022 2:55	I firmly oppose segment a and put my full support behind segment b. Please never ever support option a									
2370	fba7b4fd-ce6f-41af-8420-3de33df6046f	4/7/2022 2:57	4/7/2022 2:57	I'm for route #B.		Fronhofer	Sandra						
2371	e4b48284-77f7-4743-84cf-a06f1752b988	4/7/2022 2:59	4/7/2022 2:59	To Whom it May Concern I am writing to share my support of choosing Option B for the expansion of US380. Option B would have less of an impact on current traffic patterns on US380 and in turn, have less of an impact on traffic in our neighborhoods. Also, Option B makes more sense in that it won't economically impact McKinney by tearing down established businesses, not to mention the 99 million dollars it would save the county. Option B would also have less of an impact on local wildlife along Wilson Creek and the quality of water there as well. I understand that Mane Gait is concerned with not being able to operate but from what I can see, they will be fully able to operate without endangering their horses or clients. In conclusion, I appreciate your consideration for choosing Option B and NOT Option A.		Weis	Barbara						
2372	5492b515-1a14-4607-85c2-79e96724275c	4/7/2022 3:16	4/7/2022 3:16		I am in opposition to Segment B and ask that you consider keeping US 380 in it's current alignment through the Town of Prosper town limits. This option has too great an impact on many things for a Prosper resident. Town of Prosper property values decrease due to being sandwiched between two major highways, new residential developments that will have a positive tax impact on the town and address an already shortage of homes. As well as running way too close to the high school my children will attend which is option B and ask you to consider other options.	D	Whitney						
2373	1cd4e14e-36d3-4be9-8474-b95c497c0df7	4/7/2022 3:17	4/7/2022 3:17	I support Segment B over Segment A due to the following reasons: 1) Ingress and Egress in and out of Tucker Hill Subdivision-Fire and EMS 2) Noise Abatement from a busy road/freeway 3) Increased traffic on 380 due to rerouted traffic including 3 local schools 4) Environmental Impact Studies specifically on Wilson Creek behind and adjacent to Tucker Hill Subdivision. Many species of animals and birds live on Wilson Creek which are protected in the United States under the Federal Migratory Bird Treaty Act.		Arnett	Bob						
2374	9a93f917-35ae-4804-878a-946b8b81c3e4	4/7/2022 3:21	4/7/2022 3:21	How did route b become a contender? Prosper residents should not be bullied and targeted because of our small nature. We (Prosper) planned for the expansion on 380 and shouldn't suffer over the greed and lack of planning on McKinneys part. Residents in Prosper made informed decisions on buying homes here and should not have this route pushed on us because McKinney homeowners who willingly bought homes off 380 are upset the road is expanding. Keep 380 on 380.		W	L						
2375	cfe24809-0c08-492c-8e9c-1d39cae5bad0	4/7/2022 3:29	4/7/2022 3:29	This is a terrible location for this road.		Uber	Liz						
2376	ab3e63a1-4e28-4536-888e-7b305e5c7a7e	4/7/2022 3:29	4/7/2022 3:29	We do NOT want plan B- our town stands together- keep 380 on 380!!		Cagle	M						
2377	f15bb3df-7b5f-47f7-880e-c1520e5b05ad	4/7/2022 3:34	4/7/2022 3:34	I strongly oppose all segment B options of US 380. Prosper is not a very large city and having this massive highway built in the middle of it will disrupt the city, in addition, this will infringe on businesses and neighborhoods already present.		Skorick	Maryolie						
2378	16550d01-ce9c-4fd5-87d5-9f3ed42466ba	4/7/2022 3:41	4/7/2022 3:41	I strongly oppose option B.	Surely we can come up with a better idea.	Angiolet	Kathleen						
2379	70b91356-57f1-4ad9-82cc-de8630c6362a	4/7/2022 3:43	4/7/2022 3:43			Wi	Jennie						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2380	64868625-328a-454e-8e33-c93c43cab7e3	4/7/2022 3:45	4/7/2022 3:45	As per my understanding from the maps provide segment B E C, seems more feasible as it seems like some minor road already exists and just an expansion is needed. Seems more cost effective and less damaging to community.		Bavari	Uttam						
2381	52fbaa29-76cf-4c4f-81ce-ba2bc3a17509	4/7/2022 3:54	4/7/2022 3:54	Creating a highway to this degree next to these homes and businesses is unacceptable and would destroy the way of life and property values of what would have been highly desirable neighborhoods. We very carefully selected this neighborhood for many reasons and what you are proposing with this large highway and segment A would have alone made me not select this house and move farther south. Every city needs their fair share of thoroughfares, and McKinney ALREADY has theirs. The only logical plan is to go North through Prosper who doesn't have a system of thoroughfares yet. It makes sense to do it now and build around it. 380 is already a large roadway with higher speeds surrounded closely by beautiful family homes. It does not make any logical sense to alter it. There are too many homes that would be worthless in resale value that you would be destroying to alter 380. Please go farther north.		Braun	Robyn						
2382	7390da5d-745c-4b72-8b18-1538fe8560b6	4/7/2022 4:03	4/7/2022 4:03	I oppose section Section B N fields of Manegate will be destroyed I have a child who has been blessed by the Mane Gate program and continues to thrive if this section B moves forward this much-needed community program will be destroyed. This will affect the new Prosper High School, founders academy and a senior center that was planned to be in our community. Keep 380, 380!!		G	K						
2383	6b89d8ba-cac1-4de6-8b56-a48f94d41a71	4/7/2022 4:14	4/7/2022 4:14		We live in the southern portion of the Willow Wood division. These planned routes will take the 380 bypass less than .5 miles from our back door. Many people who are just moving in or building homes will lose tons of equity in their homes due to the bypass. Tom Roberson	Roberson	Tom						
2384	f0996fd9-f090-43a0-81f7-e4cd308f8748	4/7/2022 9:23	4/7/2022 9:23	I select option B .		Norman	Mark						
2385	05532646-a33d-4ffe-809d-c06a5ef78d75	4/7/2022 10:44	4/7/2022 10:44	No Bypass No to section B No to section E	No Bypass No to section B No to section E	Mills	Cameron						
2386	9c74e838-c08e-4256-8760-a8cc4de72792	4/7/2022 11:11	4/7/2022 11:11	We reject this proposal as a new residence of Prosper.		Raja	Ali						
2387	3594106f-7e8d-4505-8b7f-75a9f24623e9	4/7/2022 12:00	4/7/2022 12:00	We live in Wren Creek and building with Plan A is going to drastically devalue our homes and affect what is currently a fairly quiet community! It's absolutely insane to try to squeeze such a ginormous project into the available space practically in our backyards!		Roberts	Megan						
2388	66803550-293a-4879-813d-fa8428b5fd3e	4/7/2022 12:04	4/7/2022 12:04	As a Prosper resident I am opposed to segment B. It makes no sense to me that the segment would cut through so close to current and also future residential and future infrastructure. Prosper - geographically speaking is not that large - and the future segment would reduce the small amount of space we already have. Please please listen to those opposed. Thank you.		JD	Black						
2389	8a6d1012-2b20-4bce-8a06-7d569e90c17f	4/7/2022 12:15	4/7/2022 12:15		Hello, I believe more efforts need to be placed on keeping the existing 380 route. This minimizes impact to existing communities. If given the option, drivers will always look for the shortest and most direct route which reduces the benefit of creating the bypass in the first place. Additionally, if sections of 380 both upstream and downstream of the bypass are not upgraded to a similar standard, we are just pushing the choke point those other sections. I envision the best option to be converting this section of 380 into an expressway with limited traffic signals, full interchanges at major signals, a full interchange at highway 75 and greatly reduced entrances and exists to shopping centers and side streets. Given this option, local commuters have a much better throughway to get to local destinations. All true highway/through traffic should then be routed to the outer loop, which has already secured right of way. All efforts should be then moved to accelerating it's development.	Scigliano	Scott						
2390	8d175d43-fa22-42fa-82ec-b4eb5e71514d	4/7/2022 12:17	4/7/2022 12:17	For Segment E passing Heatherwood and Erwin Park, the construction will clearly have a severely negative impact on the neighborhood and park. The illustrations assume there is more land available than reality. What is the specific easement required for a proposed 8-lane highway with 6-lane service roads where such construction passes existing neighborhoods and park facilities?		Sampson	Greg						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2391	60df94dc-2a9c-491c-8af5-5ef7415ca63e	4/7/2022 12:39	4/7/2022 12:39		This would disrupt many neighborhoods peaceful areas. We are opposed to this build.								
2392	e1ad55ca-e63b-4388-82de-42e5da4a4e9e	4/7/2022 12:49	4/7/2022 12:49	This is the worst that can be done for people who just built houses and/or paid for those to be built. Any of these proposals will have a major road in people's backyards where children play. The houses in the area will loose in value as well. Now our kids walk home from school, but having major road that close will take away this opportunity and will add additional danger to children in the area. The interactive map is not updated with current development and proposed road looks far away from newly built single family houses. However it's NOT true, because Part E of the road is extremely close to newly built single family homes in Timber Creek. Huge cars that flat this road run every day and it's so loud that it's impossible to be even inside of the house. There may and will be health issues in families living in that proximity to a major road. Once its built, noise level is going to be way higher. I am AGAINST ANY of these proposals, any of those is destructive to our community.		Volovik	Svetlana						
2393	9bef2252-05eb-42c2-8fae-c54568b8aed7	4/7/2022 13:07	4/7/2022 13:07	I support the Option B in the plan.		soltysik	R						
2394	12a0be83-1ba7-46f9-8cb2-d32bb51ceb49	4/7/2022 13:13	4/7/2022 13:13	I adamantly disagree with all these options, but especially Option B as it will seriously devalue our home value and most all of east Prosper home values, which are currently at \$700K-\$2M+ and growing. This issue with 380 has been caused by all the growth, new homes and new retail, which has brought hundreds of trucks daily onto 380. These trucks are the biggest issue. I drive on 380 daily and have noticed a massive increase in slow moving trucks, which slows and clogged traffic. Why not move the truck traffic to a rural route or build a rural route for them. Prosper and McKinney are no longer rural, they are both becoming large town/cities with Prosper being now know as the 'Highland Park' of North Dallas, why would you devalue the property value here. If no rural route is suitable, then build an upper level to 380 and keep 380 on 380. Thank you!		Margie	Huffman						
2395	bb7627af-1ec6-4962-8df3-10721240ed0f	4/7/2022 13:16	4/7/2022 13:16	Highly favor Plan B. Plan A is much more invasive and disruptive to a greater population as well as businesses.		Koford	Robin						
2396	cf02a42-2b1e-4976-8d39-6bb38042dd2c	4/7/2022 13:21	4/7/2022 13:21		We STRONGLY OBJECT to plan B. We purchased our home so our children could attend Founders Classical Academy of Prosper - Option B literally runs an elevated highway next to the school - this is the peaceful suburbs, not the inner city. We DO NOT WANT IT. Please stick to plan A.	Clark	Andrew						
2397	2c8ce92d-219b-4b7d-857c-8c039cef5049	4/7/2022 13:30	4/7/2022 13:30	I oppose option A. Why would you spend all that money when option you could do option B?		B	Deb						
2398	0f73e10b-bd41-46e9-81e2-52bee6b1e43f	4/7/2022 13:36	4/7/2022 13:36	I would like to provide comments in opposition to segment B specifically related to TxDot conclusions regarding impacts to ManeGait. Please see attached file for comments.		Strawmyer	Tom						
2399	fe2c9fe3-5bf7-48d4-8c60-78348b6eab11	4/7/2022 13:36	4/7/2022 13:36	I support option B.									
2400	e30d50df-6366-4652-84e4-f48bc96e2355	4/7/2022 13:37	4/7/2022 13:37	I am in opposition to the TxDot plan B to disrupt and contaminate the town of Prosper. VOTE NO TO PLAN B!!!!		Jones	Donna						
2401	64697415-1e4c-447b-8da5-379dcae329ab	4/7/2022 13:40	4/7/2022 13:40	My children attend Founders Classical. They are in elementary school and would be vastly impacted by the 380 Segment B. I strongly oppose a major highway running right next to their place of recess and their learning environment. Their recess will be filled with extra exhaust and environment concerns that they will continuously be breathing in while hard at play. Their learning environment will be disturbed by the extra traffic and emergency vehicles that will use the road as passageway to their desired location. Not to mention that I don't want direct highway access to my children's school for general safety concerns. Segment B would vastly impact our family and I strongly oppose.		Peak	Amber						
2402	55fe4b48-2251-44a5-8812-693f7e640568	4/7/2022 13:41	4/7/2022 13:41	Oppose SEGMENT B THIS PROJECT IS TOTALLY UNACCEPTABLE!	We moved to Prosper in 2015 after having lived in Frisco for 11 years. We chose Prosper as our forever home because the Town had planned it's build out wisely and judiciously! The Town did what it should have done as a good neighbor in Collin County, others did not! We request YOU not change the game plan for Hwy 380's currently planned construction with Segment B, please. Otherwise YOU will be setting a precedent of poor planning with no consequences by other municipalities. BE FAIR DECIDE JUDICIOUSLY - VOTE NO TO SEGMENT B! THANK YOU, JOHN REYES [REDACTED]	Reyes	John						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2413	0c4149ab-1e0b-47b7-8530-8a2010c87a6a	4/7/2022 14:45	4/7/2022 14:45	This would have detrimental effect on that area of prosper.	We can't have this for our city of prosper. This is detrimental to that part of twin. I oppose segment B strongly. We need to think about our town and people.	A	Brian						
2414	dfb03932-7fb3-4609-89f4-5df0691d7ddb	4/7/2022 14:47	4/7/2022 14:47	Option A is not an option as it destroys more existing property than Option B & greatly diminishes property value in the coveted Stonebridge Ranch. Highway noise & increased traffic will drastically disturb existing residence, sight lines & increase accidents. The time construction will take on such a busy, already highly commuted road will be taxing on the residents of McKinney. Option B is the ONLY option.		Tozier	K.						
2415	1b1e05ad-3f4b-487a-8dd1-abcb33189bfa	4/7/2022 14:48	4/7/2022 14:48	Option A. No need to destroy the town of Prosper. 380 already exists. Widen it.		Casone	John						
2416	4d81d93a-9537-4f10-8e8e-1c514ec49fdb	4/7/2022 14:49	4/7/2022 14:49	We want option A. Protect Prosper.		S	J						
2417	31706ba2-6263-4557-89c0-62d8d8c21156	4/7/2022 14:49	4/7/2022 14:49	As a 6 year Prosper resident and seeing what is already happening to our "small town" charm, this would completely remove it by going with Option A for the 380 bypass. B makes the most sense anyways with little disruption to our neighborhoods. McKinney needs this more than we do with them being around 200,000 population. Please don't destroy what we have left of our small town.		Campbell	Paul						
2418	74603371-20bd-4902-8448-d7c5310840a8	4/7/2022 14:55	4/7/2022 14:55	I support Option A. Option B will destroy business in Prosper.		JD	JD						
2419	77919ff1-226b-497f-8824-9737e7176133	4/7/2022 14:57	4/7/2022 14:57			Lepage	Chantal						
2420	394b2567-c34a-4861-8cff-40f0a81d3933	4/7/2022 14:57	4/7/2022 14:57	Option A. Why is it even an option to bypass the current route and cut through a town??? Its not Prosper's fault that McKinney didn't plan correctly.		Lynch	Rachel						
2421	792d177a-337f-420d-8170-35e3b8a6d01f	4/7/2022 14:57	4/7/2022 14:57	I am strongly opposed to Option A. We have lived in Mckinney in Stonebridge Ranch for 22 years, raised our children here, and now deciding if we still want to make Mckinney our home. We live on Stonebridge Drive and we feel that Option A will be very disruptive to our lives, possibly dangerous with the excessive traffic after expanding Stonebridge Drive to 6 lanes. The sound noise pollution is already unpleasant from where we live. I suppose things need to progress though we loved Mckinney the way it was when we got here :). Again STRONGLY OPPOSE OPTION A ! Thank you, Larry and Ruth Wolf		Wolf	Lary and Ruth						
2422	84e4e5a9-32b3-489b-8036-e685f3df5ac5	4/7/2022 14:59	4/7/2022 14:59	I strongly oppose option B for 380. Prosper is a much smaller town and land area than McKinney, and should not be punished because of McKinney's lack of planning for 380. Neither should Prosper be bullied into accepting a damaging choice just because McKinney has more votes. If you look at the land area of McKinney, it is enormous compared to Prosper, and option B would significantly damage both the feel and value of our town.		Price	J						
2423	53e4f90f-8d1e-4052-835b-01cb846d2bfc	4/7/2022 15:00	4/7/2022 15:00	I believe route A is the best option. Route B would be a tremendous disruption to the town of prosper. We are losing so much of the community structure by routing through Prosper and it would be terrible negatively effect so many.		Young	Brian						
2424	07d53f91-5915-4dcc-8c85-26242202dc6f	4/7/2022 15:00	4/7/2022 15:00	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.									
2425	f8357961-2b74-49d5-837a-7f161692fd65	4/7/2022 15:03	4/7/2022 15:03		I think 380 should stay on its current path, but B is definitely not an option.	K	K						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2426	adff3bb8-0dc5-4209-8dbe-621bfd184eba	4/7/2022 15:05	4/7/2022 15:05	Option A is the preferred option		Nick	Urbanski						_am_a_resident_
2427	55be5146-773d-48fd-8de2-539e29e03f66	4/7/2022 15:06	4/7/2022 15:06	I believe that option A is a better choice. Option B would impart far more homes and far more property values in both Tucker Hill and Auburn Hills which in turn would affect tax revenues as well.	I believe that option A is a better choice. Option B would impart far more homes and far more property values in both Tucker Hill and Auburn Hills which in turn would affect tax revenues as well. I would consider moving if option B were chosen and many of my neighbors feel the same way. The average property value in our neighborhood is 800k, and putting a highway right next to us would significantly reduce these values.	Lorenz	Fabian						
2428	3caa074c-8ffe-4d0a-838d-727e62931cb7	4/7/2022 15:10	4/7/2022 15:10	I want Option A		Roseboro	Karen						
2429	7fe8bcd4-8971-44fe-85db-32b3abf27d4c	4/7/2022 15:11	4/7/2022 15:11	Option A		Thau	David						
2430	696d76e1-1a6c-4e55-8529-8bf9cf71706a	4/7/2022 15:11	4/7/2022 15:11	Disagree with this		A	A						
2431	f6706ba5-ec3c-4ca0-8e23-2d08fc1fb31c	4/7/2022 15:13	4/7/2022 15:13	Option A please		Chinnasamy	Anita						
2432	60531e6c-48c9-48d1-8f37-688fcaace8bda	4/7/2022 15:13	4/7/2022 15:13	Want 380 option A only. All others are unacceptable if cutting through Prosper. Let the other poor planning cities figure out a route with you through their city if they don't want the highway on 380 in their city. Very frustrating that the needs and desires of the majority of Prosper residents continues to be ignored because of a small minority of McKinney residents.		Wheeler	Heather						
2433	66fb2452-78ed-43c4-8c73-9cde8d709973	4/7/2022 15:17	4/7/2022 15:17	The proposed redirection of 380 is a very vital decision to the future of prosper. As such the integrity and future of our community is at risk if anything other than option a is chosen.		Hogan	Eric						
2434	1c67ee2d-a61e-4816-8541-d275e8dfce4	4/7/2022 15:22	4/7/2022 15:22	We do NOT want option B! PLEASE RECONSIDER		Roberts	Katie						_work_for_TxDOT_
2435	dd0c5f10-d322-4caf-892e-d5ee8b6d6142	4/7/2022 15:22	4/7/2022 15:22	Segment B of the proposed Gold/Brown alignment poses a significant, negative impact to both existing and future residential and commercial developments planned within the Town. Segment B will increase ground-level ozone impacting at least two environmentally sensitive facilities (ManeGait and Founders Academy) resulting in a conflict with Air Quality guidelines publicized by the North Central Texas Council of Governments (NCTCOG); Segment B runs directly through a quickly developing section of the Town of Prosper causing significant environmental impacts on the human and natural environment by adding a new and unplanned interstate through Prosper; Segment B has a detrimental effect on ManeGait Therapeutic Horsemanship; a unique nonprofit facility providing equine therapy to hundreds of adults and children with disabilities; Segment B is in close proximity to existing and future schools including high schools impacting thousands of students.		H	T						
2436	28d83a45-cb91-4898-8121-5584cbaaddfd	4/7/2022 15:27	4/7/2022 15:27	I prefer option a		Crain	Maria						
2437	7521d6b2-2f35-49aa-84d5-d7290d3e06c4	4/7/2022 15:27	4/7/2022 15:27	Approve Option A. Prosper is already a small town trying to develop. Option B would hinder many families and small business in the area. McKinney is larger and better opportunity for growth in other areas within their borders. Please don't dump this on the "little guy"		L	F						
2438	fce0ff3a-6c45-4fe3-8764-f8a9d8eca344	4/7/2022 15:28	4/7/2022 15:28			thota	Rajashkhar						
2439	326d83e9-43f5-4113-860e-42600ec14b1	4/7/2022 15:34	4/7/2022 15:34	Only option A. NOT b. This is NOT good for Prosper.		Erichman	Roland						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2440	3d0be767-c33e-48be-8d05-7e61768fb44f	4/7/2022 15:37	4/7/2022 15:37	I oppose segment B!!!		Obrien	Erin						
2441	9b4b3d1b-7a45-4ebb-8c0e-6613b0fa133a	4/7/2022 15:40	4/7/2022 15:40	Prosper resident that wants Option A		Heather	Covell						
2442	2e04b308-d8cd-4172-816c-2e8fc0b914d	4/7/2022 15:49	4/7/2022 15:49	Support option B, option A is not good for Prosper		Munagala	Indira						
2443	5f6a1f0c-5473-4785-833c-696f9246e43b	4/7/2022 15:51	4/7/2022 15:51	I vote for option Plan A									
2444	d63528d9-eeeb-40f9-8a67-e2e59c441471	4/7/2022 16:10	4/7/2022 16:10		I want option A.	Sekula	A						
2445	7d81cbe2-cbe0-4e35-882a-983b774d0fd0	4/7/2022 16:16	4/7/2022 16:16	As a resident of Prosper, we came here due to the small town charm and the plan at the time for growth and expansion that made sense for the area. This plan for 380, specifically option B goes against everything we were looking for and being worsening traffic and development in a negative way that is detrimental to our area. Option A runs right through a residential area, is bad for effect to the Manegait therapeutic horsemanship, is close to current and existing schools. We don't want a freeway sized project running through our town and would recommend option A as Prosper is prepared for expansion along that route. Prosper should not pay for the issues of McKinney .		James	David						
2446	0a0fd950-b80b-4a5f-8bf6-adea710e7aea	4/7/2022 16:17	4/7/2022 16:17	As a current resident of Mckinney and past resident of Prosper, I am STRONGLY opposed to option A. I travel on 380 everyday and believe firmly that option A would not solve the problem of traffic. It would further add to an already crowded area. Option A costs taxpayers more money by a significant amount, disrupts more lives, and does not make logistical sense. Option B has been the plan for quite sometime and makes the most sense for the majority of people involved. Taking the traffic off of 380 further West is the clearest solution out there. Please do what's right financially and rationally and OPPOSE option A!		Sebastian	Kandis						
2447	1762f967-9f44-4e67-8dba-9186c9c48df6	4/7/2022 16:27	4/7/2022 16:27	We are in full support of OPTION B.		Brown	Robin						
2448	ae0bde92-610f-43e3-88b4-ab8f960ce1ff	4/7/2022 16:37	4/7/2022 16:37	I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. Moreover, I also strongly oppose Segment-A. It should not be considered for the following reasons: *The cost of Segment-A is \$99 million more than Segment-B. *380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.		NOEL	Bernard						
2449	0b0ec105-090a-4f14-8366-fe42b5571f3e	4/7/2022 16:37	4/7/2022 16:37	I am a resident of Prosper and my family and I strongly oppose the proposed Segment B of the 380 expansion. Dividing the town in such a way will have detrimental effects on our house values, our school districts, our children's safety, and more. We moved here from the Dallas area precisely to avoid such obstructions and heavy traffic. Please, please do not develop Segment B and harm the citizens of Prosper in order to alleviate a problem that should be resolved by McKinney. Thank you.		Anderson	Haley						
2450	42ba63c3-193f-44c3-88e7-9a1b432b0074	4/7/2022 16:42	4/7/2022 16:42	Support A.		Jones	Daniel						
2451	c342f6cf-b2ab-4d09-82b2-6d14de64ee9c	4/7/2022 16:58	4/7/2022 16:58		I support Option A!! Please don't destroy Prosper.	Stiggers	Cheryl						
2452	1eb6a07a-774a-4a25-839b-be01f6753e63	4/7/2022 17:02	4/7/2022 17:02	Proposal A		T	C						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2453	8ee56f45-123d-4272-8fb9-2fcaad72a1fb	4/7/2022 17:06	4/7/2022 17:06		Oppose option B. In favor of option A. Option B will be detrimental to the future of Prosper.	P	R						
2454	a068358c-5c02-4517-8abf-c34db1831b6e	4/7/2022 17:18	4/7/2022 17:18	We'd like to understand why section E is so close to the northern area of the Heatherwood neighborhood. With the largely undeveloped lands north of this area, why wasn't a location further north considered - perhaps another one to two thousand feet north? This would considerably reduce the noise and air pollution impact to this part of Heatherwood, heavily populated with very young children.		Ess	Bob						
2455	113991f8-3af6-4493-84cc-111e3a3c2f48	4/7/2022 17:23	4/7/2022 17:23	I oppose option B. Road should follow option A.	This should have been accomplished 5 years ago before the recent growth. Future planing is key to accomplish projects and reduce impact to residents.	Cohen	Yaniv						
2456	f7b60df5-d1c5-4f97-8c21-c9dd390dd769	4/7/2022 17:28	4/7/2022 17:28	Other areas of the country don't have the land to expand like Texas. They don't just build superhighways. They preserve land. When does it end? Traffic is traffic. If a resident doesn't like it, they can move elsewhere. The E section appears to be affecting Erwin Park. This is a great park that needs to be preserved at all cost. It is a HUGE part of McKinney parks and rec. It should not be closed permanently or even temporarily. I don't even want a reroute of the entrance. This park is a getaway to nature for thousands including myself every week. Please go elsewhere with the route. The proposed routes also appear to go really close to houses in the area at Lake Forest and what is now called Bloomdale road. This also will not solve the traffic from DNT going westward as the loop drops down near Custer /Coit.		Hammers	Keith						
2457	5c7eefbd-0b98-4d2f-8da9-9041f59ab406	4/7/2022 17:28	4/7/2022 17:28	My vote is for plan A - Absolutely does not make sense building high speed roads through neighborhoods. It is unsafe and unattractive.		boswell	Diana						
2458	d05f355d-5fdd-43bd-86f6-eb94ff6809ed	4/7/2022 17:31	4/7/2022 17:31	My vote is for plan A - Prosper is a growing town and is tiny as is. We don't need major highways running through neighborhoods. It's is unsafe.		boswell	J						
2459	84bf46ee-7432-4e50-8e17-1c7d9c10924c	4/7/2022 17:33	4/7/2022 17:33	Using option A would be detrimental to an extraordinary number of people as opposed to using option B, which would impact far fewer people. Prosper has 1/4th the number of residents that McKinney has. The area that option B will go through is more rural than not. Option B would be the obvious choice if the DOT were concerned with not impacting a large number of people. Also, it is a shame that this is even a consideration and the ones pushing option A are property owners that have deep pockets (MainGate horse farm for example) and seem to be concerned only with themselves than the actual greater good.		VanderHeide	Denise						
2460	90d940d4-7d47-47eb-8078-0e1edc7b35a0	4/7/2022 17:33	4/7/2022 17:33		When we moved to Prosper 4 years ago, we purposefully chose a quiet neighborhood, tucked away from busy streets, railroad tracks, and other noisy and bothersome traffic. Having moved here from California, we valued the peace and quiet that we found in Whitley Place. We'd had enough of the chaos of busy city life and the traffic! Imagine our surprise when talk started surfacing about this proposal to basically bring a highway/freeway to my back yard! My position is this: If our family wanted to CHOOSE to live by busy streets, we would have chosen a neighborhood like Tucker Hill or any other neighborhood along 380, however, we consciously chose NOT to. The folks who own property along 380 knew from the day they signed their contract that they live by a very busy street. They went in with eyes wide open. They have already lived along a route which is conducive to heavy traffic and the impact will be minimal to them. The proposal to reroute 380 is unacceptable and I strongly oppose it.	Judd	Kacey						
2461	a52b5553-3ed3-447e-8ce6-fa0e3b0f8932	4/7/2022 17:42	4/7/2022 17:42	Keep 380 on 380. There already needs to be another freeway more to the north of 380 anyway. This area is growing faster than roads can keep up with. As this doesn't even seem to be a consideration, I OPPOSE segment B. Prosper adequately prepared and left room for 380 to expand along it's original route. Don't punish preparation by putting a highway through the middle of it									
2462	938f1227-3b8e-49a6-8d46-fd2a52f606a8	4/7/2022 17:43	4/7/2022 17:43	I oppose Option B of the proposed 380 Bypass. The City of McKinney should've planned ROW for an expansion of 380 rather than allowing businesses to build right on 380. Their poor planning shouldn't then negatively impact Prosper and it's residents. Keep 380 on 380.		Hamm	Kristen						
2463	deb1770a-47c5-41df-8742-541bbfcffedb	4/7/2022 17:43	4/7/2022 17:43	I select location A.		Martin	Tiffany						
2464	ca0f7a60-3182-45b6-89d3-defbe7a114d9	4/7/2022 17:53	4/7/2022 17:53	I do not want option B. It would be a severe negative impact to my neighborhood and the Prosper community as a whole.		Hubert	M						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2465	afec1d07-5859-4ac4-85b8-8ccb813594bf	4/7/2022 18:00	4/7/2022 18:00		I think it is a shame that TxDot is in essence pitting one city against each other regarding the proposed bypass sections. This does not help our community overall. Prosper opposes segment A and has supported keeping 380 on 380 all along, McKinney, once opposing a bypass, now supporting it, has been swayed to oppose B and support route A. 380 was always a highway and right now homeowners in both McKinney and Prosper are suffering due to poor oversight and planning. McKinney should have never allowed as many businesses as it has in the last 5 years to develop the roadways along 380 near 75. Right now, I do not support any bypass option as it SIGNIFICANTLY affects homeowners and landowners who NEVER asked to live by a highway. Keep 380 on 380 is the only route that I support. This is the only route that does not divide the city of McKinney and the town of Prosper. The proximity of this bypass (segment E) to Erwin Park - one of McKinney's gems, is disappointing.	Hurlbut	Amanda						
2466	094b6fea-154a-4dc2-8087-358ffe11a312	4/7/2022 18:07	4/7/2022 18:07		This will directly impact my town and the way that traffic is routed through neighborhoods and areas that I frequent. I would like to minimize the impact and believe the current route to be the best	Benson	Eric						
2467	55e25a5d-79cb-46b2-86e3-62158324c9b8	4/7/2022 18:08	4/7/2022 18:08		This route (Segment E) will have a major negative impact on Erwin Park, one of the best natural spots in the area (and the only one with a large DORBA trail). This is my vote against the proposed Segment E route.	M	A						
2468	c82e6c68-7c41-4a15-8d5f-4a19ecb79094	4/7/2022 18:12	4/7/2022 18:12		I want to oppose section B. It negatively impact the high school and middle school zones in prosper.	Gs	Gs						
2469	7d540407-5404-4887-8b98-638b3e11c9dd	4/7/2022 18:19	4/7/2022 18:19		Option A is best	Tyler	Doug						
2470	cbdd9f66-a08e-4355-8913-b904dde9c128	4/7/2022 18:24	4/7/2022 18:24		Preferred Route. Route A would waste unnecessary resources.	S	RM						_am_a_business_owner_
2471	a801b166-9704-422a-84a3-69b5717e5fc3	4/7/2022 18:47	4/7/2022 18:47		Prefer Option A	Pettique	Robert						
2472	db27ca98-ae3a-4dc8-8cd4-d5b300863204	4/7/2022 18:49	4/7/2022 18:49		Keep 380 on 380. The cost of these additional options is way more than just expanding the current roadway. There is less displacement as well. If needed build an upper deck bypass for 380. That is cheaper as well. Less disruption and allows more open spaces for both towns without taking away planned development.	Robran	Nicholas						
2473	0a4db533-6796-43b0-8bb6-eb6c38086908	4/7/2022 19:08	4/7/2022 19:08		Ad a Prosper resident, I vote for option a.	Zapata	Cheryl						
2474	a5284391-48cb-4c7c-8c42-39b152963e8b	4/7/2022 19:20	4/7/2022 19:20		Prosper wants option A	Kuofie	Araba						
2475	4b447fd0-81d0-4dd1-8522-e08f2cd1ef4b	4/7/2022 19:42	4/7/2022 19:42		My Vote is NO for Option-B.	Chauhan	Harsh						
2476	fc77f247-331a-49bc-89e7-c0c0062e8f50	4/7/2022 20:03	4/7/2022 20:03		Stronger oppose option A. Option B is the only option that will not disrupt already established neighborhoods and businesses.	Bauer	Lisa						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2477	8d88308b-2637-4fb4-8f81-51e4238ee5fe	4/7/2022 20:20	4/7/2022 20:20	Against plan A,		Nurhan	Aziz						_work_for_TxDOT_
2478	4a2e6161-03a8-43d9-876d-5b50494c7314	4/7/2022 20:20	4/7/2022 20:20	Option A fir 380 is the best option for Prosper and does not negatively impact existing serivces offered within the cmunity.		Burley	D						
2479	47e20b59-741b-4029-80da-0946e37db20f	4/7/2022 20:36	4/7/2022 20:36	I am very opposed to Option A which would cost more money, displace homes and businesses and leave an 8-lane highway in our backyards. My neighborhood is off of 380 and would be very negatively impacted. I urge TXdot to choose option B which will have less impact overall.		Pressley	Aimee						
2480	60f7c8f9-7f79-4e87-8aee-aaef573215b6	4/7/2022 20:38	4/7/2022 20:38	Prop B is awful for the town and residents of Prosper. We do NOT want it going through our already small town.		Taylor	Angela						_am_a_business_owner_
2481	bf9c6494-5c51-477a-81b8-b7c4b096c7da	4/7/2022 20:41	4/7/2022 20:41	If its government proposed....it's always wrong! Use Virginia Pkwy all the way to New Hope and reconnect to 380 further down. Option 2...Option 1...LEAVE 380 CHANGES ON 380 AND GO NO WHERE ELSE.		Shaw	Wayne						
2482	9bfcb456-4353-4d2e-83b4-8b4edd7e1168	4/7/2022 20:54	4/7/2022 20:54	We are residents of Prosper and are opposed to Segment B.		H	K						
2483	a7ea3ed2-dbc0-4aa9-8cb4-183b42d6a8b9	4/7/2022 21:00	4/7/2022 21:00	I am against this new loop going from Coit around Prosper. Please leave 380 in place on the South side of Prosper. I was born and raised in Prosper and it still my home.		Elliott	Donna						
2484	8cc2aebf-2684-4a92-8ac8-93b89ca4ed43	4/7/2022 21:04	4/7/2022 21:04	I am in favor of option A. I am greatly opposed to option B as it will infringe on a Therapeutic Horse Barn.		Ornelas	Andrea						
2485	e75fc053-6066-48a2-84bc-78083f9953cb	4/7/2022 21:09	4/7/2022 21:09	Option A		Tapper	Erika						
2486	34e976fd-4abd-4259-850d-42c7b5b77395	4/7/2022 21:13	4/7/2022 21:13	Do not destroy amazing town culture and history with option B. Option A is the only choice.		Thorson	Erin						
2487	3b411f24-a0d6-4d21-83f4-87ecd33bed7c	4/7/2022 21:15	4/7/2022 21:15	Please do not move forward with Option A. That will have a huge negative impact to Stonebridge Ranch. Option B has less of an impact on neighborhoods and businesses. This seems like a no brainer. Please don't destroy the entrance to Stonebridge Ranch, Tucker Hill and Auburn Hills. This would negatively impact so many more businesses and homeowners. Hoping the facts will show plan B is best for the majority. Thanks so much!		Jackson	Carrie						
2488	1ae1dcdc-3a45-4af7-82dc-cca35d9ec0ff	4/7/2022 21:25	4/7/2022 21:25		I support Option A.	Merritt	Patty						
2489	4c4aa221-267e-413b-8ce3-0d8dc573289f	4/7/2022 21:31	4/7/2022 21:31	Would prefer option A.		S	C						
2490	f2645d70-05b3-44a6-8c35-2aac59783fc5	4/7/2022 21:34	4/7/2022 21:34	I vote for Option "A" as the better choice. No need for Prosper to fix McKinney's traffic issues. Keep it all inside McKinney.		m	j						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2491	3f348885-998b-4156-876b-e3cdf828da6e	4/7/2022 21:35	4/7/2022 21:35	Please execute option B instead of option A. It is more cost-effective and causes fewer displacements of wildlife, businesses, and residences. Not to mention it is the quickest route overall.		W	G						
2492	f43e12e1-8e18-428a-8255-759076874495	4/7/2022 21:36	4/7/2022 21:36	Propose Option B. But would ideally like to see a double decker highway just put over the existing 380.		L	JC						
2493	2e501b08-db22-4d2e-8d14-e606084892e9	4/7/2022 21:36	4/7/2022 21:36	I don't understand the segment A even being considered for the future alignment. Segment B should be the preferred alignment as it makes the most sense considering the purpose and intent of the project anyways.		Jackson	Jennifer						
2494	6658c904-336f-46e2-8fbc-6713b56352c0	4/7/2022 21:38	4/7/2022 21:38	I would like segment B built.		K	I						
2495	2242e24b-af7c-442e-85d3-9cf16bc07862	4/7/2022 21:39	4/7/2022 21:39		Please use the existing 380 route and don't implement any of the alternatives. It ruins neighborhoods.	Warren	Randall						
2496	02b87ad4-efcf-4d7d-8959-aa6fd154e38b	4/7/2022 21:40	4/7/2022 21:40	I do not support the wasteful spending of segment A. It seems redundant to Segment B and occupies even more land, natural scenery and the bits that make McKinney unique.		Ayes	Matthew						
2497	96fa1520-cc78-4371-8919-7547cf5321f4	4/7/2022 21:41	4/7/2022 21:41		I support segment B.	Newman	Liesa						
2498	95152b9d-ecd0-439e-8864-5e4235544764	4/7/2022 21:42	4/7/2022 21:42	Option B is the least costly in money and environmental impact.		Hopf	Carol						
2499	0237b28c-1592-449b-8ef9-28309cc0e7fc	4/7/2022 21:45	4/7/2022 21:45	Segment b would be the best and least impactful route.		B	A						
2500	6313d447-947e-4fef-847a-0f60f98eabd3	4/7/2022 21:46	4/7/2022 21:46	I oppose plan B									
2501	a8dde0e8-a3b5-4e2c-8779-d317802acd18e	4/7/2022 21:46	4/7/2022 21:46		I oppose segment A, and I support segment B.	Jensen	Julie						
2502	017e1f4b-0ccc-41de-8b21-3eb465f05eb7	4/7/2022 21:47	4/7/2022 21:47	Oppose segment A Support segment B		Mistry	Zubeen						
2503	ff6e8f52-01f3-457d-8db9-f621eab13a93	4/7/2022 21:47	4/7/2022 21:47	I would like for the choice to be for option B. I feel that this option would alleviate more of the congestion along 380.		Redman	T						
2504	11bf4ab2-e46d-4026-8299-8a294469a884	4/7/2022 21:48	4/7/2022 21:48		I oppose segment A and support segment B.	Impiccini	J						
2505	f90f98fb-4fa1-4b91-8972-7622a0ac0408	4/7/2022 21:49	4/7/2022 21:49	I oppose segment A!		Nardi	Amy						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (Include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2506	29e8d28d-bb32-455c-825b-c42181b13171	4/7/2022 21:50	4/7/2022 21:50		I vote for Plan B for the segment through McKinney.	Hoglund	Sara						
2507	bfd9d309-71e3-4e05-8663-9f4646a0b7a8	4/7/2022 21:51	4/7/2022 21:51		I support segment a and b.	Reed	Travis						
2508	ef6f2983-40b8-49fc-8d51-69e5c0ed11ba	4/7/2022 21:51	4/7/2022 21:51		Segment B seems more logical. It will impact less businesses and residences and my understanding is that it will also cost less than most of the others.	O'Brien	Heather						
2509	07a5dfe8-e24e-4b23-8fb5-ba62a40e8c62	4/7/2022 21:52	4/7/2022 21:52		Segment A is a horrible plan. It disrupts communities along 380 and I truly can't see a benefit gained by segment A that is even remotely worth the cost. Don't do it.	Williams	S						_am_a_business_owner_
2510	abebf383-740b-429f-87b1-e8d014ca9dae	4/7/2022 21:53	4/7/2022 21:53		I oppose Segment A costs \$98.8 million more for taxpayers, impacts 57% more natural wetlands and wildlife, and negatively impacts the neighborhoods and businesses along U.S. 380. I support Segment B.	Richardson	Tod						
2511	b3729f2b-082f-4d8c-8805-359398408bd9	4/7/2022 21:54	4/7/2022 21:54		I strongly opposed STRONGLY OPPOSE Option A!!! We need a fix that is sooner than later, will not impact as many businesses and residences, and carries a smaller financial burden on the tax payers. Option B is the vote. 100%.	Williams	Gary						
2512	d850d1b3-a6f9-4cfa-88e4-80cc6cd943a5	4/7/2022 21:56	4/7/2022 21:56		I oppose alignment A and support alignment B.	Bockelman	John						
2513	5e62bfa-eab5-4bb7-8645-22bc7eb0cd0b	4/7/2022 21:56	4/7/2022 21:56		The bypass for 380 should begin at Prosper or thereabouts as I indicate B on the map. My name is Charmi Wood and I live at [REDACTED] Just off of 380 and I can hardly get in and out of my neighborhood because of traffic. Growth in the area has been exponential. We need this bypass.	Wood	Charmi						
2514	5c31e034-0f21-4c4f-873d-3c088c53ffa8	4/7/2022 21:56	4/7/2022 21:56		This would impact my home and neighborhood with unneeded traffic, congestion and home value impact. IT would force me to move. Additionally how could this decision be made with Option B costing much more and have more impact than that of Option A. More open space exists I believe West of Option B with more growth potential for a growing community in the 380 area from Custer to Lake Forest.	Stuart	Robert						
2515	2b03d30c-6b7b-43cd-873a-922e91a8795b	4/7/2022 21:57	4/7/2022 21:57		I'm opposed to the segment A 380 bypass option. The Custer/380 intersection is already congested and getting worse. Why spend the money for a bypass if we're not going to alleviate this congestion, too?	Cottingham	William						
2516	ffe93829-e3b0-4604-803b-7f41ff898123	4/7/2022 21:57	4/7/2022 21:57		I am not supportive of Plan A due to the increased cost, impact to neighborhoods and businesses, and environmental impacts. I do support Plan B.	Purks	Robert						
2517	faffc66c-e032-41f9-8eb2-572ebf3b50b8	4/7/2022 21:57	4/7/2022 21:57		I SUPPORT segment B. I OPPOSE segment A which is longer and would cost citizens more in the way of time, money, and inconvenience.	Mahanay	Terri						
2518	540b3bae-474b-4d5e-8a54-cd9ca93c9f00	4/7/2022 21:57	4/7/2022 21:57		I strongly oppose the costly and unnecessary reconstruction of the 380 & Custer intersection that plan A would require. I support plan B.	Danen	William						
2519	36985aa3-2607-48f9-8d9f-25552ae86f99	4/7/2022 21:58	4/7/2022 21:58		Option B	CT	CT						
2520	7d145da7-f21c-49d8-80b2-48bf20febc04	4/7/2022 21:58	4/7/2022 21:58		I support segment b of 380..	G	Ophelia						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2521	4d94f538-5f59-4453-84e0-13b3fd9b23b0	4/7/2022 21:58	4/7/2022 21:58	No to segment B. It will be detrimental to the services my daughter receives weekly at Mane Gait.									
2522	d0172c10-78b1-40e1-8fe4-a376c76f5d2a	4/7/2022 21:58	4/7/2022 21:58	Alternative A is a far less desirable route than Alternative B from the standpoint of several factors. I support Alternative B for the 380 improvements.		Verinder	Sydney						
2523	1f88dbd8-8dcf-4b95-8327-38a2c64cb111	4/7/2022 21:59	4/7/2022 21:59		I think we should go with Segment B, because it affects fewer businesses and residents. It appears that the Plan B is a more direct route. I understand that it would be less costly to go with Segment B also.	Hermelyn	Paula						
2524	896881f3-1db1-4b86-8b31-e51468b8299f	4/7/2022 21:59	4/7/2022 21:59	I want to vote for the option that will better help for our environment. The wildlife and wetlands are important. I oppose option A.		Dickerman	P						
2525	4646eaf7-a37f-49ed-81d1-74e73de4d078	4/7/2022 21:59	4/7/2022 21:59	It's imperative that we keep our neighborhoods and businesses. We OPPOSE segment A and fully SUPPORT segment B.		Roberts	Angela						
2526	2d263407-17b3-4149-8d79-77af28834fa4	4/7/2022 21:59	4/7/2022 21:59		Path B provides a much more direct route and less effect on existing built up areas. It is much preferred over Path A. It also seems that it would have less disruption to existing problem areas on 380 while construction is done.	Sutka	Jeremy						
2527	f5b13cb7-c8b4-4605-8dab-e40132e0258f	4/7/2022 22:00	4/7/2022 22:00	I live in the Tucker Hill subdivision and oppose Segment A. Segment A will negatively impact all aspects of my families lives. I am in full support of Segment B's construction.		Brown	Matt						
2528	8ec64006-1ef2-4bc9-845f-eb885c046776	4/7/2022 22:00	4/7/2022 22:00	i choose B									
2529	fd2b25f0-f1c9-4c90-8ce7-0bee726cb63f	4/7/2022 22:00	4/7/2022 22:00	I prefer Plan B Plan A is too disruptive to current businesses and homes.		Bonneau	Randal						
2530	e7dce9ce-a1c0-4a7c-8818-32198fc88829	4/7/2022 22:00	4/7/2022 22:00	There are way too many business and homes and wetlands that will be impacted if segment A is done. Option B not only saves taxpayers \$98 million, but it also causes way less impact to current homes and businesses.		Kleppe	Kim						
2531	656f6892-ab9d-4a42-831d-e80adabe6b1a	4/7/2022 22:01	4/7/2022 22:01	It would seem foolish to not bypass the Custer Road / Hwy 380 intersection. With the amount of retail and restaurant locations this will remain a quagmire for traffic trying to get through the area. This makes Option B a much more favorable option than A.		Gillan	Mike						
2532	79ae93b4-d731-479b-84f1-6c297dfa4b98	4/7/2022 22:01	4/7/2022 22:01	Please eliminate Option B as this bypass would negatively impact well established homes and communities. Thank you for your consideration.		CEM							
2533	faf257df-e187-48ad-84fb-ed0bb5dfe1e5	4/7/2022 22:01	4/7/2022 22:01	Please eliminate Option B as this bypass would negatively impact well established homes and communities. Thank you for your consideration.		CEM							
2534	51675e1a-f383-427f-870c-b53591931d37	4/7/2022 22:02	4/7/2022 22:02	Segment A will impact a lot of businesses and wildlife. The cost is extreme for tax payers!		Payan	Dalila						
2535	34cf9848-463e-4855-8076-303ed0d02b4c	4/7/2022 22:02	4/7/2022 22:02	Support for this section as it has less impact on businesses and residents.		Brown	Zachery						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2536	953e3c3a-dd64-4d3f-8e34-395718fd227f	4/7/2022 22:02	4/7/2022 22:02		I oppose segment A; segment B is preferred as it impacts less number of households and businesses	MM	TM						
2537	42cd97f3-8c79-4f99-81d3-c614ee49ec47	4/7/2022 22:02	4/7/2022 22:02		Oppose segment A	H	J						
2538	01cf027b-5b8a-419f-849b-a4d6b86d9f35	4/7/2022 22:02	4/7/2022 22:02		TxDOT needs to move forward with Segment A on the new 380 alignment. The reason 380 is such a contentious issue now is because McKinney did not plan for the future growth along the 380 corridor at all. 10 years ago, widening 380 would not have been disruptive at all. It falls on McKinney to fix their mess within their borders.								
2539	5577d50e-ce6f-4131-8fd2-cfa9787315f3	4/7/2022 22:02	4/7/2022 22:02		As someone who lives and works in McKinney, I do not support segment A as a viable option for the project. I do support segment B as the best option for the west end of the project.	Barker	Chad						
2540	3d62e9a7-da72-4dd7-8357-26ca56f94de8	4/7/2022 22:03	4/7/2022 22:03		380 segment A is a terrible idea. Too expensive, effects wetlands, to many citizens displaced and disturbs businesses. I support segment B. Lessens commutes, saves money, less impact on citizens	Duggan	john						
2541	a394d6a9-11e5-404c-827c-8c42eeacc8e6	4/7/2022 22:04	4/7/2022 22:04		I oppose option A	Fitts	Kara						
2542	dd85847f-7686-4e18-8b77-7c59a3283a69	4/7/2022 22:06	4/7/2022 22:06		I Oppose Segment A of the U.S. 380 Bypass.	F	A						
2543	8e295f67-8c69-4ef0-8b1d-5918c64936e4	4/7/2022 22:07	4/7/2022 22:07		I oppose Option A and instead recommend Option B as the best choice.	Cota	David & Judy						
2544	e85d2608-0ef5-4b95-89b8-08feda45ee9a	4/7/2022 22:07	4/7/2022 22:07		I strongly oppose option A and support option B for the HWY 380 bypass. - Pamela Pawlick, resident of north Stonebridge Ranch for 17 years.	Pawlick	Pamela						
2545	ebf72e0e-ce9e-4d8c-8392-592db898af8b	4/7/2022 22:08	4/7/2022 22:08		I oppose Segment A as it is more expensive and impacts more business, homes and wetlands than Segment B.	Freeman	Kyle						
2546	0b3447cf-e1e0-40e3-8bab-d14b76b19bda	4/7/2022 22:08	4/7/2022 22:08		I support segment B and oppose Segment A.	Spross	Michael						
2547	97d48cae-657c-48e9-821e-e30174c938c7	4/7/2022 22:08	4/7/2022 22:08		I believe that Proposal "A" will have a greater impact on traffic jams compared to Proposal "B". My concern is what we experience on the West side of the Dallas Tollway. There is a "natural" traffic flow from Hardin through to Custer by local residents. Proposal "B" would have the traffic enter past Custer and will have less of an impact on the local 380 usage.	Stream	Bob						
2548	5d00e9e7-13e2-481e-84d1-8a14df817fac	4/7/2022 22:09	4/7/2022 22:09		I strongly support segment B if it runs along the current 380 as we suggest it will have a grave fact of all the neighborhoods along that road as well as businesses and traffic wear segment A will do what it's meant to do which is reduce the traffic in the area along 380	Beth	Cromwell						
2549	9c463697-2af6-4d5e-8a8b-7262ce57629f	4/7/2022 22:09	4/7/2022 22:09		I support segment B for the 380 bypass and oppose segment A.	Landis	Lisa						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2563	f4f941df-6025-4837-895a-e6fb81088c10	4/7/2022 22:16	4/7/2022 22:16	Neither A nor option are ideal. Both options have significant downsides. This project either needs to a) not happen or b) keep 380 on 380. We need to let new roads such as Wilmeth and Bloomdale help alleviate traffic and the build-out of the Outer Loop will help alleviate traffic as well. We have ties to McKinney (live there) and Prosper (our kids go to school there) and both are not good options at all.		Hall	Shane						
2564	bd1712ac-006d-442b-8e1e-c686ffadfe03	4/7/2022 22:16	4/7/2022 22:16	In favor of segment b and c. There's barely any development near b and Custer is already congested and developed. The farther you push segment c from mckinney the better.	In favor of the loop around mckinney. Hell im in favor of a real public funded highway from greenville to denton along that same path. 380 is getting built out and the people who think that the population along the route won't make it impossible to travel timely are being short-sighted. Take my tax money and make my drives easier!	J	A						
2565	bec6d937-c504-4690-82b6-7b9010b60c8e	4/7/2022 22:18	4/7/2022 22:18	Support B- oppose A		Wigley	Annie						
2566	e7fc3e5e-20e2-4db2-86a0-f4c34cefd95	4/7/2022 22:19	4/7/2022 22:19	support for segment B and opposition to segment A.		Antonio	C						_am_a_business_owner_
2567	f0fb3503-37c4-44ba-8599-34a585e80c4f	4/7/2022 22:20	4/7/2022 22:20	I oppose segment A.		Hunter	Darryl						
2568	4db7052e-9053-4fea-8f19-3a05570cc230	4/7/2022 22:21	4/7/2022 22:21	I recommend Option B - it is less expensive and less disruptive.		Gomes	Michael						
2569	e40969a0-9190-43ff-83bd-186caef44f9	4/7/2022 22:21	4/7/2022 22:21		The problem with 380 starts at 289. You don't need to bypass McKinney. The only reasonable solution is to stack 380. You can widen it where you have the space, but bridge above the existing road where you can't widen it. Two or three lanes each way. It will be less expensive than building all new road, it will not affect existing businesses and neighborhoods, and will not disturb wetlands and other natural ecosystems.	List	Charles						
2570	9788f010-7858-45c3-88f4-f9f86f0bd0c6	4/7/2022 22:22	4/7/2022 22:22	Segment A does not make sense at all with how much more expensive it will be and how many people and businesses will be displaced. The CHEAPEST option that affects the least amount of people and wildlife is the obvious choice if this project must continue.	This will directly impact my neighborhood at pecan ridge off of bloomdale. Noise will drastically increase and our home values will most certainly be negatively affected. We are a small tight knit community with children who run around and play and with the dangers of a highway nearby that will no longer be possible.	F	E						
2571	bdb5cd2e-008f-4de3-8a9e-b7f089b13157	4/7/2022 22:22	4/7/2022 22:22	Due to impact (costs, increase density to route area, environmental impact, noise, etc.), I am oppose to route A John		Shelnutt	J						_work_for_TxDOT_
2572	0dae13aa-0908-4405-8829-89eb489eb2c7	4/7/2022 22:24	4/7/2022 22:24	I oppose option A, and support option B.		Wallace	Nancy						
2573	173320be-a645-4837-84dd-c28e108ad1ad	4/7/2022 22:24	4/7/2022 22:24	Please use option B. Taxpayers don't deserve the added cost to relocate and businesses shouldn't be displaced to make it easier for people to bypass them.		Pierce	Shannon						
2574	26b4a73e-7a58-45e6-83a9-64b4673e140	4/7/2022 22:28	4/7/2022 22:28	As a resident of McKinney, along Hwy 380, I oppose the Option A proposed route. The foundational goal is to improve daily traffic through town, and allow excessive transitory traffic to bypass the primary thoroughfares. Option B, is the best proposed option to allow for continued growth on the western McKinney/Eastern Prosper line and maintain a safe yet functional roadway for current /future citizens.		Smith	Keith						
2575	53bfc0c9-58e9-4eb4-8fde-ec095ad59e1b	4/7/2022 22:30	4/7/2022 22:30	I vote for Option B please									
2576	ea4e6bf9-a01a-49fb-89b8-d74f86ecce69	4/7/2022 22:30	4/7/2022 22:30	I am opposed to section A.		Anderson	John						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2577	e8d692e7-b486-46a9-8045-df740e500e7d	4/7/2022 22:30	4/7/2022 22:30		The 380 bypass's will negatively affect homes and businesses along the planned route. Also the natural environment will be polluted and ruined by the construction.	Harmon	Nancy						
2578	a37c473e-c298-4ce1-8f8e-08dd6c59610d	4/7/2022 22:30	4/7/2022 22:30	Plan B looks to avoid more of the Mckinney red lights and traffic. With growth of Prosper and Celina, plan B would help direct traffic to those cities which helps bypassing Mckinney. Same with Plan C with growth of Princeton. The bs about wetlands by Mckinney is just bs. Mckinney keeps building over wetlands the pass 20 years and doesn't appear to want to stop. Stonebridge and Tucker wiped out lots of wet land and trees. The only thing bad about Plan A and D is that they catch Mckinney traffic and look to cost more. To me Plan B and C seem to make sense. Wish this money was used for The outer loop of Collin County North. That is where population will boom in 10 years. Over all you guys do a great job building the roads. Keep Up and Thanks. Jerry Tribble		Jerry	Tribble						
2579	a09e6d50-e457-4e8a-81de-ec9a40043602	4/7/2022 22:31	4/7/2022 22:31	Opposing Option A		Graesser	C						
2580	ea2bff37-c654-4664-86ca-7987fe7f8070	4/7/2022 22:31	4/7/2022 22:31		I OPPOSE Segment A and SUPPORT Segment B	N	John						
2581	a2368afa-0bc5-4658-8447-d7514ce06e57	4/7/2022 22:31	4/7/2022 22:31	Move the 380 expansion further North!		Chmielewski	Yvonne						
2582	169ebe16-aeb0-4533-87b2-641bdf682113	4/7/2022 22:32	4/7/2022 22:32	Option A		C	S						
2583	f12e1216-dfaf-4277-8c28-3de5ffdd77f8	4/7/2022 22:33	4/7/2022 22:33	I oppose segment A and support segment B. Selecting segment B over A should be a no brainer, \$100 mill less cost, lesser impact to environment and neighborhoods.		Velazquez	Enrique						
2584	5ab09f1b-cd82-4bba-8b7f-c487f49666af	4/7/2022 22:34	4/7/2022 22:34		I oppose segment A on the map and prefer segment B. I also prefer segment C and oppose segment D.	Zillmer	Chris						
2585	ecc34634-b43e-492e-8017-f3d06a310cdd	4/7/2022 22:34	4/7/2022 22:34	Please direct development of the US380 plan using Option B as this is clearly the shortest route, will be most cost-effective, will disrupt fewer residential & commercial interests and will have a less significant environmental impact on our community. Option B is the most fiscally & environmentally responsible decision to make. Thank you for your support. Regards, Charles Meachum		Meachum	Charles						
2586	765524c3-b472-4dd5-8f6d-dbcf02563ba9	4/7/2022 22:36	4/7/2022 22:36	I strongly oppose the proposed Segment A. It impacts 57% more wetlands and wildlife and will cost nearly \$100 million more. Segment B makes much more sense. Please do not implement Segment A.		Rognstad	Gil						
2587	029412de-a8c6-4fc0-8135-89d690a11cf2	4/7/2022 22:36	4/7/2022 22:36	Opposing Segment A and supporting Segment B	Opposing Segment A and supporting Segment B	khan	arshad						
2588	9672f29d-4ad8-48b4-85ee-2a72c36e7ad8	4/7/2022 22:36	4/7/2022 22:36			John	Martin						
2589	eda3b9c3-46db-4381-8cc1-26b1b5afea76	4/7/2022 22:37	4/7/2022 22:37	I have a huge issue with any bypass. Homes and neighborhoods that where built away from a highway should not all of sudden have a Highway. 380 needs to stay on 380. Finish the outer loop and fix 380. There are a lot of options that can be done. Build up, build down. If a business has to move, that is better than homeowners losing their home and neighborhoods being destroyed by a highway. Those that built their home close to 380 should have known better - it's always been a US Highway. It seems two neighborhoods and the mayor of McKinney (who lives in one of the neighborhoods bordering 380) have all the day in this. The majority of the people want 380 to stay on 380!		Horvath	Andrea						
2590	4aea7e7c-2346-414-857d-abc6fb5c0e2	4/7/2022 22:40	4/7/2022 22:40	I oppose segment A, and support segment B.	I oppose segment A, and support segment B.	Novak	D						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2591	7c10f6c1-35c5-461f-840b-6af0ccc9aca	4/7/2022 22:41	4/7/2022 22:41	I oppose option A. I support option B.		Hawthorne	Reena						
2592	b4ede4b4-4ea5b-469e-8411-7015eabeb6a9	4/7/2022 22:42	4/7/2022 22:42	As a resident in McKinney, I dont understand why Option A is being considered with the cost implications alone. Not to mention the destruction of additional Greenspaces. The A Option would also disrupt existing neighborhoods that are already established. I feel like a small group that dont want Option B are getting a larger voice and there is no positive outcomes to Option A at all. It will also be right next to an existing Ridge Road that is expanding currently today.		Davis	John						
2593	bfb0196d-6605-4ba5-8bfe-abb2a9748ed3	4/7/2022 22:48	4/7/2022 22:48	I support Option B. It is shorter and less impactful of natural areas.		A	J						
2594	529cf00b-0753-4f15-8221-6e8f282fce28	4/7/2022 22:48	4/7/2022 22:48	This is a welcome move, we need to decongest 380. As long as these are non-toll roads this is definitely welcome		Sreedharan	Shijith						
2595	9fed8828-fa88-4a15-86ab-f487a5bc88f3	4/7/2022 22:49	4/7/2022 22:49	US Hwy 380, once a viable east/west artery from McKinney to Denton, continues to be less functional and desirable (and more dangerous) as that corridor is increasingly developed in the 21 years my family has lived in West McKinney. It appears Option B would potentially relieve a longer section of the current east/west traffic load on the current Hwy 380 between Hwy 75 and Prosper (Hwy 389) than Option A. When I consider frequenting restaurants and other businesses, I avoid Hwy 380. Please consider Option B. Thank you! Thomas Garner [REDACTED]		Garner	Thomas						
2596	85ef2b91-8bfe-4c55-8d42-dde6a1fe17ae	4/7/2022 22:50	4/7/2022 22:50	I am opposed to Option A because it will have many more negative consequences than Option B.		Christian	Dana						
2597	acedfb1c-6670-4147-8ffa-772680dd7ad9	4/7/2022 22:51	4/7/2022 22:51		I recognize the need to something about Hwy 380. As a parent of young adults who drive 380 to school, I am constantly concerned about the traffic on 380. I support the building of Segment B and am against the building of Segment A. I agree that Segment B will be less of a burden on residents, and a faster build out will be less of a burden on all of us.	Remus	Greg						
2598	878c6b98-f1d1-48f9-8bfd-256ceabf4434	4/7/2022 22:51	4/7/2022 22:51	I prefer to have the route follow version B instead of A. Option B will provide a natural flow for a high speed alternative to 380 and also serves the function of creating an on ramp closer to a major junction point.		Cartwright	Andrew						
2599	55d759c9-5be2-4199-83a5-c65be1f54f33	4/7/2022 22:55	4/7/2022 22:55		I oppose plan A and approve Plan B	Ballard	Jeanne						
2600	f8e03fec-d71-4e7a-8ae9-3c9ef522fc85	4/7/2022 22:56	4/7/2022 22:56	This is not what is best for Mckinney. Over the years so many people complain that Mckinney is no longer unique by nature. Go visit Mane Gait, not only is it an amazing place that helps so many, but the current setting is wonderful. We NEED to protect MANE GAIT, and all of the surrounding communities. McKinney's rapid growth has taken away so much of its uniqueness. 380 needs to be changed, but there must be a better way! Segment B would take a lot of nature away from the community and impact so many different aspects of our community and businesses.		Hoffman	Natasha						
2601	c626be63-f817-4193-802d-511c8293d195	4/7/2022 22:56	4/7/2022 22:56	I oppose the Segment B option which divides the Town of Prosper. TxDOT needs to find solutions which protect neighborhoods and the minimize eliminating green spaces. Why can't "express" lanes be created along 380 that are dug lower than the existing roadway, similar to the 635 express widening project. Individuals traveling through the area either from Denton or 75 could utilize those lanes, reducing the traffic for those who need to access the business' along the route. This is similar in design to highways in Canada (Collector vs. Express Lanes). Rather than impact neighborhoods and green space, utilize the current path and dig down to creates roads. Let's be creative instead of destroying towns and cities.		Lambay	Joseph						
2602	7e830384-a280-4904-86c9-904e5385adbe	4/7/2022 22:57	4/7/2022 22:57	If I had a vote and one which impacts the fewest, I would ask for option B and C thank you.		Lamb	M						
2603	a0550af3-ba1f-4498-809b-b895d7edc27a	4/7/2022 22:57	4/7/2022 22:57	Custer and 380 is fine don't screw it up. Go with option B. This route has the least development that will be disturbed		Kirchmeyer	Ryan						

_work_for_TxDOT_

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2604	6570561b-a36e-4a1c-8428-c464c6cf7523	4/7/2022 22:59	4/7/2022 22:59		Segment A costs \$98.8 million more for taxpayers, impacts 57% more natural wetlands and wildlife, and negatively impacts the neighborhoods and businesses along U.S. 380.	Bolick	Mike						
2605	8e4f2cf8-cb92-4561-8e91-50adea7e2a6f	4/7/2022 23:00	4/7/2022 23:00	Support plan B. Plan A is more expensive and destroys more things.		Machuca	Julie						
2606	fe138211-d8ea-437e-8bbb-cdbded3f5879	4/7/2022 23:02	4/7/2022 23:02	I support Segment B		Manley	Kathleen						
2607	eeeeaac3c-610b-43a6-804b-e67f41dc0cc7	4/7/2022 23:03	4/7/2022 23:03	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. It is the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons: Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.		Lambeth	David						_work_for_TxDOT_
2608	47655f4e-b908-420a-8823-28e128c0b482	4/7/2022 23:06	4/7/2022 23:06	I prefer segment B		Long	Truong						
2609	6d5b5c0d-9056-4f82-8cff-8d054c4ef55c	4/7/2022 23:06	4/7/2022 23:06	I oppose segment A		Cunningham	Sarah						
2610	89eb09a8-d3f0-4b7a-8d4f-19ae2cc3d0e4	4/7/2022 23:06	4/7/2022 23:06	I support segment B and oppose segment A. Segment B is the most cost effect disrupting fewer businesses and residents.		Feldker	Michelle						
2611	d2a8bbe3-9546-4a8d-8f31-c1e77fd3c64	4/7/2022 23:07	4/7/2022 23:07	I oppose Option A.		O'Hare	Lisa						_am_a_resident_I_am_a_business_owner_
2612	d034c4ee-2609-48c2-823f-a26877efb18e	4/7/2022 23:08	4/7/2022 23:08	Please choose Segment B instead of Segment A. The disruption to homes and businesses would be less and the project would cost less. Please choose Segment B		Patterson	NC						
2613	00fe7ef1-e3a9-449f-87dc-b69e92e5b4ce	4/7/2022 23:10	4/7/2022 23:10	I much prefer option B over option A. Much less expensive.		Reed	Ralph						
2614	209aa02f-e76e-43bf-8ece-3691c8364482	4/7/2022 23:11	4/7/2022 23:11	I do not want Option B. It will ruin the entrance to our neighborhood and bring down home values. It will significantly increase road noise. We already have noise from the local airport and increasing noise volume will deter home purchases in the Stonebridge neighborhood.	Do we even need the loop? Why don't you use the Outer loop and expand on that? Have you re-evaluated the actual number of cars now that more people work from home?	K	W						
2615	891bc082-87a1-46fe-88f0-9117ade93509	4/7/2022 23:11	4/7/2022 23:11										
2616	eb6e3893-8a81-4e7f-85ed-e0e8029b293b	4/7/2022 23:15	4/7/2022 23:15		Between the 2 proposals A and B for the 389 bypass, I am in favor of B. Plan A is disruptive to the businesses and residents of McKinney. Also, the natural areas would be destroyed. McKinney is Unique by Nature and I want to keep it that way. Also, the cost needs to be taken into consideration.	Lyons	T						
2617	1a0557c5-392e-4a63-8246-b73457c46c93	4/7/2022 23:17	4/7/2022 23:17	I am opposed to Route A		green	harry						
2618	5ee8440c-0ab8-45d5-82e0-434d8573eefa	4/7/2022 23:19	4/7/2022 23:19	I'm opposed to Option A and if I have no other choice I would support Option B because of the impact Option A will have on residential neighborhoods. In my option both options wont fix the problem on 380 if anything it will create a bottle neck wherever the bypass connects back to 380. The money spent on this bypass is not worth it. If anything a new highway further north connecting 75 to Dallas North Tollway would be more beneficial, cost less, have less of an impact and would create a better bypass for people trying to avoid 380		Murphy	Michael						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2619	5f6e8e5a-4e0e-4029-8901-b690ebeda3f9	4/7/2022 23:20	4/7/2022 23:20	I am opposed to Segment A and support Segment B of the US 380 Bypass		Aaron	Marsha						
2620	77697259-dc0e-4597-86a6-f48a17a108e8	4/7/2022 23:21	4/7/2022 23:21	I oppose segment A.		Bishop	Holly						
2621	cb0ab6fd-35ce-4636-8d3d-872731ba86d2	4/7/2022 23:23	4/7/2022 23:23		As tax paying citizens of McKinney, my family and I strongly oppose the Segment A option, and believe Segment B is a far more logical selection. Besides Segment A costing nearly \$99 MILLION more than segment B, it would have a devastating impact on our beautiful neighborhood (Tucker Hill), as well as several neighboring Stonebridge Ranch communities. It would also impact 57% more natural wetlands and wildlife, which is a huge reason why we chose to live in McKinney to begin with. Segment B requires 73% fewer business and residential displacements, which is a HUGE number. It would also be shorter in distance, which saves time and money. Please, please, please don't let unimpacted politicians or wealthy ranchers influence such an important decision that impacts so many local residents. Please go with Segment B, as it is clearly the most economic and least disruptive option! Thank you!	Kaeding	C						
2622	9e0a83f6-8374-4ee5-81ae-d60721cd3b17	4/7/2022 23:26	4/7/2022 23:26	Less expensive and more environmentally friendly.									
2623	44a2fb00-9bdf-4de2-88d1-444e2d7369d2	4/7/2022 23:28	4/7/2022 23:28	I support segment B and oppose segment A	I support segment B and oppose segment A	A	S						
2624	dd6e15b3-ec72-48a6-801b-f2d49eb8e46f	4/7/2022 23:29	4/7/2022 23:29	I oppose segment A. As a neighborhood in wren creek that lines 380 the new highway will greatly impact the environment and and home values. Segment A costs \$98.8 million more for taxpayers, impacts 57% more natural wetlands and wildlife, and negatively impacts the neighborhoods and businesses along U.S. 380.		Reyna	Jaden						
2625	2ce0b4f6-b79a-4ba9-87b8-7e8e9c75fc99	4/7/2022 23:29	4/7/2022 23:29	We oppose Plan A. Plan A will involve too much disruption and take longer to complete.		Allevato	David and Joan						
2626	6591df88-1820-4069-8e58-e14758e9553d	4/7/2022 23:30	4/7/2022 23:30	Segment A is simply not acceptable to those of us who live and work in McKinney, and - yes- already drive 380. It will greatly impact the natural wetlands and other wildlife areas in our rapidly growing city. In addition, it is more expensive and VERY invasive to those who already live in the area north of 380. Personally, I live south of 380. This would not impact my home or neighborhood, but it is bad for the environment and bad for the community. Segment B would cross an area that is still not built out and would be less invasive and less costly.		Alcott	Christine						
2627	a13109d1-8b72-4a15-8e2c-40150d45950f	4/7/2022 23:32	4/7/2022 23:32	Option A is our vote.		T	M						
2628	6927086a-b98c-4b10-8199-15c24f35678e	4/7/2022 23:33	4/7/2022 23:33	Having this link up to Stonebridge and Ridge will add significant traffic through neighborhood areas, which will be dangerous for the children in the area	I am strongly opposed to Segment A due to the detrimental impact on residences in the area. It will increase traffic and lead to potentially dangerous situations for children	Gero-Smead	t						
2629	ee8cd9b9-8e10-4a8b-81fc-d7386fccf1f1	4/7/2022 23:33	4/7/2022 23:33			Stover	C						
2630	be5f5fdb-f1d2-4574-85aa-b594d0907149	4/7/2022 23:34	4/7/2022 23:34	Vote Segment B not A		Rutledge	Marie						
2631	d7648eb3-ff91-435e-80bf-bf729d2e5163	4/7/2022 23:38	4/7/2022 23:38	I Oppose Segment A. It is more costly, impacts far more natural lands and wildlife, and has dire impact for Stonebridge Ranch and Tucker Hill off Hwy 380. Negative impacts on our home values.		G	J						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2632	bf654899-740e-4fe7-86cf-f1943887237d	4/7/2022 23:41	4/7/2022 23:41	I oppose Segment A. Segment A costs \$98.8 million more for taxpayers, impacts 57% more natural wetlands and wildlife, and negatively impacts the neighborhoods and businesses along U.S. 380.		Kaiser	Bryan						
2633	5e22091e-0ecb-40ba-8625-a50bc97bc831	4/7/2022 23:43	4/7/2022 23:43	Option A would be a nightmare for not only residents of McKinney, but all of Collin County and anyone who uses 380. Construction in this small area between Ridge and Coit would bring 1,000's of residents to a standstill. Tucker Hill only has 1 entrance. Also, it's significantly more expensive. And this is taxpayers money that shouldn't be wasted. The best option is the one that disturbs the least amount of existing businesses and homes. Mane Gait isn't happy but they will be fine. There are plenty of equestrian facilities close to highways. And I've been riding for 40+ years. Option B would go through a small corner of undeveloped land. Seems like the most logic answer.		Roush	V						
2634	346928a4-b594-4a1c-8bac-51ad7903e16d	4/7/2022 23:44	4/7/2022 23:44	segment B is the BEST option. Segment A's cost and going north & south makes NO SENSE on a highway going East & West. It is inefficient and impractical! I vote for option B !		Torres	Hector						
2635	2d261695-93ef-4b0c-8f38-d38e98d19079	4/7/2022 23:48	4/7/2022 23:48	Please proceed with option B as the solution to the traffic congestion on 380. This will allow for more dispersed traffic and will not relocate as many local businesses at option A. McKinney also needs to protect as much wetland as possible to absorb the rise in flash floods we are seeing do to urbanization.		Sullivan	Jeremy						
2636	860e493e-6ad1-4cbe-8754-3867a1ff8c93	4/7/2022 23:52	4/7/2022 23:52	I oppose segment "A". Segment "B" will cost less and have a lower impact on businesses and the wetlands. Segment "B" would also be shorter for traffic bypassing the area.		Reichert	Duane						
2637	bd9e822c-3032-48e9-86d6-5749cbeb8a6f	4/7/2022 23:53	4/7/2022 23:53	Option A is the only option that should be considered. It was and has been the plan all along and there was plenty of time for McKinney to make adjustments. The town of prosper will suffer if option b is chosen.		Black	Casey						
2638	254c24a0-619e-4359-835b-cdef734d9f43	4/7/2022 23:53	4/7/2022 23:53	Option B is better for mckinney		Burnside	C						
2639	10a8facf-960c-46ee-89e6-491ea62dda73	4/7/2022 23:55	4/7/2022 23:55	Segment A appears to lack common sense. Segment A would result in damages to existing infrastructure, businesses and neighborhoods, while segment B has much less inegative mpact to existing infrastructure, business and neighbors, due to much of segment B's right of way being largely undeveloped. Segment B is a much better option.		Halr	Dennis						
2640	d62050f2-7ff0-462b-8566-55b9532934b3	4/7/2022 23:59	4/7/2022 23:59	I look at this as a good thing and I have kids. It improves the access to major highways and decongest the horrible traffic from 380. I used to live in the city right by DAL, so I'll have a totally different perspective than others who have lived in suburbia their entire life.		Mendoza	Scott						
2641	0029220c-5aad-4e0b-8323-3373a24c5037	4/8/2022 0:00	4/8/2022 0:00	Routes B and C with E make sense and allows for smoother traffic flow and less disruption to existing business. It is also my understanding that this project would cost less to implement. Time is of the essence here and a decision should be made. Costs will continue to rise along with traffic.		Primeaux	Lionel						
2642	5531b463-03df-4bda-867f-b01c6da72e4c	4/8/2022 0:01	4/8/2022 0:01	I highly support Option B. If you are going to create a bypass, it makes sense to bypass MORE of 380, not less.		Lutz	Diane						
2643	d1cd8b96-9937-4aef-8bac-36da619fee52	4/8/2022 0:03	4/8/2022 0:03		I'm in favor in section B of the planned 380 bypass and oppose to section A so that it's a shorter route, less costly and not effecting as many homes and businesses.	Thomas	Megan						
2644	abebb0ea-d6db-4410-88b3-bb422661c07b	4/8/2022 0:05	4/8/2022 0:05		I prefer option B over option A	Skorc	C						
2645	b970aed9-3202-400f-8597-947d982f6e3f	4/8/2022 0:05	4/8/2022 0:05	Please use segment B to connect with the 380 bypass. It will cost less and impacts fewer businesses, residents and natural wetlands than segment A.		Lawson	James						
2646	cebb401a-6cab-424e-8f15-b09aa9761655	4/8/2022 0:08	4/8/2022 0:08	I oppose Segment A and would rather see Segment B for the new bypass. It would be less disruptive and less expensive.		Walker	Janette						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2657	ee550b07-b954-4af2-85c2-0f30064f84c6	4/8/2022 0:35	4/8/2022 0:35		I am opposed to segment A of the 380 bypass project. It will negatively affect to many homes and businesses in the area.	Nicholson	K						
2658	6a1eb6be-6f14-4f56-86a0-ac522c1e2c6e	4/8/2022 0:37	4/8/2022 0:37	Segment B		Gaither	Rachelle						
2659	ebd941c4-615d-42ff-8f79-90907535b933	4/8/2022 0:37	4/8/2022 0:37	I support option b. Please do not choose option A.		Kuwayama	Laura						
2660	f56d4ea7-e74a-421d-8feb-6423b75bfefe	4/8/2022 0:41	4/8/2022 0:41	Please choose Route B. I live in Auburn Hills. Segment A costs \$98.8 million more for taxpayers, impacts 57% more natural wetlands and wildlife, and negatively impacts the neighborhoods and businesses along U.S. 380 (me). Please choose Route B		Yun	Hong						
2661	ed817b79-7cf3-40e3-800e-cf653f45c7f1	4/8/2022 0:44	4/8/2022 0:44	Please use plan B for the west section. With the planned million dollars in development at Custer and 380 and the disruption it would cause to already developed neighborhoods at Stonebridge Ranch, Tucker Hill and Ridgecrest, it makes most sense to bypass 380 west of Custer using plan B.		Hatch	Matt						
2662	839b9939-2eb0-42d2-861c-c14974d57ece	4/8/2022 0:44	4/8/2022 0:44	I strongly oppose Route B. Please help us to maintain the small town community feel on the east side of Prosper. Route B would affect schools, a small community cemetery, residential neighborhoods, and Mane Gait which offers therapeutic horsemanship for children and adults with disabilities.		S.	R. C.						
2663	a8355856-8cf1-4f6b-8281-ec4d1426a4b2	4/8/2022 0:46	4/8/2022 0:46	I am against segment a.									
2664	84e5ef97-83cc-4cc7-8b89-c8f6e2123ab3	4/8/2022 0:46	4/8/2022 0:46	I have comments relating to the bypass coming to Bloomdale and the Pecan Ridge neighborhood. We are two exits north of 380. We should not be displaced due to the city allowing homes and businesses to be built in a way that 380 could not be expanded. The homeowners and businesses chose to be on the direct route. Why would you penalize those who did not choose or get approved to be part of the problem?		N	L						
2665	7fd73aa9-9000-4a69-8acd-0084e1221786	4/8/2022 0:49	4/8/2022 0:49	I strongly oppose the option A for the bypass. Segment B is the better choice going through Prosper. Option A could prove to be extremely dangerous impacting thousands of school children that have to walk along Ridge Road where the traffic is already very dangerous due to the city adding a huge apartment complex. There are an infinite number of other reasons to oppose option A including the significant additional millions of dollars, huge residential neighborhoods and businesses. This would also completely destroy the nature and wildlife in the area.		Hatch	Lori						
2666	cbf8a62e-b810-4d7f-8ca0-009ed3db00ae	4/8/2022 0:51	4/8/2022 0:51	I do have minor concerns about Segment B if Independence Pkwy (which currently dead ends prior to 380 on the south side) is opened to thru traffic in the future (and connected to 380). At this time, businesses and private land buffer my neighborhood and 380 near this newly proposed intersection in Segment B. If Independence Pkwy is opened and built to thru traffic this will increase traffic congestion and noise in my neighborhood since the bypass will connect here.	Overall, I oppose Segment A and support Segment B. I live just south of 380 between Coit and Custer and traffic is heavy both eastbound and westbound along 380 in this area. Segment A does not appear to relieve congestion along this portion of 380. Thank you for your consideration and time researching and proposing options.	Zetlau	Jessica						
2667	ec17a840-194a-44e2-8dea-7b394f34c2fc	4/8/2022 0:59	4/8/2022 0:59			Becker	Irving						
2668	a6a85e4c-116e-4881-841e-eb505760651c	4/8/2022 1:00	4/8/2022 1:00	Proposal A is not only more expensive for the tax payer and harmful for the environment, it just flat out defeats the purpose of relieving congestion on 380. It's a total waste of tax payer money!		Snow	Timothy						
2669	2d0d847c-80b0-4069-87c2-0752bc0ad7a1	4/8/2022 1:00	4/8/2022 1:00		First of all I don't think Highway 380 needs to change. But out of the two options that have been made public I fully support option B. Option a is horrible for the residence of Tucker Hill and Auburn Hills.	Bailey	Craig						
2670	316a8f06-9504-441f-87f6-65f550c20015	4/8/2022 1:01	4/8/2022 1:01		We support segment B and oppose segment A. We wish to restrict additional and potentially heavy noisy and traffic through our residential neighborhoods. Since the widening of Virginia Avenue, traffic has become significantly louder and more fierce. The additional traffic has negativity changed the safety and pace of our once quiet neighborhood. It seems directing traffic toward Custer and then connecting to 380 would allow for more efficient traffic flow accommodating direct access to the existing wider Custer Road. It seems segment B would also allow for ready access to our existing retail shopping in the Custer area. It also seems the Segment B route would prevent future undesirable heavy traffic in the remaining heart of our now peaceful residential neighborhood clusters. Is it a terrible idea to stop slicing up our neighborhood in exchange for a route that seems to better accommodate the motoring public?	Al	Valdez						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2671	241c0d1d-f731-4b5f-84b3-0ba6009c4f8c	4/8/2022 1:02	4/8/2022 1:02	Option B		Gaither	Eric						
2672	3c42a8e0-94d5-4055-8ecf-ed60f7e41369	4/8/2022 1:04	4/8/2022 1:04	Please don't separate our small town of Prosper with Option B. Consider traffic solutions within the existing boundaries of US 380 or Option A.		Castle	Samantha						
2673	e2c89c7d-58e7-440f-84de-4310d3e665c	4/8/2022 1:06	4/8/2022 1:06	I oppose All segment B options!		Meier	Kurt						
2674	a5582148-5900-43da-8530-06e8600db5d	4/8/2022 1:06	4/8/2022 1:06	I oppose route A. It would be more expensive and negatively impact residents living in several subdivisions, including Stonebridge and Tucker hill. Also it will harm more wildlife and have a negative affect on more wetlands. It seems Route B would be the smarter choice in that it affects fewer subdivisions and is a shorter route.		VW	Gail						
2675	cb388b2a-ae0e-4a8a-8fa8-4f8d30f1485f	4/8/2022 1:07	4/8/2022 1:07	Those of us who decided to move north of the suburbs to pursue a calmer and less busy way of life would appreciate the routes that do not cut so closely next to our neighborhoods. Although we oppose this loop, we understand the demand for it's purpose. We prefer it be the least detrimental option to our surrounding environment and habitats as well as the most distanced from our homes. I believe route B and C offer the best compromise for this construction. Please consider our homes and our wildlife's homes while making this decision.		Edwards	Rachel						
2676	5e2ebe72-0143-4c08-83e5-39ef295465e8	4/8/2022 1:09	4/8/2022 1:09	I strongly oppose all segment B options. This is a matter for the residents of the community to decide. Thank you.		Meier	Kristin						
2677	de164274-3c7b-43c7-890f-35564b8ade7d	4/8/2022 1:10	4/8/2022 1:10	I support part B of this plan. I do not support part A of this plan. It is not a good fit for our area, our resources or our taxes.		Stelzer	Lori						
2678	1ed5441e-0fd1-42af-8eb9-a27f12222a66	4/8/2022 1:11	4/8/2022 1:11	I have strong concerns with Segment A and the potential increase of traffic on Ridge and Stonebridge Ranch Dr. We already have issues with the intersection of Glen Oaks and Ridge with a high rate of accidents and speeding. With Glen Oaks Elementary and Dowell Middle School in close proximity, the extra traffic trying to reach Segment A potentially decreases the safety for the kids attending those schools. We don't need people racing down those roads. It also would drastically change the feeling of the smaller town environment that we love about this part of McKinney. It's just not an acceptable option in our families opinion.		Baragona	Andy						
2679	e443530b-f87b-433a-8273-69e417bc502d	4/8/2022 1:13	4/8/2022 1:13		My concern is for natural areas of McKinney. (Unique by Nature) To be retained where possible; and especially all wildlife where possible. Farmland/pastureland continue to be built over, cement-covered. I live on such land developed in last decade, in Stonebridge, McKinney. We have lost owls, hawks, rabbits, bobcats, a variety of bird life. And much green space. This affects quality of life for all humans living in the area. We experience both strong heat and light reflections from cement. As we are near Eldorado Blvd, we are subject to vehicle traffic sounds, ambulances/fire truck sirens. To continue development in this manner does not keep McKinney Unique by Nature in our collective future here.	T	F						
2680	7da44c4c-4748-4fab-84b9-049c532612c1	4/8/2022 1:14	4/8/2022 1:14	No comment		Siddiqui	Fouad						
2681	432d48fa-2761-4f0b-85e1-621b6dd08dfa	4/8/2022 1:15	4/8/2022 1:15		Terrible idea that ruins the lifestyle we're targeting in our upcoming move to Prosper	Nye	Ligan						
2682	64a3eae8-880f-4234-8e42-2f75b11700a2	4/8/2022 1:15	4/8/2022 1:15	The reconstruction of the Custer/380 intersection would be massively inconvenient to people in the area. Segment A of the project would have a huge impact on local neighborhoods. It seems like it would seriously impact numerous businesses as well. Segment B seems like a vastly more convenient bypass option and appears to follow a much more logical route for bypassing the heavier traffic areas closer to 75.		Ledbetter	Philip						
2683	bef6d38d-f5b3-4af5-8139-fe7b5bda5ca5	4/8/2022 1:24	4/8/2022 1:24	I oppose the proposed Segment A, as this segment costs \$98.8 million more for taxpayers; impacts 57% more natural wetlands and wildlife; and negatively impacts the neighborhoods and businesses along U.S. 380 with excess noise, traffic, and pollution. Conversely, I support Segment B because this segment requires fewer business and residential displacements, avoids costly reconstruction of the intersection at U.S. 380 and Custer Road; and is 14% shorter than the proposed Segment A, thus saving time, money, and excess pollution.		LaMarca	Kevin						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2684	20a9f950-70d5-4706-8bb5-048e96f8f750	4/8/2022 1:26	4/8/2022 1:26	Spur 399 D Segment D		Gurney	Amber						
2685	a36fe7ab-60eb-4ad3-8ae8-4932a2ad2931	4/8/2022 1:34	4/8/2022 1:34	I oppose segment A. Segment B is more economical, a shorter route, and displaces fewer businesses and residences..		Tally	Sandy						
2686	668eaa98-a39b-494f-88a0-e0f3cd7a28b1	4/8/2022 1:34	4/8/2022 1:34	Spur 399 D Segment D		Gurney	Doug						
2687	14945801-7a6a-4a12-83f6-f97437658df0	4/8/2022 1:35	4/8/2022 1:35	I oppose the impact of proposed segment A. It's less cost effective and has a larger negative impact on the area.		Matthews	Merrick						
2688	f76d2ecd-70e3-4bef-8e37-50937235db99	4/8/2022 1:39	4/8/2022 1:39	No.. will spill nails on plan A		Siddiqui	Fouad						
2689	13607f11-c530-4b22-86a5-68f726192b6a	4/8/2022 1:49	4/8/2022 1:49	I am against segment A.		Maxson	Jesse						
2690	79b95db2-e589-4e36-846a-7b7833c0cf46	4/8/2022 1:51	4/8/2022 1:51		Hi there. I'd like to see option B happen. Thanks	Hebert	J. C.						
2691	234c2cf3-1f76-421c-846c-57fe66466aca	4/8/2022 1:52	4/8/2022 1:52	Oppose B, keep 380 on 380	Oppose B, keep 380 on 380	R	T						
2692	42eaac96-0db9-4ef7-846e-6eba80d92e49	4/8/2022 1:54	4/8/2022 1:54	My child has benefited greatly from Manegait. Option B would greatly impact the work that they do and the incredible services they provide to families of children with challenges. This would be a great loss for all of these families that endure hardships daily.		M	E						
2693	ffa7b42c-9b8b-4445-8fd9-4137f0d0d329	4/8/2022 1:57	4/8/2022 1:57		Please do NOT go with option A (expanding Hwy 380). It is more costly and would impact far more businesses and homes than option B. Thank you!	Kelley	Jaime						
2694	241fa29d-02ea-41d7-8e41-34f14b94062e	4/8/2022 1:59	4/8/2022 1:59	The bypass is overdue and making it right in the middle of Stonebridge Ranch makes no sense, it needs to be further out and not where commercial trucks meets neighborhood traffic. Therefore the bypass should be option B not A. And for the record the bypass is AT LEAST 10 years overdue. You wouldn't be running into such a problem with residents and farmers and whatnot if this was done when trajectory of the growth of this city was pretty obvious.		Leeper	Rashea						
2695	527b7359-e8c3-4fb4-881a-629a7bd54964	4/8/2022 2:02	4/8/2022 2:02	Strongly recommend proposal "B". Joe Weber		weber	joe						
2696	0792dac2-095f-414c-8bda-2c2a5533de8f	4/8/2022 2:02	4/8/2022 2:02	No..		Siddiqui	Fouad						
2697	f329fff6-1710-4f5f-8a72-e01cb67bbe96	4/8/2022 2:06	4/8/2022 2:06	We will highly support option A		T							

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2698	034d16cb-3d61-4a0b-884b-a895c3aecc46	4/8/2022 2:08	4/8/2022 2:08	My husband and I bought our first house and live against Custer in McKinney. We are against segment A because it would impact our daily life by removing 17 businesses that are right up the road from us. You will create more congestion on Custer which has already grown the last 2 years. You are taking away peoples livelihoods and jobs. Yes stores are replaceable BUT the people who work in each one are not and chose that location for a reason. Chose segment B to re-develop 380 please.		Durbin	Katie						
2699	4c823992-1c35-4300-800e-4235f593d5c6	4/8/2022 2:08	4/8/2022 2:08	I think segment B is much better than segment A for the west portion of the bypass. It impacts far fewer homes and businesses and provide a more direct route.		Flynn	William						
2700	c51b6b43-2951-4136-8b6a-192e651c486e	4/8/2022 2:09	4/8/2022 2:09		I vote for B and C. These options give the best bypass for passing through traffic and give people in the middle good access to the east and west while avoiding 380 as much as long as possible.	Province	Kyle						
2701	dc089498-5b3c-4738-8abc-4a822beefc7b	4/8/2022 2:09	4/8/2022 2:09	This is not an optimal route and displaces far too many homes, businesses, and wildlife that McKinney is known for. Unique by NATURE	Please utilize route B instead!	Edwards/Dav	Robin						
2702	de89af96-e9c5-4523-85ee-91343af7d09b	4/8/2022 2:12	4/8/2022 2:12		Hello, I have been looking over the plans for the bypass and feel option B would make the most sense financially and be the best option for us that live along 380. I live in the neighborhood Walnut Grove and many of us agree that option A would be quite detrimental to our area with the increase of traffic/noise and the safety of our neighborhood would become a greater concern. Thank you for taking the time to consider the options.	Pedersen	April						
2703	67f30b4e-6113-4a0e-8cd8-7e3412507cdf	4/8/2022 2:14	4/8/2022 2:14		Hi, I think it is in the best interest of McKinney for the 380 bypass to start as far to the east as possible to limit disruption to existing businesses along 380, especially near the intersection of Custer and 380. I support alignment B which is cheaper than alignment A and reduces disruption to businesses. Thanks	Mundt	Jeff						
2704	b9664466-edeb-4344-8597-9297dc7256ed	4/8/2022 2:14	4/8/2022 2:14	I am a member of Stonebridge Ranch community, and reside off of Stonebridge Drive. Plan A will negatively impact our wonderful community that we have worked so hard to maintain, and what our high HOA fees go towards. I will feel immense sorrow for my fellow neighbors who are nearest to 380 and Stonebridge if Plan A is passed. Plan B is the best solution for our neighborhood and community.		Brackett	Randi						
2705	225e2ba9-8b4b-46fc-8e8b-845af41c5f03	4/8/2022 2:18	4/8/2022 2:18		I vote for Plan B. Less disruption to residential and business owners.	Garza	S						
2706	2967cbb1-25d9-435a-8259-727d4c8074b6	4/8/2022 2:19	4/8/2022 2:19		I support option B (and the brown alternative) because it maintains an east/west direction instead of a less efficient bypass (A) that takes travelers to a north/south direction, which I think would make taking the route less beneficial. As a resident of the Prestwyck neighborhood, I would like to make sure that access to 380 is maintained. That is, we would have safe access to both east and west frontage roads from Prestwick Hollow.	Mather	Evan						
2707	3973af05-3bb9-4ec8-8b73-b8b3595e8473	4/8/2022 2:19	4/8/2022 2:19		I am in support of Segment B which is the most preferable route for the above mentioned construction project.	Bowen	A						
2708	8479e587-b8d1-41d5-8f70-2fa7d204970b	4/8/2022 2:25	4/8/2022 2:25		A is a much better option than B. B would cut into and effect the small town of Prosper.	TR	TR						
2709	d816bac5-f92d-4baf-8e81-833d0125812e	4/8/2022 2:26	4/8/2022 2:26		This will be awful for our neighborhoods and business!!!	Carrillo Lopez	Ricardo						
2710	e40c1115-227c-407c-86dd-33a1a1569f2b	4/8/2022 2:27	4/8/2022 2:27		This section of highway will be within 2 blocks of a 500+ residential area with an active outdoor community and embedded elementary school. The highway will subject hundreds of generations of children to the unnecessary health risks caused by sound and air pollution.	Mckinney	Kenneth						
2711	03c1e5ca-1371-4843-8bef-3d16b2dc3a74	4/8/2022 2:28	4/8/2022 2:28			Nannepaga	Suraj						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2712	0a73947c-3c54-45d5-8073-34d9bbefdc0	4/8/2022 2:29	4/8/2022 2:29	Do not punish Prosper for McKinney's inability to plan ahead. It has been known for many, many years that 380 would need to expand to accommodate the massive growth. McKinney chose short term profits over long term planning. Prosper planned for 380 widening and expansion. McKinney needs to pay for its own mistakes.		Nason	K						
2713	920c3e82-add3-4938-8e70-cfe3d0e85966	4/8/2022 2:34	4/8/2022 2:34	Short Answer: B I really don't want any of this at all. We loved the location of our new home when we picked it because it was tucked away from the hustle and bustle of busy freeways. This just feels like that is being taken away from us. I'm not sure I fully understand the map, but if the letters represent paths, I prefer path B over A as it seems to avoid our neighborhood a bit more.		Kolluri	Brook						
2714	468bfdc-3f7c-40ba-8f4c-054dbe6ca0bc	4/8/2022 2:34	4/8/2022 2:34	I would rather segment b than segment a be constructed.		Keltner	Cierra						
2715	d6b2a6df-e961-4d50-848a-5f87edc334ac	4/8/2022 2:37	4/8/2022 2:37	Option B would cut right through East Prosper and disrupt current and planned communities. Option A is significantly less disruptive.		Schoenfeldt	Mark						_work_for_TxDOT_
2716	4e34c354-8633-4d92-8509-a9b7d36cac0f	4/8/2022 2:38	4/8/2022 2:38		I oppose Option A. This route would have the most negative impact on our wetlands and wildlife. The current growth has done too much of that already. Option A is very expensive and will impact the cost to live here. If this has to happen, please move forward with Option B instead!	Chmielewski	Linda						
2717	40aaa4c2-2322-41ae-8af9-dff0a083c790	4/8/2022 2:40	4/8/2022 2:40	Opposed to route A. The design is bad 2 90 degree turns will be a traffic nightmare.									
2718	68a37dca-fc29-4dfb-8ac9-62367fefb450	4/8/2022 2:46	4/8/2022 2:46			Huynh	Hue						_am_a_business_owner_
2719	49d8c67c-3086-421e-83ec-059537d13d69	4/8/2022 2:47	4/8/2022 2:47	I oppose this route. Segment A costs \$98.8 million more for taxpayers, impacts 57% more natural wetlands and wildlife, and negatively impacts the neighborhoods and businesses along U.S. 380.		Miller	L						
2720	c12e56c8-5a75-4e8b-8b9a-a5c561a0fb c3	4/8/2022 2:47	4/8/2022 2:47	Support route B, oppose route A		Ferraro	Jeff						
2721	8a63b0e0-cd73-4c05-80b5-adaf6fdc0464	4/8/2022 2:49	4/8/2022 2:49	I oppose Option B 1) ManeGait - They provide therapeutic horsemanship to children with disabilities and the 12+ lane freeway will come within 45 feet of ManeGait, forcing them to end their services. Prosper ISD superintendent, Dr. Holly Ferguson mentioned that 11% of PISD students qualify as having a disability and many use services at ManeGait. ManeGait serves students from all over the county and our veterans as well. Many, many volunteers at ManeGait (many of them students from Prosper ISD) learn acceptance of others through their volunteer work at ManeGait. You can't put a price tag on all of this. You can stop reading now because ManeGait is that important. 2) Prosper planned for the expansion of 380 ON 380. Prosper required all buildings to have the proper setbacks to allow for 380 to be widened on 380. The fact that other cities were unable to plan or failed to plan for the eventual widening of 380 should not penalize Prosper. 3) Young high school drivers in grave danger.		Sullivan	Robert						
2722	df0a12ee-2424-4c6b-86d6-9ddb8c50ca64	4/8/2022 2:51	4/8/2022 2:51	Delete option A and use Option B instead. Less expense, less destruction of wildlife and wetlands and less time spent on it.		Baril	Arlene						
2723	1dc7b42f-81e2-4b09-8e4a-1cc459d6d04c	4/8/2022 2:51	4/8/2022 2:51	I think Segment B is highly preferable rather than Segment A. It will require significantly less displacement of existing commercial and residential areas, will avoid the nightmare of reconstructing the University/Custer intersection, and it bypasses a larger portion of US 380.		McNeely	John						
2724	162157c1-2843-4339-88b8-04d2a3d601bd	4/8/2022 2:54	4/8/2022 2:54	I strongly support segment B. Oppose A.		Garvin	Stefanie						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2725	5ce3e15b-0d1f-424c-88f1-e68aca716f2b	4/8/2022 2:55	4/8/2022 2:55	I oppose segment A US 380 bypass. Segment A costs \$98.8 million more for taxpayers, impacts 57% more natural wetlands and wildlife.		Doke	Kerry						
2726	ed46b451-2514-4917-8f37-ea2b4e17ffc8	4/8/2022 2:55	4/8/2022 2:55	I oppose option A		Chadha	Srishti						
2727	8c8174fc-97ca-4193-8f0e-65585e2e595d	4/8/2022 2:57	4/8/2022 2:57	I believe option B of looping 380 around McKinney before coming close to Stonebridge and Tucker Hill is the best plan. Coming closer to neighborhoods is much worse for road noise, crime, and traffic. Thanks		Wyatt	Brian						
2728	9ec911a7-9e66-4c6e-8add-d2cd018e0cd8	4/8/2022 3:04	4/8/2022 3:04	I oppose 380 bypass		Shelton	Meredith						
2729	1d6e3d2a-d7dc-46da-8ea7-9666d51f54ee	4/8/2022 3:08	4/8/2022 3:08	Route B will destroy our beautiful town of Prosper. I vehemently oppose the proposed route B!		Clement	Denise						
2730	2fa129ff-a21d-4706-8b1f-64edb53675d8	4/8/2022 3:13	4/8/2022 3:13	I am in support of Segment B and opposition to Segment A. Segment B requires 73% fewer business and residential displacements. Segment B is 14% shorter. Saves time and money. Segment B Avoids costly reconstruction of the US 380 and Custer intersection. Segment A costs taxpayers \$98.8 million more. Segment A impacts 57% more natural wetlands and wildlife. Segment A negatively impacts Tucker Hill and Stonebridge Ranch neighborhoods.		Mair	Lacey						
2731	575db292-a7fa-4022-8a76-e6353eb200e6	4/8/2022 3:13	4/8/2022 3:13	This is the best routing for the City of McKinney, as well as Prosper, as it will open up some unused land to a high-capacity highway that can allow for strong growth in a measured and legitimate manner. Alignment A does not help the area's growth and causes more issues for current residents and businesses.		Woolverton	Gary						
2732	42244506-4809-49c0-8bfb-38175581b5bb	4/8/2022 3:14	4/8/2022 3:14	There are two schools established next 380 on Stonebridge Ranch and Ridge which would be directly impacted by the widening of 380. Not only will the widening impact it, but the increased traffic cutting through these residential street will increase dramatically and will be a safety hazard and detrimental to the children who attend these schools. Both schools are predominantly filled with students who much walk to school due to their proximity. We simply cannot out these children at risk when there is another much cheaper viable solution.		Bruns	Gwen						
2733	6da81776-3db9-4d30-8c7c-d1d565d0ca67	4/8/2022 3:15	4/8/2022 3:15	As someone who drives 380 in Collin County daily I feel strongly that creating a bypass along segment B makes the most sense. Contrary to what the Town of Prosper is trying to portray the majority of this land has not been development yet. Having ample area to build the bypass is favorable over the proposed segment A as well as having less of a negative impact on established neighborhoods. The intersection of 380 and Custer has become and extremely congested area and will continue to become more so with the upcoming development of the SE corner (Whole Foods, apartments, restaurants). Having a bypass to the west of this intersection just makes common sense! Work on finishing the Collin County Outer Loop NOW to eliminate some traffic and avoid future development issues!!		Garrett	Cathy						
2734	65fd02df-c9a7-4f32-8583-24850eb71306	4/8/2022 3:16	4/8/2022 3:16		Please go with B! Not A. Thanks!!	P	Justin						
2735	57c0ce22-7e4b-4a82-87ff-fcc5daafa90d	4/8/2022 3:17	4/8/2022 3:17	I would choose option A. I oppose option B as I feel the negative impact of option B on the town of Prosper is greater than option A.		B	B						
2736	dbb318c3-328e-45d1-8cac-5a6b89c21ccf	4/8/2022 3:20	4/8/2022 3:20	I oppose segment A	I oppose segment A								
2737	9c67648b-3dea-4b42-8d39-c5e90117f145	4/8/2022 3:26	4/8/2022 3:26	B		Jw	Je						
2738	89df7294-ff20-41a0-8b03-acbbd5379002	4/8/2022 3:34	4/8/2022 3:34	Route E would put a 6 lane raised highway directly beside my backyard. My family would no longer be able to enjoy the backyard for fear of debris raining down from the highway above. In addition, the highway would COMPLETELY destroy the home values in the area and create undue hardship on the taxpayers and hard working residents of McKinney. Displace business (that can better absorb the costs related to construction), not individuals and families along route E.		Tegge	Kurt						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2739	bbf651a7-1262-4e6c-8045-a793b07c146a	4/8/2022 3:35	4/8/2022 3:35	I am in opposition to Segment A, which would demolish more current developments and pose a larger environmental and economic impact compared to Segment B. Segment B is the more logical of the options for the US 380 Bypass.									
2740	de217500-09b8-48ef-81f2-15d2e1aa3f37	4/8/2022 3:40	4/8/2022 3:40	I support segment B for the 380 bypass route and oppose Segment A, because Segment A costs \$98.8 million more for taxpayers, impacts 57% more natural wetlands and wildlife, and negatively impacts the neighborhoods and businesses along 380		Saunders	Brad						
2741	a4376d8a-0035-47c3-8685-11e2b88dedc1	4/8/2022 3:42	4/8/2022 3:42		I support segment B. It is less costly and would not destroy so many small businesses. This is the best option for our community and city of McKinney. Segment B approval please!	MDH	M						
2742	64c001dd-6dce-4d0c-8052-279208803d69	4/8/2022 3:43	4/8/2022 3:43	I do not support option A for the bypass. Option B will cost the city less money and have less of an impact on natural resources.		Wadsworth	Sam						
2743	a2e51437-3767-4dab-8e67-a2b7fb654c04	4/8/2022 3:43	4/8/2022 3:43			jampani	sushma						_work_for_TxDOT_
2744	269640b4-efd2-4838-89ff-1c818ee931d1	4/8/2022 3:50	4/8/2022 3:50	I oppose Segment A		Devatha	ChenChu Ranjit						_work_for_TxDOT_
2745	9fc418f5-b229-4db7-8e9f-425aaeda277b	4/8/2022 3:51	4/8/2022 3:51	We would like to see Option A		Milner	Esther						
2746	f11cd68e-0484-4261-8d42-d8c5f3d96d2e	4/8/2022 3:53	4/8/2022 3:53	I oppose segment A and support segment B.		Fox	Sarah						
2747	ae7ce7e3-e207-4c21-8c6e-fb238ad3f128	4/8/2022 4:32	4/8/2022 4:32	I honestly oppose the whole thing, but if it has to be built, I say you build sections B, E, and D. The others displace too many homeowners, wildlife, and just end up being more costly for us taxpayers in general.		H	John						
2748	ad97b12f-b4c2-44ba-8eef-e8cad9364bf	4/8/2022 4:33	4/8/2022 4:33	This is where the bypass needs to be built- Segment B.	Segment A is a terrible proposal.	G	Amber						
2749	6378b7c0-ce97-42e8-8a79-9e73f0c30404	4/8/2022 4:39	4/8/2022 4:39	There are a cluster of schools near the Coit and 380 intersections including a high school with learning drivers. We should leave major intersections further away from this area if possible therefore I support routing through section A.		P	F						
2750	8b8c040f-ea7d-4a3b-8c10-a53bee3fa7f0	4/8/2022 4:41	4/8/2022 4:41	Why are we considering a bypass when building on 380 aligns to McKinney's 2040 plan and does not put a second highway less than 2 miles from the outer loop? If we must have a bypass then keep it in McKinney and not prosper. Route B was added after the final proposed alignments and is clearly a way to avoid tucker hill. Route a should be the only option if we have a bypass. All the items saying b is 17% shorter than a are absurd. Keeping 380 on its existing footprint is 100% shorter than the bypass. Even with the bypass we will have to expand and maintain 380. So now we are paying for two highways.		Busbee	Andrew						
2751	75ac3ea0-216f-43e8-8dec-9c1d3430e581	4/8/2022 4:55	4/8/2022 4:55	I fully support segment C over D and segment B over A.		DeRossett	Robert						
2752	0483f3a5-4255-4877-8b2c-11e76cd5e3fb	4/8/2022 5:01	4/8/2022 5:01	I want to oppose the segment A. I like the segment B because it is better for my city McKinney.		V	T						_work_for_TxDOT_

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2753	5a008b28-3475-4c8a-8123-455e04ce65e3	4/8/2022 8:38	4/8/2022 8:38	I have lived in the A/B area since 2009. Besides economical and engineering factors, i believe option B is better as it will help reduce traffic at the Custer Rd intersection. In the past few years, it's been close to impossible to get out of the Walmart gas station or cross 380 from Loves to Walmart around 5pm. Option A would only make the problem worse and send more traffic to the intersection. This project is very much needed but also very late so it won't be as painless as it could have been if it was done 5 years ago. Hopefully better planning can be used to anticipate future traffic problems vs addressing them after the fact. Thank you		Susel	Marcin						
2754	c88f1e13-5656-4bf4-8db4-f886832e1411	4/8/2022 8:47	4/8/2022 8:47	I am in support for segment B and opposition to segment A. I live near the intersection of Stonebridge Drive and 380. I have lived at this location going on 16 years now and have seen the disappearance of the open space around the area and the undesirable increase in traffic volume, especially on 380. I believe developing segment A would negatively impact the value of my home and and increase the volume of traffic on 380 and Stonebridge Dr, so I vehemently oppose developing segment A.		J	D						
2755	11e274eb-1354-47ac-8c84-579c57366511	4/8/2022 9:59	4/8/2022 9:59	As a person residing near 380 & Custer, between the two, I favor segment B. To begin with, it would start further west and direct traffic away from the current 380 in an area that is less congested & should cause less traffic trouble going east. Additionally, I understand that this segment is shorter, will displace less residents & businesses in building it & will disturb less ecologically sensitive areas. I am concerned that, were segment A chosen, that the already congested 380 would become more problematic. And, after it's completed, may bring even heavier traffic noise & air pollution too close to our residences. Thank you very much for your time and consideration. May God bless you and yours and supply you with the resources, knowledge & wisdom to make the best decision & implementation in this regards. Sincerely, M. Hudson		Hudson	M						
2756	1d501de2-4ce7-416c-8429-3acb8d03c5eb	4/8/2022 10:18	4/8/2022 10:18		Segment B would cause less disruption for McKinney residents and I believe would be the best option. After COVID so many businesses are struggling to get back to normal, please don't hurt them more! Also, so much that makes McKinney unique needs to be left as is and not destroy the wetlands and natural wildlife.	B	R						
2757	e6dd1f7f-1b6e-49c6-8480-e50c350a82b1	4/8/2022 10:43	4/8/2022 10:43		Adamantly opposed to Segment A of the project. Segment B is clearly the better option hands down.	Henderson	K						
2758	f56abb16-57fd-4752-8615-40bfc6f34dd	4/8/2022 11:11	4/8/2022 11:11		I oppose segment A because of the financial impact it will have in so many in our City.	Bishop	Kirsty						
2759	52f1d938-ecb7-4e0d-893d-0dc0a2fa6653	4/8/2022 11:32	4/8/2022 11:32	I'm in opposition to A as it would create to much disruption to local business, residential neighborhoods and the increased costs are way too high. Segment A costs \$98.8 million more for taxpayers, impacts 57% more natural wetlands and wildlife, and negatively impacts the neighborhoods and businesses along U.S. 380.		Cota	David						
2760	e5bfa810-32b4-4f71-8384-f7496d672058	4/8/2022 11:40	4/8/2022 11:40	I am a homeowner within the Walnut Grove community between Option B ad Option A. I am in support of Option B as it seems to create less disruption for my community to safely enter or exit on 380.		Carol Weiss	Carol						
2761	8d37a493-3cba-4f7c-85a6-eb482a2154fb	4/8/2022 11:46	4/8/2022 11:46	Route A is preferred.		Schachter	Jean						
2762	45eae81-4eaa-44aa-887f-932ed2191093	4/8/2022 11:52	4/8/2022 11:52		As a long time resident of McKinney, I am adamantly opposed to the proposed Option A of the US-380 bypass. Option A would require the relocation of far too many businesses and residences, waste nearly \$100 million dollars, and contribute to too much noise on the current residents of McKinney as compared to the Option B. Option B makes much better sense for the residents of McKinney.	Puder	Douglas						
2763	e91ce7cb-7ad9-491c-8e19-9d9b03a3de4e	4/8/2022 11:54	4/8/2022 11:54			Kher	Raj						
2764	1377aacf-415e-4104-82c8-93e1d1e28264	4/8/2022 11:55	4/8/2022 11:55	I do not think Segment A makes sense tearing up existing Hwy380 impacting thousands of cars moving on the road daily. Segment B goes through a large section of undeveloped land. Build there.	Both the state, towns, and counties have been reckless allowing development so close to the existing Hwy 380 up and down Denton and Collin County, KNOWING that the road would need to be expanded and rebuilt.	Walker	Michelle						
2765	c6dad1a7-03f1-4039-83de-2172efe3f080	4/8/2022 12:26	4/8/2022 12:26		I oppose the 380 bypass in any location adjacent to or affecting the Manegait property. As an avid horse rider My daughter (a high school student) has volunteered there after school and has witnessed the wonderful work that Manegait does to enrich the lives of its clients and volunteers. This good work can not be done in an environment of traffic and loud noise. Please allow Manegaits work to continue unimpeded in its current location.	Brantman	Dina						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2766	49e15fec-d1e3-4099-83b0-76850e6df231	4/8/2022 12:31	4/8/2022 12:31	I oppose segment A of the 380 bypass!		G	L						
2767	cfec7ec6-c949-4e52-8694-831f1bab8b2d	4/8/2022 12:31	4/8/2022 12:31		I am opposed to Segment A for several important reasons. Segment A costs \$98.8 million more for taxpayers, impacts 57% more natural wetlands and wildlife, and negatively impacts the neighborhoods and businesses along U.S. 380.	Gregg	Lezli						
2768	e522ee58-8b8b-408e-8589-573a83d0eeb2	4/8/2022 12:46	4/8/2022 12:46	Please use option B. I oppose option A because of the impact to wetlands.		F	H						
2769	aa9f110a-798a-420e-83a0-948153172f72	4/8/2022 12:47	4/8/2022 12:47	I support Segment B. It provides the best route - is the least disruptive and costly. Please go with B!		Williams	Julie						
2770	a5b8954f-f23d-433a-854a-cb7293fbc43d	4/8/2022 12:50	4/8/2022 12:50	I oppose Segment A. The cost is more than the benefits. Segment A costs \$98.8 million more for taxpayers, impacts 57% more natural wetlands and wildlife, and negatively impacts the neighborhoods and businesses along U.S. 380.		Verma	Ashish						
2771	01e1c37d-715b-45eb-81a8-c4220875be31	4/8/2022 12:52	4/8/2022 12:52	I'm opposing this segment A because there are a lot of residential communities in this area and it's not safe for young families and it may cause car accidents especially after the future High school is build.		C	H						
2772	9a29ae9b-e761-4bd9-8e62-a2cde8c2d8f6	4/8/2022 12:53	4/8/2022 12:53	Segment A costs nearly \$100 million more for taxpayers, impacts 57% more natural wetlands and wildlife, and negatively impacts the neighborhoods and businesses along U.S. 380. My family supports segment B and opposes segment A.		Laban	Megan						
2773	d43bf7ee-3777-46c1-865f-082ade60423e	4/8/2022 12:55	4/8/2022 12:55	I support Proposal B for all the right reasons. 1. Less costly to the Tax Payers 2. Shorter than Proposal A 3. Less disruption than Proposal A.		Carpenter	Bill						
2774	4c0e16b7-1b34-4260-8630-44d83b3b545d	4/8/2022 12:58	4/8/2022 12:58		Due to cost alone, I support Segment B. It seems to be the only real and logical choice.	Ferguson	W						
2775	783cb75a-2cc6-48fe-86f4-e1c1ab553eb5	4/8/2022 12:59	4/8/2022 12:59		I support option B on the US 380 expansion/traffic diversion project. I believe it will have less disruption if existing businesses and residences and less harmful impact on wildlife. Thank you.	Brasch	C						
2776	d14a2eb6-d33b-4a09-8798-b19e7fbc5ded	4/8/2022 13:01	4/8/2022 13:01	Me and my family oppose option B. We currently live in Whitley place and moved here 5 years ago for the quiet and small town feel. A highway in our backyard will be horrible- lots of noise and pollution. All my kids will attend Walnut Grove high school that is under construction and cannot imagine them attending a high school with a freeway in its backyard. All my children (3) have horrible allergies, asthma and I am very concerned what the environmental affects will be for them with all the pollution. We love our home and community and do not wish to move because of this. I feel that keeping 380 on 380 is the smartest option. We also support Maingate and feel that plan B would be detrimental to their business and outreach program. Please keep 380 on 380. Please don't ruin a community, homes, businesses, and future businesses of Prosper. Thank you for your time.		Gomez	Stacey and Jeff						
2777	8e95c639-a7fd-42b4-84d3-743be0c634e7	4/8/2022 13:02	4/8/2022 13:02		After reviewing the various projects, it seems the brown route, particularly segment B in McKinney, will create less displacement and impact on wetlands. Additionally, as the population grows to the north in Collin County this will provide a viable highway to lessen congestion in the current location of 380, while allowing easy and close access to the growing areas in the north section of Colling County. Lastly, I would not want to see 380 expanded to 8 lanes, as it would impact far too many businesses that provide employment in the area.	Hobby	Kelly						
2778	3c0df5fd-57bc-45dc-8921-1e19b2ae6267	4/8/2022 13:16	4/8/2022 13:16	Segment B is the best option for many reasons.		Thomas	Joey						_am_a_business_owner_

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2779	39f7e8f1-78d0-4ba8-86ef-8baf6148a11e	4/8/2022 13:17	4/8/2022 13:17		I support segment B and oppose segment A. Segment will negatively impact neighborhoods and businesses along US 380. It will cost more money to taxpayers and impact natural wetlands.								
2780	39df9b44-2e0f-4a82-8c6b-466be0767dde	4/8/2022 13:17	4/8/2022 13:17	Segment B and C are more optimal and reduce more traffic on 380. B and C segments gives more accessibility to other areas that are little away to highways.		A	Phani						
2781	c1f3e30c-463c-4704-852c-96bc5447689b	4/8/2022 13:18	4/8/2022 13:18	(A) is my vote. Mane Gait and the city of prosper would be highly effected. If the project went (B) route		Y	Tasha						_work_for_TxDOT_
2782	2d009829-0e4b-4136-89a2-c1955292716a	4/8/2022 13:19	4/8/2022 13:19	I oppose the proposed HWY 380 Segment B because it threatens the daily services and special events of ManeGait – a key community resource as identified by TxDOT. The vulnerable and protected populations, deserve a safe, high quality, easily accessible location to receive the world-class therapy programs at ManeGait.		Collee	Brigitte						
2783	880cd705-6ae1-47e6-8d6b-9a7fdad9e0da	4/8/2022 13:22	4/8/2022 13:22	I oppose segment A because it costs \$98.8 million more for taxpayers, impacts 57% more natural wetlands and wildlife, and negatively impacts the neighborhoods and businesses along U.S. 380. I prefer segment B because it requires 73% fewer business and residential displacements, avoids costly reconstruction of the Custer/US380 intersection, and it is 14% shorter than segment A so it will save time and money for drivers.		Pennington	David						
2784	f6071b54-beaf-41b3-87f0-dfbc16426a7e	4/8/2022 13:23	4/8/2022 13:23	Plan A makes no sense! especially with the painted tree community coming. Please consider B		Strain	Joshua						
2785	a3696851-8620-4b09-8cbd-fd4863182f2c	4/8/2022 13:24	4/8/2022 13:24	I oppose this suggested route as it displaces many businesses and disrupts natural wetlands. B is a much better suggestion			Wendy						
2786	eb5c6e7d-97b8-44ba-8bcc-bc8efa883aad	4/8/2022 13:26	4/8/2022 13:26	Proposed 380 Bypass	It seems the city is always going back to widen roads after communities and neighborhoods have been developed. From a tax payer's perspective this appears to be a costly venture and perhaps not a productive use of our tax dollars. This particular project will affect wetlands and nature preserves; with global warming an increasing concern we must all do our share in helping prevent future warming of the atmosphere.	Y	S						
2787	1e325a5c-61d6-436b-8a92-09eabd8918ad	4/8/2022 13:27	4/8/2022 13:27	As a long time Stonebridge Ranch resident I am voicing my support for segment B and strongly oppose segment A! Segment A will cause more traffic in our neighborhoods and displace many businesses whereas Segment A goes through mostly undeveloped land, has shorter construction times and is much cheaper on taxpayers! NO TO SEGMENT A!		Freeman	Jessica						
2788	504c020a-7959-4cac-8924-bf20f86ac470	4/8/2022 13:37	4/8/2022 13:37	Please do the right thing and approve Segment B. Segment A costs \$98.8 million more for taxpayers, impacts 57% more natural wetlands and wildlife, and negatively impacts the neighborhoods and businesses along U.S. 380.		Pierce	Mary Ann						
2789	00a0e506-3399-4a94-869d-9a6b127e304e	4/8/2022 13:41	4/8/2022 13:41	I'd like to submit my opinion in opposition to segment A in favor of segment B. Segment A is projected to cost tax payers FAR too much money in an area where we're already paying high property and school taxes. This also has a negative impact on a lot of natural wetlands and wildlife and there is SO much of that already happening in the city that at some point it needs to stop. It seems like there are more reasonable solutions than negatively impact our natural environment, displace businesses, then make us pay a high tax price for it.		Justice	Kim						
2790	3636af05-b6a3-4476-8dba-f4ba97db5bf9	4/8/2022 13:41	4/8/2022 13:41	Route B would the preferred route		Brenner	James						
2791	7aa8d3c6-772d-4ce2-84ae-f0526d64127d	4/8/2022 13:47	4/8/2022 13:47	I'm in favor of option A. People are going to continue to use 380 if there is a bypass portion or not. Let's make this road safer for all who use it, and not disturb maingait that is so vital to many in our community.		Haberman	Rene						
2792	7a66d067-4bbf-4951-842a-3acbeae131ea	4/8/2022 13:48	4/8/2022 13:48	My wife and I are opposed to proposition A of the 380 bypass proposition and are in favor of the B route on the map above. Route A will be disrupted to too many McKinney residence and businesses that are already established.		W	Howard						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2793	d67f70e6-f126-4624-8f07-ec7599ca36c1	4/8/2022 13:51	4/8/2022 13:51	I am opposed to segment A construction and support segment B location of the extension of 380.		Nos	Chelsea						_work_for_TxDOT_
2794	922e69a3-7fb8-4363-8649-bd7c9ccb89de	4/8/2022 13:53	4/8/2022 13:53	To me this is the MOST disturbing part of the entire proposal. Makes me sick that politicians are going to destroy a business that does so many great things for our community. This bypass will fix nothing. Everyone knows it, everyone is saying it. This is nothing more than ramming something down taxpayers throats for zero positive benefit. Very disgusting abuse of power. TXDOT should be ashamed of themselves as an organization. This will fix NOTHING. Traffic will still be a huge issue bc of all the new shopping at lake forest. If you want to ease traffic it must start further west and north. Why is existing bypass not even being discussed??? This is a gross misuse of power. It is lazy and shameful. This business alone is worth saving. What you are doing is morally wrong.									
2795	5834705f-77bb-4559-8f36-bfc137c6b51e	4/8/2022 13:55	4/8/2022 13:55	I oppose segment A. Segment B would require much less disruption to existing businesses.		Ro	A						
2796	fea5b4e0-165b-4040-85ae-71628e630e0d	4/8/2022 13:59	4/8/2022 13:59	According to everything that I have read and seen on the maps for these plans, it is evident that plan A would have the most negative effects on current neighborhoods and traffic. Tucker Hill and Stonebridge would be greatly effected by Plan A by adding even more traffic, noise and displacement. While Plan B reconnects after the 380/Custer intersection with less disruption. Also consider that Custer and 380 intersection has the Hun planned. That development will have an incredible amount of traffic and by reconnecting the bypass right at it or before it will create a massive bottle neck of traffic.		Junker	Thomas						
2797	5dc8a727-46b3-4dbd-848d-c087f6394839	4/8/2022 14:05	4/8/2022 14:05	Please proceed with Segment or Option B! Option A will negatively impact our community and cost taxpayers more.		Loria	Koryen						
2798	93b392f6-d638-4c98-825d-a16fbb02053e	4/8/2022 14:09	4/8/2022 14:09	As a resident of Auburn Hills, I believe section "B" would be the proper option to build. It is less disruption caused to major neighborhoods, the natural landscape and over flow of traffic. The Ridge Road extention is right behind our neighborhood (our house). The more opportunities we have for less noise and congestion surrounding established neighborhoods like Auburn Hills and Tucker Hill the better off we will all be in terms of traffic flow, etc.		Wynn	K						
2799	d70a99bf-0284-4242-8a3a-9bc428418c2b	4/8/2022 14:10	4/8/2022 14:10	We are opposed to section A of the 380 bypass.		Burkhart	Mary						
2800	064449e6-e001-4fd1-86f5-4f086f282dc8	4/8/2022 14:11	4/8/2022 14:11	I am very opposed to spending an extra \$98M on any project that is not specifically required. That money could be much better used on maintenance of some of our other deteriorated roads. Seems like another wate of tax money.		Davenport	Tyler						
2801	dac16b3d-ec81-464c-8583-de6c33e4e17a	4/8/2022 14:14	4/8/2022 14:14	I OPPOSE segment A and am in FAVOR OF Segment B proposal.		Smith	Molly						
2802	2d5918f6-74b4-40f6-8e37-b4af1b58eac3	4/8/2022 14:24	4/8/2022 14:24	I oppose segment B as it would be detrimental to the town of Prosper and all those that live and are soon to live in those areas.		Weintz	Ryan						
2803	d14f5366-1768-4d39-8188-30cf9a4d0e59	4/8/2022 14:38	4/8/2022 14:38	I prefer option B, and oppose option A. Looking at the map, option B will inconvenience far less people. I know people who live on the option B route bought a "country home", but in this case the needs of the many outweigh the needs of the few.		EM	E						
2804	f12f5805-fcb1-4710-8fa7-8ec267e83a52	4/8/2022 14:41	4/8/2022 14:41	I oppose option A of the 380 expansion.		Sarel	M						
2805	22964280-c76b-48b9-86b1-27269857b453	4/8/2022 14:42	4/8/2022 14:42		I prefer proposed segment B instead of proposed segment A.	Egr	William						
2806	a10e7f27-f011-4cf9-836e-e9040ce9305f	4/8/2022 14:55	4/8/2022 14:55	Putting this bybass thru Prosper would be devastating to several home communities and businesses. Please DON'T move forward with option B.		Yates	Steven						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2807	4bf93cb6-a556-4969-8500-4fce8326d117	4/8/2022 14:55	4/8/2022 14:55	I oppose Segment A and support Segment B for US 380 Bypass		Lacey	Courtney						
2808	4ce8eb58-2bef-474e-852b-9584742537f5	4/8/2022 14:56	4/8/2022 14:56	Putting this bypass thru Prosper would be devastating to several home communities and businesses. Please DON'T move forward with option B.		Yates	Yana						
2809	1a4e4bab-78e7-4d2e-8cd5-52dc2415a2a0	4/8/2022 14:57	4/8/2022 14:57	Putting this bypass thru Prosper would be devastating to several home communities and businesses. Please DON'T move forward with option B.	Putting this bypass thru Prosper would be devastating to several home communities and businesses. Please DON'T move forward with option B.	Yates	Courtney						
2810	093adb02-7023-478e-8cdb-67ab302555d9	4/8/2022 14:59	4/8/2022 14:59	Putting this bypass thru Prosper would be devastating to several home communities and businesses. Please DON'T move forward with option B.	Putting this bypass thru Prosper would be devastating to several home communities and businesses. Please DON'T move forward with option B.	Yates	Kailey						
2811	59cca011-6a01-498b-8cbd-f09e02deaa28	4/8/2022 15:01	4/8/2022 15:01	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A.		Gravelle	Elyse						
2812	03ba0d07-b98f-4e37-8858-90c4b3add3a4	4/8/2022 15:03	4/8/2022 15:03	I strongly oppose Segment A. I support segment B of the 380 expansion as it costs taxpayers less money and impacts less wetlands and residents and businesses. There is zero reason to support Segment A as it is bad business and simply does not make sense. The City is claiming that you do not have funds to expand Collin McKinney Parkway through my property at McKinney Ranch Road, so how can you choose the more expensive route in this instance?		Temesvary	Kirstin						
2813	1c7cab72-8ce0-40a9-80a3-e6e003058cde	4/8/2022 15:03	4/8/2022 15:03	I oppose segment A for the US 380 bypass. The significant cost to tax payers can be better utilized for other programs and needs for the McKinney citizens and community. Keep McKinney Unique by Nature by not destroying natural wetlands and negatively impacting wildlife. Allow home owners in Tucker Hill and Stonebridge Ranch neighborhoods the peace they deserve when they built their homes. I completely understand city growth and the traffic on 380 definitely needs to be addressed, but let's use our money wisely and not destroy what makes McKinney the beautiful and unique city that it is.		Shields	Melissa						
2814	4d89c2bb-a2b4-4e11-8970-675220ae258a	4/8/2022 15:05	4/8/2022 15:05	I live in Auburn Hills. I strongly oppose option A and support option B for the expansion. It is not right to displace the residents of Tucker Hill. Option B costs substantially less, impacts less homes and businesses and wetlands. Comparing to two options, Option A makes no sense.		Mahler	Cynthia						
2815	c332b531-e847-4e4a-8aec-91a0d8bed6c0	4/8/2022 15:08	4/8/2022 15:08		We had a home built in Tucker Hill on Tremont Blvd. in 2017. McKinney was our home many years ago and we had the desire to return based upon our family living here. We searched for over a year before choosing the beauty and quaintness of Tucker Hill. If Option A of constructing highway US 380 is selected it will drastically impact our neighborhood and city's charm and beauty, as well as our economically. It will drive both businesses and home owners to move elsewhere. Please select option B for financial impact, courtesy and respect to your citizens and business owners already established. Do not bring the construction through the city of McKinney. It would be devastating to the community.	Hedgpeth	David						
2816	f9845fb1-4279-4c50-83b8-bbb07fb51cbc	4/8/2022 15:11	4/8/2022 15:11	I support segment B. I am in opposition to segment A.		Ray	Flora						
2817	19520ae3-949b-457a-8425-c1d3eaa6c434	4/8/2022 15:14	4/8/2022 15:14	We prefer route B based on all the reasons presented as well as a less disruption to our home. Something has to be done about 280 and I do NOT think we can wait 20 years to fix it.		Bell	Henry						
2818	fb57bd69-4774-4d01-8ca9-660141391575	4/8/2022 15:29	4/8/2022 15:29		Option "B" seems by far the better plan. It is less disruptive to established businesses and residential areas. And the cost is less.	Corbinl	JAMES						
2819	52c4adcb-50c4-4c35-826a-f5597cf73ac1	4/8/2022 15:32	4/8/2022 15:32	As a trauma therapist who works with children who have been hurt ...it is EXTREMELY disturbing to me that ANY proposal would encourage destruction of a facility/land that helps children and adults overcome disabilities and provides healing for residents of our community. Route B should not even be considered a possibility if politicians and TxDOT truly care about helping this area. How it has even gotten this far is appalling. Please do the right thing...do NOT allow route B to become a reality and crush the opportunity for MainGate to continue to offer services the way they do. Also, I live at Custer and Frontier. I don't want an 8 lane 380 bypass in my backyard when I bought so far from 380. It's ridiculous to force Route B on residents of Prosper. If McKinney had the problem, McKinney should provide the solution in their town. Period.		P	A						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2820	940773af-befa-4ea8-870a-e99953eda422	4/8/2022 15:32	4/8/2022 15:32	I support segment B and firmly oppose A		McFail	Alyssa						
2821	a3dca592-8a84-4fe5-8864-d4c2c58c8c0e	4/8/2022 15:32	4/8/2022 15:32	Section A is a horrible idea. It cuts through too many existing home and business properties. If you're going to rebuild between Coit and Ridge, you might as well build an elevated highway all the way through the existing route for 380, with the existing road beneath it.		Damon	Marra						
2822	fd108b54-f0ee-4426-83f4-f7dcb0ca8947	4/8/2022 15:32	4/8/2022 15:32	Support Route BEC		F	Q						
2823	de305cdd-4b50-45de-8bcd-a85debe8cc36	4/8/2022 15:36	4/8/2022 15:36	I STRONGLY OPPOSE Segment A for the proposed 380 Bypass, due to increased cost, increased environmental impact, and increased negative impact to the Stonebridge Ranch neighborhood where I live. I strongly support Segment B as the best option for the western component of the 380 Bypass plan.		Strand	CiminiLiz						
2824	ebb2bc82-bcd6-4c3f-80db-fa6f424ba53c	4/8/2022 15:39	4/8/2022 15:39		This whole project will disrupt businesses and people's homes. I don't see why 380 cannot be double decked or have overpasses over the major intersections of Custer and Lake Forest like down at Preston Road and the Dallas North Tollway. I am near Bloomdale and Lake Forest where I have lived with my horses for over 14 years. The peace and relative quiet will be gone with Section E. It will displace my neighbors and cause people to trespass even more than they do now. I strongly oppose the entire project as it will destroy native species, wetlands, displace animals and families as well as businesses.	Cole Veloz	Shannon Beth						
2825	7c93f720-2550-49aa-8cb1-68ea38d7e862	4/8/2022 15:43	4/8/2022 15:43	B E D makes the most sense. Make a new road rather than redoing old roads. Prosper needs to stop being NIMBYs.		Andre	Keith						
2826	469714c7-120f-46fd-8858-471cf0e95a36	4/8/2022 15:44	4/8/2022 15:44	Oppose segment A - destruction of natural areas parks trees and waterways city of McKinney has protected for decades	Oppose segment A - destruction of natural areas parks trees and waterways city of McKinney has protected for decades	DeLoach	Crystal						
2827	dd8ac5cf-0478-4711-8e17-356fc43c315c	4/8/2022 15:47	4/8/2022 15:47	I am opposed to segment A of the proposed U.S. 380 Bypass. Segment A costs \$98.8 million more for taxpayers, impacts 57% more natural wetlands and wildlife, and negatively impacts the neighborhoods and businesses along U.S. 380. I support segment B and oppose segment A.		Cimini	Dean						
2828	da519d47-e8d0-47d3-8b43-cfd19ada01ce	4/8/2022 16:06	4/8/2022 16:06			EMMDC	EMMDC						_work_for_TxDOT_
2829	2a2a257e-340a-4a5b-8b47-b7b3e8507ae5	4/8/2022 16:08	4/8/2022 16:08	I want to voice my opposition to the option A plans. This option will impact homes of many including my own in many ways. The noise, traffic and concerns but the dangerous situation you have put the residents in that will have to live right next to the highway is very concerning. A highway like this in the backyard of many homes will lead to a great danger just leaving our neighborhood to get kids to schools that will also be impacted and the businesses adjacent that will be impacted as well. Thank you		Elmousta	Mike						
2830	9ac30311-4ab2-43a2-8768-f64db2b012fb	4/8/2022 16:14	4/8/2022 16:14		As I was looking at the 2 proposals I cited not understand why we would severely impact Stonebridge and Tucker Hill as well as any businesses along that route. It looks like a pretty clear cut choice to complete the project through the areas that are mostly comprised of backroad and farmland that is going to soon be bought out by new developers anyway! It appears to be a shorter so I assume less expensive way to fix this problem.	M	K						
2831	8e8dfbfd-ad25-4451-8887-d03637e07d44	4/8/2022 16:20	4/8/2022 16:20	I am completely OPPOSED to Option A . I live with my family in the community of Tucker Hill. I have a long list of reasons why Option A should not be considered. At the top is the disruption of life and business that will happen should the project pass through our area. The impact would be horrendous for many years before any benefit might be recognized, and any such benefit would take place at the cost of many businesses and homes. Option B is a much more reasonable option, with less impact on daily life for all neighboring communities.		Magana	Janet						
2832	1e8d5e19-8b79-4532-8f6d-19c9eb1faa7a	4/8/2022 16:20	4/8/2022 16:20	I do not want this for McKinney as our taxes are hot enough and a lot of people are being pushed out of McKinney because of it. We can just deal with the road issues.		Collins	Cindy						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2833	e3981630-aaaf-469f-8260-aa56f4c52a78	4/8/2022 16:23	4/8/2022 16:23	Segment B is a much better option than Segment A. I can see it being faster and it will affect less wildlife and neighborhoods, plus as a taxpayer, the estimates are much less. The area around Hardin/380 and Lake Forest/380 is already way overloaded. Do the right thing and don't make it worse for those of us that travel and live in that area.		B	Brad						
2834	fb2a02db-77a7-4ef0-8d3a-cfd13573a458	4/8/2022 16:23	4/8/2022 16:23	Segment B is a much better option than Segment A. I can see it being faster and it will affect less wildlife and neighborhoods, plus as a taxpayer, the estimates are much less. The area around Hardin/380 and Lake Forest/380 is already way overloaded. Do the right thing and don't make it worse for those of us that travel and live in that area.		B	Brad						
2835	61715cfd-18e1-49bd-88f4-4cea01e81c0b	4/8/2022 16:24	4/8/2022 16:24	I am opposed to Plan A due to its damage it will cause for our natural environment as well as the cost. Why reinvent the wheel when Plan B enlarges on a roadway already in use. E Baehner		BaehnerE	E						
2836	b36c087b-fd43-4a31-807f-681f1c974fc7	4/8/2022 16:25	4/8/2022 16:25	there is enough trash and noise from the current 380 that disturbs the La Cima Lake which is located just west of StoneBridge Dr and right on the current 380...it is a breeding ground for ducks...geese...river otters...turtles and all kinds of other wildlife...the proposed plan A would basically destroy this environmentally sensitive wet land...please choose plan B for it is so much less disruptive than plan A to the environment and existing businesses...		JDS	JDS						
2837	ff601e2c-de33-4671-826c-a3da627bb8c0	4/8/2022 16:30	4/8/2022 16:30	I support B because it provides a better traffic disbursement going forward. Leaving the 4-lane road intact from Custer heading east. Also, it's a more direct route - saving money.		S	Cynthia						
2838	4265e856-feb3-4bd3-87af-e1e597e4385f	4/8/2022 16:30	4/8/2022 16:30	I am AGAINST the route A in the diagram because of the higher cost and expected disruption of residents and businesses. [REDACTED] JohnnyJohnson McKinney Resident		Johnson	Johnny						
2839	371ba1f1-a4e5-4492-87ff-a008acb3573f	4/8/2022 16:31	4/8/2022 16:31	Route A will create a lot more cost and turn Custer and 380 into another 75 and 380 traffic mess. Route B is by far the better choice with much less cost to taxpayers and less displacement of businesses and residents. Steve Hitt		Hitt	Steven						
2840	5e546c40-c0c1-40a4-876f-3093fdbb49d4	4/8/2022 16:32	4/8/2022 16:32	I'm for segment C;E;B 380		Thompson	Thomas						
2841	51816b77-e633-4129-8645-f6af4a56c6cf	4/8/2022 16:34	4/8/2022 16:34	I oppose using Segment A and support using Segment B.		Ferrell	James						
2842	96f2e87c-bab3-47f8-863b-3834690e55cb	4/8/2022 16:37	4/8/2022 16:37	I OPPOSE SEGMENT A - it would disrupt a beautiful and vibrant intersection at 380 and Stonebridge Dr. There is a beautiful fountain pond there, along with several patio restaurants where we dine often. Frankly, at an increased cost of over \$99+ million, I don't know why it is even being considered! Please make the right choice, Segment B is the only choice!		Welneck	Brian						
2843	df03f8e9-015c-4f31-8e06-a302de93ec63	4/8/2022 16:40	4/8/2022 16:40		I completely oppose Segment A. It would destroy too many homes and businesses. It is also more expensive to build. Segment B is the reasonable option	B	J						
2844	427be00c-9ddd-4904-878c-ea2fd120f61c	4/8/2022 16:43	4/8/2022 16:43	B is the better choice, there will be less impact to numerous areas, and the cost is a saving		Asher	cindy						
2845	e03120ef-8fa8-4f91-8b58-fe0762f7d877	4/8/2022 16:43	4/8/2022 16:43	Segment A would destroy long established businesses and homes. Not mention it much more expensive to build. We oppose Segment A		B	C						
2846	77bea13e-a369-42e7-8328-b2641b754e29	4/8/2022 16:44	4/8/2022 16:44	Keep 380 traffic flowing on 380. There is already an outer loop bypass planned.		Davis	Misty						
2847	ffae21ab-064c-45cf-88cb-c8c4cebece84	4/8/2022 16:45	4/8/2022 16:45	We oppose Segment A		H	S						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2848	a7d4229f-548b-41bc-8d1d-3a0190e001c9	4/8/2022 16:46	4/8/2022 16:46	Vote against Segment A! It would destroy homes, businesses and is more expensive.		B	D						
2849	6aa4b983-2a83-4745-8cfb-9c208ee6c094	4/8/2022 16:48	4/8/2022 16:48	Mane Gait horse therapy ranch is right here, and the proposed bypass would destroy the incredibly valuable service they provide to the communities around. My son is special needs, and horseback riding therapy is one of the things that is so important for his needs to thrive. I am firmly AGAINST developing the bypass that would disturb the area of Mane Gait.		Lokay	Livia						
2850	3a70ff48-c4b2-4521-8b3c-f92b38cfd2e	4/8/2022 16:58	4/8/2022 16:58		My husband and I are McKinney residents, and our home is in a neighborhood near 380. I wanted to comment that we are against Segment A of the current proposal for the US 380 Bypass.	Alleman	Stephanie						
2851	4b5a0c16-e3ca-4e5f-8551-94cb6259fda7	4/8/2022 16:59	4/8/2022 16:59	TexDoT should not implement Segment A. It will be more expensive and will force Texans from their homes.		Brownrigg	Chris						
2852	ec2aead0-722c-405a-89be-7a0f19eda9e4	4/8/2022 17:04	4/8/2022 17:04	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods.		Lindley	L						
2853	d76712bc-5465-42d0-82a7-22c1b6a188ee	4/8/2022 17:07	4/8/2022 17:07	I oppose route B.		Carbajal	Mario						
2854	9e08b423-7c77-4f97-8363-46823653a7d2	4/8/2022 17:07	4/8/2022 17:07	n/a	My husband and I are McKinney residents, and our home is in a neighborhood near 380. I wanted to comment that we are against Segment A of the current proposal for the US 380 Bypass.	Alleman	Stephanie						
2855	c77d7b17-2e40-48fb-8572-68d39c951403	4/8/2022 17:08	4/8/2022 17:08	I oppose route B.		Carbajal	Niki						
2856	170d3e43-1f14-4912-8644-28a4bf8e97d8	4/8/2022 17:10	4/8/2022 17:10	I oppose route B.		Carbajal	Sophia						
2857	48a8e14c-6cec-419c-8d52-71d683552963	4/8/2022 17:10	4/8/2022 17:10	Route B looks to make far more sense than route A. It appears to create less disruption than route A.		Witman	Dan						
2858	9f0b5580-aa67-42c4-8cb4-85937d2a7657	4/8/2022 17:14	4/8/2022 17:14	I do not live in the segment A or B area, but I intend to use whatever bypass is built rather than 380 when going east or west to avoid the congestion on 380. I prefer the shortest route B in this segment, and I understand it will cost less to build. Shorter and cheaper is best for everyone even the residents of Prosper who have objected to it being built in their backyards.	You already know that you cannot please everyone and that is the case here. Your decision on which route to follow should not be made solely on the number of people living in Prosper or McKinney who supply comments, it should be made considering what is best for the users of the bypass.	Philo	Bob						
2859	8ae56eaa-9538-4966-8337-0c1d6980b25f	4/8/2022 17:24	4/8/2022 17:24	I am against relocating ManeGait equine therapy in order to avoid wetlands. Construction of this relief should not displace an important nonprofit serving the community.		Staiger	Dustin						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2860	20bc65ed-628d-4ac0-8d9e-fe18c59c54e5	4/8/2022 17:38	4/8/2022 17:38	A will negatively impact our neighborhood and businesses close by.		Arouca	Laura						
2861	19d47032-a2ce-49b4-8157-8ff4541ed56f	4/8/2022 17:48	4/8/2022 17:48	Segment A on 380 in McKinney. I would like to voice my very strong opposition to this plan. We chose this city and community for the wildlife and lack of urbanization. Over the past 5 years we have watched it slowly being denuded and destroyed for the sake of profit and expansion. McKinney claims to be unique by nature, and I would like to see the city leaders keep their word and protect what we have here. Money is abundant, nature and land are far more rare.		Ball	Nancy						
2862	fd80c8fa-e0b4-496a-876a-e3d2f090b750	4/8/2022 17:55	4/8/2022 17:55	I support option B. Option A will reduce the property value in our area		Birdsall	Ed						
2863	1b32e7bc-cbb9-4d4b-889d-63d08f5722f8	4/8/2022 17:56	4/8/2022 17:56	My household favors proposal B please. Proposal A seems way to unnecessary to disrupt communities. Thanks Lisa and David Storck		Storck	David						
2864	82fc87ea-d66c-46d9-828a-776c09e9b27a	4/8/2022 18:11	4/8/2022 18:11	Please do NOT put the bypass through this area which would affect the equine center and the new Founders Academy. The center provides so much help to so many people and the children dont need exhaust, fumes and road noise while outside playing. Plan B is a terrible idea.		Fowlkes	Lisa						
2865	f289ea9b-0e1d-4bf1-89a8-3d990350b618	4/8/2022 18:13	4/8/2022 18:13		I support Segment B. I oppose Segment A for various reasons: cost, greater protection of our valuable earthy gifts/resources (wildlife/wetlands) & to protect businesses & neighborhoods along US380. Something I think is a shame is that a certain neighborhood is photographed & placed on the cover of a magazine titled "McKinney - BEST place to live", using that neighborhood as an aesthetic to lure people to move here. Then - once they get here & BECAUSE they've come here - we create infrastructure that (in essence) destroys the very neighborhood used to depict WHAT MAKES MCKINNEY GREAT... hmmm. <— Something to think about on a deeper level. I do not reside in Tucker Hill nor know anyone living there, but this neighborhood is beloved by many outside of itself as it serves as a place of recreation for our town via art shows, concerts, outdoor movies, & as the go-to Halloween & Christmas neighborhood. But for VARIOUS reasons, • I SUPPORT SEGMENT B (Thank you for your consideration)	Lackey	Jeanette						
2866	b6d8c42f-719e-455b-8316-b7a7acbe9379	4/8/2022 18:16	4/8/2022 18:16	I am against this. ManeGait is too valuable to the residents of North Texas.		Holland	Megan						
2867	da592239-18f9-4348-8193-60a614f8b93b	4/8/2022 18:16	4/8/2022 18:16	Please use Option A		Pushpangada	Shine						
2868	dfd8ca96-440e-40ea-8836-8207c010c238	4/8/2022 18:24	4/8/2022 18:24	I OPPOSE SEGMENT A BECAUSE IT IMPACTS MORE RESIDENTS & IS THE MORE EXPENSIVE OPTION		CALLAHAN	GERALD						
2869	2f5d595a-016d-45e7-82a7-6a52f5dc8bdf	4/8/2022 18:37	4/8/2022 18:37	I am against this. ManeGait is too valuable to the residents of North Texas.		Holland	Megan						
2870	39689978-3ae2-4496-8cf3-281ec1065bee	4/8/2022 18:48	4/8/2022 18:48	Option A makes the most sense. Prosper should not be penalized for the City of McKinney's poor planning of US 380 and future growth/development along 380. As a lifelong resident of the Frisco/McKinney area Option A truly makes the most sense and causes less disruption when looking at the "Minimizing Impacts to Communities and Community Facilities" PDF, whereas Option B creates more of a disruption. Additionally, residents of Tucker Hill and Stonebridge Ranch were/are aware they live off a major highway, so the expansion of 380 should come as no surprise, whereas Prosper residents moved to Prosper (especially the areas along Option B) because they were OFF a highway. Again, McKinney's failure to plan properly for growth should not impact other communities, had the City of McKinney been more involved when the developers were developing these neighborhoods, this would be a non-issue. Keep as much of 380 on 380 and go with Option A.		Fox	A						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2871	d14089cd-4aed-4931-8bcc-61e54700cd4	4/8/2022 18:54	4/8/2022 18:54	I oppose segment "A" proposal for the bypass. It would negatively impact the area, as well as, projections I have seen indicate that the cost would be \$98 million higher than the proposed segment "B" solution		Rodriguez	Xavier						
2872	b3003835-9a4f-4278-83dc-ad8f948a5746	4/8/2022 18:56	4/8/2022 18:56	Option A should be the only option.									
2873	ca84d591-3e8c-42dd-8430-df657544fed3	4/8/2022 19:09	4/8/2022 19:09	I oppose segment B as it will hurt our small town of Prosper and cause safety issues for our schools and children.		F	C						
2874	54d57ba6-e927-4481-875c-e50700d20c99	4/8/2022 19:19	4/8/2022 19:19	I oppose each of these segments and believe any option would only generate more issues than it would alleviate. I especially oppose Segment A in lieu of Segment B due to the additional traffic it would likely cause between Lake Forest Dr and Custer Dr on 380. This segment of 380 is already filled with traffic lights and heavy congestion in daytime hours.		O.	Jenkins						
2875	00721143-a065-4998-8076-b1b85b7df8b	4/8/2022 19:41	4/8/2022 19:41	I strongly oppose these plans. This will greatly impact the residential communities and the amazing Equine Therapy facility that is vital to our community. We should not have to suffer the consequences of poor city planning.		Schellhase	Autumn						
2876	d9c1c5e8-2954-4e42-818c-63b32e10aa8d	4/8/2022 19:51	4/8/2022 19:51	I strongly oppose proposed option B through Prosper for the sake of my children who will go to Rogers Middle school on Coit and the new Prosper high school on First street. This will directly effect their safety in general as well as when they start to drive. Keep 380 on 380!		Bamford	Nicole						
2877	811ff302-4593-460a-8cde-fe75f41bf852	4/8/2022 19:54	4/8/2022 19:54			P	N						
2878	287e4432-5a0a-4e9e-8c02-513948cf7cab	4/8/2022 20:29	4/8/2022 20:29		Opposed to option A								
2879	ee37e778-6eda-4a87-84d1-0df98a4dbc11	4/8/2022 20:30	4/8/2022 20:30	My husband & I both vote NO to Option B. Keep Hwy 380 on 380. The twelve lane highway with 4 lanes of service road being proposed as Option B is very close to our home & others in our neighborhood. Aside from the noise impact, it is dangerously close to two schools, which will cause congestion & safety issues for students, parents, teachers & the school staff. It will also be considerably close to Main Gait, which helps children & adults with disabilities; as well as enables scores of youth volunteers to help with the various Main Gait campus activities -- a true learning opportunity on how to relate & empathize with others with disabilities. We cannot understand how Option B is even a consideration given the potential safety issues for schools, Main Gait & surrounding homes. People are trying to get from point A to B down Hwy 380 and we see Opt B as well as several other options taking people where they don't want to go, wasting taxpayer money.		Pollock	Don and Marla						
2880	90e82ff0-10c2-4bc7-8409-a046905a1d99	4/8/2022 21:01	4/8/2022 21:01		I would like to oppose the bypass in prosper as this would greatly affect property values and create a completely different town feel. We live in mustang lakes.	S	J						
2881	a39ee589-0941-41d9-844f-cfddd5acc531	4/8/2022 21:13	4/8/2022 21:13		I oppose Segment A: Segment A costs \$98.8 million more for taxpayers, impacts 57% more natural wetlands and wildlife, and negatively impacts the neighborhoods and businesses along U.S. 380.	Prahl	Chad						
2882	81ee49a6-7587-46fb-8176-68a5f968cca3	4/8/2022 21:16	4/8/2022 21:16	My support is for segment B.		Lamprecht	Adam						_work_for_TxDOT_
2883	8635dd98-60ab-4b8e-8cb6-6fb2b4cb29a1	4/8/2022 21:17	4/8/2022 21:17			Plank	A						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2884	c490ba3d-07e0-4963-88ff-a3e3f9b06d30	4/8/2022 21:22	4/8/2022 21:22	I oppose segment B		Vitro	Ashleigh						
2885	3b2c4162-71ee-4fbb-88d1-29096cddf378	4/8/2022 21:23	4/8/2022 21:23	Section B is the only option for this bypass.		Woodmansee	Mark						
2886	fedc9ffd-5c23-4942-8df6-4c44f490726c	4/8/2022 21:24	4/8/2022 21:24	I oppose segment B		Vitro	Anthony						
2887	b724fac8-49da-46d8-834b-973bd120abf7	4/8/2022 21:24	4/8/2022 21:24	we are in favor of Option B! It is important to have a direct egress from our home to HWY 380. So much already being added in our immediate area!! The traffic from an additional HWY bypass would be prohibitive.		FERGUSON	Heather						
2888	cca0383a-4b80-4003-8e1d-e55336a7555f	4/8/2022 21:30	4/8/2022 21:30	I oppose section b!		Elrod	Carrie						
2889	c015fe49-fcad-412f-89b7-0142ce8915b5	4/8/2022 21:39	4/8/2022 21:39	I live in the community that is going to be affected most . The highway will be right in my backyard . I moved to Prosper for a quiet place to live .		Vaughan	Trisha						
2890	4e32fdb0-37ca-4cef-8070-8cd3d65605e3	4/8/2022 21:40	4/8/2022 21:40		I strongly oppose Option A for the US 380 bypass project! Option A will cost taxpayers \$99M more than Option B. Also, Option A will displace 17 businesses, 14.9 acres of farmland, plus wetlands, rivers, and streams vs no businesses and only 2 acres of farmland displaced (and less environmental impact) for Option B. While it is fair to claim, "John, you are only opposed to Option A because it directly impacts your own Tucker Hill home," my opposition to Option A goes beyond personal concerns. I am concerned that, should Option A be selected, for an extended period during construction the resulting congestion will impede emergency vehicles in their efforts to gain access to Tucker Hill and to Baylor Hospital. Since it has been conclusively determined that the freeway will not negatively impact ManeGait Therapeutic Horsemanship's operation, the \$100M lower cost and lesser effects on businesses and the environment argue strongly in favor of Option B for the US 380 bypass project.	Capobianco	John						
2891	e112b7a9-309a-42ec-88f7-167ebc289a33	4/8/2022 21:42	4/8/2022 21:42	This alignment is really not the best as it is too close to several schools, is much too close to main gate and cuts off the SE part of Prosper from the rest of the Town. I strongly oppose this alignment.		Saenger	Eric						
2892	3e65ac98-7ba8-47dc-8167-f7a4e07cfd69	4/8/2022 21:44	4/8/2022 21:44	Route B would negatively impact the community by dividing prosper and placing heavy traffic much to close to residential areas. I oppose Route B.	Route B would negatively impact the community by dividing prosper and placing heavy traffic much to close to residential areas. I oppose Route B.	Burt	K						
2893	b247b67a-ace1-43cc-8e99-059d9bd7fef3	4/8/2022 21:45	4/8/2022 21:45		As a Prosper resident, I oppose the newly proposed 380 bypass that would directly effect Prosper's continuing development, environmental stability, and current commercial integrity. The Collin County Outer Loop in progress will assist in traffic flow and should be the primarily utilized redirective flow of traffic.	L	M						
2894	54801af8-2139-4eed-8c17-eab327c35e55	4/8/2022 21:46	4/8/2022 21:46		I oppose the US 380 bypass project's "Option A" Option A will cost taxpayers \$99M more than Option B. Also, Option A will displace more businesses, more farmland, and will impose a greater environmental impact than Option B. I am also concerned that Option A would impede emergency vehicles in their efforts to gain access to Tucker Hill and to Baylor Hospital, particularly during the extended construction period. It has been conclusively determined that the freeway will have no negative impact on ManeGait Therapeutic Horsemanship's operation, so the \$99M lower cost and lesser effects on businesses and the environment argue strongly in favor of Option B for the US 380 bypass project.	Capobianco	Bonni						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2895	38300614-3f5a-44ec-87c5-ac61866ad71d	4/8/2022 21:47	4/8/2022 21:47	Prosper should not even be considered for this preposterous destruction of our town. McKinney, simply had not considered any 380 expansion and TEX.DOT wants to destroy Prosper? LEAVE PROSPER OUT OF ANY ROAD PROPOSALS--KEEP ANY EXPANSION ON 380 ONLY.	TEX.DOT...has made no proposals to use Virginia Pkwy or any of Frisco's green acres. But you have no problem in putting McKinney's lack of for sight planning squarely on Prosper? NO TO ANY OF THESE PREPOSTRIOUS PROPOSALS--KEEP 380 ON 380 THROUGH PROSPER. Do what you will to McKinney.	Shaw	Jane Shaw						
2896	59342859-3ce3-4263-8959-930f4f5bd0b6	4/8/2022 21:51	4/8/2022 21:51	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements and minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.		Kelly	York						
2897	da87cb70-fdae-44f6-89bc-4de8dd2facf4	4/8/2022 21:57	4/8/2022 21:57	I oppose Segment B. Segment B negatively affects the town of Prosper residents and schools. Our town had a Master Plan in place that planned for the expansion of 380. Cutting through our town with Segment B should have never been an option when we already provided a viable option by keeping 380 on 380.		Bozik	Jayne						
2898	b6de4378-02b5-4ecd-8dfa-bfd79cea8523	4/8/2022 22:01	4/8/2022 22:01	I oppose Segment B. It will negatively impact Prosper Tx. Please do Segment A. It's the option that makes the most sense.		Sierra	Jacqueline						
2899	cbc70b62-57e0-4e9e-8be9-28efa4ead231	4/8/2022 22:04	4/8/2022 22:04		I am against option B through Prosper. This option sits close to 2 schools, ManeGait and a cemetery. Option B is far less intrusive.	juengling	Dietrich						
2900	3d596c30-064e-48dc-8a8f-bd6a084016b4	4/8/2022 22:08	4/8/2022 22:08			Fatone	Gabriela						_am_a_business_owner_
2901	25eba40d-b369-4477-85c6-a93c24a814e0	4/8/2022 22:09	4/8/2022 22:09		I oppose option B as it will have a disproportionately negative impact on Prosper.	P	Danielle						
2902	b7e4489f-3b6e-49cd-8e49-9ca515b6ebe1	4/8/2022 22:09	4/8/2022 22:09		I am totally opposed to the B option for the 380 bypass. This cuts right through the Town of Prosper and planned subdivisions and next to schools. Thank you for valuing my opinion.	Friedrichs	Raymond						
2903	b67cc06c-4574-4cc1-8284-98b7a24117bc	4/8/2022 22:19	4/8/2022 22:19	To protect the neighborhoods and save taxpayers money & time, I am voicing opposition to segment A of the proposed U.S. 380 Bypass. Segment A costs \$98.8 million more for taxpayers, impacts 57% more natural wetlands and wildlife, and negatively impacts the neighborhoods and businesses along U.S.		Shah	Devendra						
2904	a2b100ce-1fe8-4c2e-8a31-7f9c626760d7	4/8/2022 22:23	4/8/2022 22:23		I'm in support of choice B Opposed to A. Thank you	Oden	Amy						
2905	7f8f84d1-a1a6-4fbd-8935-cc4e1984aa82	4/8/2022 22:26	4/8/2022 22:26	Option A is going to disrupt a lot of businesses and long established neighborhoods. Option B is logical because it disrupts much less and TXDoT says it is \$100M LESS in cost. One more thing- Option A forces traffic on the bypass to slow down drastically due to the 90 degree turn, unlike Option B. Finally, Option B is a "burden" both towns of Prosper and McKinney take on, unlike Option A which burdens McKinney 100%, not to mention the increased environmental impact of Option A.		Hejee	Shafiq						
2906	21f0a462-7e4b-48b7-8f3d-89817c5e9d3a	4/8/2022 22:28	4/8/2022 22:28	We strongly oppose Plan B of the proposed US 380 expansion project. It will have significant impacts to the residents of Prosper and negatively impact the current developments within Prosper. Keep the expansion on US 380!		Sardo	Samantha and						
2907	580aa659-29d3-4736-8f4f-16ba7a2d917e	4/8/2022 22:31	4/8/2022 22:31		I oppose segment B. This impacts a considerable area of the already small town of Prosper...especially if you consider the percentage of land you would be removing from Prosper's overall tax base.	Anderson	Shane						
2908	b33636a1-6a97-40a9-8431-d67b00c2191c	4/8/2022 22:38	4/8/2022 22:38	I am adding additional information to my previous submission. I am against Segment E as it is going to impact / wipe out parts or all of Erwin Park. This is a beloved MTB park that is visited by thousands of kids and adults from all over the metroplex!!! The trails are maintained by Dorba and the loss of the park would be a large blow to the MTB, Walking and running community. Keep 380 on 380		juengling	dietrich						
2909	07d2a011-c56a-406f-88eb-feb0eb97f7de	4/8/2022 22:48	4/8/2022 22:48	I like option B		Vaughan	David						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2910	2953bcb5-a420-44fe-81c0-0f018395a83b	4/8/2022 23:07	4/8/2022 23:07	I am firmly against anything that will impact ManeGait and their facilities! Truly horrible planning on McKinneys part!		Hughes	Amanda						
2911	fe502782-a2e5-4bd5-8510-2a3e9e64db12	4/8/2022 23:16	4/8/2022 23:16	Please choose route B for the 380 bypass		A	A						
2912	5c3bed7e-7fb2-48f0-857a-0a0d0fcc40aa	4/8/2022 23:17	4/8/2022 23:17	I oppose Plan A		Adams	Sharon						
2913	65992d9d-3caf-4178-8918-ae7fff840833	4/8/2022 23:20	4/8/2022 23:20	I oppose proposal B.		Powers	Jeffrey						
2914	e34744a2-822e-48ed-8b20-a2147f66192c	4/8/2022 23:20	4/8/2022 23:20	I prefer that Segment B be approved as it costs less, has fewer disruptions to businesses and is a shorter drive to same end point. Thus, I oppose Segment A.		Abbey	Brian						
2915	3300f1d8-d949-448f-8705-e90685c19c2c	4/8/2022 23:25	4/8/2022 23:25	As a Prosper resident, I strongly oppose segment B. Keep 380 on 380.		Wattenbarger	Jennifer						
2916	56f8668f-f7aa-4b2e-8796-2c7c67f8c29c	4/8/2022 23:30	4/8/2022 23:30	I oppose option A . Hey 380 is too busy and too close to so many residential homes.		Patterson	Mark						
2917	643d0ccc-fa77-48c3-8c3b-a824c352356a	4/8/2022 23:39	4/8/2022 23:39	I support for segment B and opposition to segment. It is even better to improve completely along with 380 without taking alternative route.		Z	L						
2918	7f3753d5-9aae-4130-8b6a-6dfdb2d2d866	4/8/2022 23:41	4/8/2022 23:41	I support for segment B and opposition to segment. It is even better to improve completely along with 380 without taking alternative route.		Z	D						
2919	f6dd89fd-2104-43f5-8d4c-8495040ed570	4/8/2022 23:43	4/8/2022 23:43	I support for segment B and opposition to segment. It is even better to improve completely along with 380 without taking alternative route.		Du	Kathy						
2920	7e466d26-ce58-4c1b-8385-54d9046d283a	4/9/2022 0:21	4/9/2022 0:21		I am FOR Segment B - and - AGAINST Segment A. Segment B is more cost effective, preserves nature and protects many businesses and neighborhoods. 380 needs to stay 380. I'm a native Texan - and a McKinney resident since 1998. Thank you for the task at hand.	Lackey	Rodney						
2921	7874b2c9-6c35-4512-8025-e328ab18128e	4/9/2022 0:21	4/9/2022 0:21	Changing 380 to 8 lanes is just a band-aid fix. An alternative route must be done to acomodate all the future growth. Plus, quit allowing more lights to be set up on 380, that is part of the problem. 380 is an issue all the way to Denton. Bypass should be carried all the way to at least 423 if not much farther.									
2922	f88960c9-e991-4b99-8a00-acf6beefe7a	4/9/2022 0:23	4/9/2022 0:23	I oppose option A	I oppose option A								
2923	9f7113bc-d5a1-4213-8267-f2da13c3c36b	4/9/2022 0:47	4/9/2022 0:47	I oppose the proposed Segment A, as this segment costs \$98.8 million more for taxpayers; impacts 57% more natural wetlands and wildlife; and negatively impacts the neighborhoods and businesses along U.S. 380 with excess noise, traffic, and pollution. Conversely, I support Segment B because this segment requires fewer business and residential displacements; avoids costly reconstruction of the intersection at U.S. 380 and Custer Road; and is 14% shorter than the proposed Segment A, thus saving time, money, and excess pollution.									

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2924	6cd02099-9502-427e-8905-2327da019b59	4/9/2022 1:07	4/9/2022 1:07		I prefer option B.	Duce	Jacob						
2925	9cf27265-7c6f-43bb-8fa4-b03e30c3142d	4/9/2022 1:15	4/9/2022 1:15		I support project B.	Byrd	Ryan						
2926	204cdc8f-36f2-447d-85c8-8a2672916c83	4/9/2022 1:16	4/9/2022 1:16		I oppose alignment A. It is too intrusive on existing neighborhoods and businesses. I support alignment B. It will have less impact, and probably save cost.	horn	john						
2927	b92b2809-cfc3-4a85-8906-012eb7c2ad32	4/9/2022 1:26	4/9/2022 1:26		I oppose the extra costs associated with segment A.	Cuddeback	Jeremy						
2928	3129ae21-1a8e-451f-8914-a7a8e6058383	4/9/2022 1:34	4/9/2022 1:34		As a homeowner and taxpaying citizen of McKinney, TX, I strongly support the Project 380 Segment-B bypass alignment option. This is the alignment option least disruptive to business with no displacements, minimal impact on existing homes and families living in the various neighborhoods along and adjacent to US380. It is also the less expensive option by nearly 100 million dollars when compared to the strongly opposed Segment-A. I firmly believe that Segment- A should NOT even be considered for the following reasons: * It destroys and removes 17 small businesses west of the US380 and Custer intersection on the north side. * The cost of Segment-A is 99million Dollars more expensive than the Segment-B option. * It will create and overpass on US380 over Stonebridge dr and Custer Rd. * It will create further traffic around Custer Rd and US 380 where a large development including 13 Apartment buildings are to be built. * It will also cause the installation of water pipes (ducts) over US380	Cawood	Benjamin						
2929	90efb86c-f66e-439a-8aec-5d7844f18cd0	4/9/2022 1:56	4/9/2022 1:56		As a long-term Prosper resident, I strongly oppose Segment B. This will have a very detrimental impact to our small footprint town and those of us who would live near this new and surprising route. It would take away a big chunk of our little burg -- and we do not have much to begin with. Frankly I'm not even sure why this is even being discussed or considered again, and why we are not simply following Segment A. This was the recommended alignment from the 2020 Feasibility Study. The reasons behind the 2020 recommendation were valid and sound back then, and remain so today. Nothing has changed! PLEASE MOVE FORWARD WITH SEGMENT A, AND SCRAP SEGMENT B!!	McGuire	Mark						
2930	99368755-656c-4866-8843-5f317f562632	4/9/2022 2:02	4/9/2022 2:02		I am hard pressed to understand the logic of Segment A which will cost taxpayers nearly \$100M more, have a far more severe negative impact on wildlife and wetlands (McKinney being "unique by nature"), and disrupt significantly more businesses and residential options than Segment B. Segment A is far more disruptive to EXISTING areas / residences than segment B...which is less developed and...as such... has less impact on existing businesses and residences. What's more, with the new expansion of Ridge Rd. North of 380, segment B - a further westward option - makes more sense. My family also has young girls who will be commuting to McKinney North high school and if 380 is shut down near segment A it will have a significant impact on their commute and it's safety. It will also cause greater traffic within more southern routes on Virginia and Hardin. I strongly oppose segment A. Please do not damage our community and businesses.	Chatigny	Justin						
2931	9bd9dcdc-ed4c-4a41-89fc-971747debfe7	4/9/2022 2:03	4/9/2022 2:03		I want to voice opposition to Option B and support Option A. McKinney and TXdot were negligent in planning for growth. Don't impact Prosper, it's schools and it's residents because of it.	B	K						
2932	c07d2b92-1345-4d4d-826b-300c36bf1061	4/9/2022 2:14	4/9/2022 2:14		I support segment B but oppose segment A which will cost more and impact more businesses and native wildlife and wetlands.	C	Mary						
2933	b6d128d1-8adc-49bc-8d49-a0cdea939cd9	4/9/2022 2:30	4/9/2022 2:30		I really hate the idea of having a freeway this close to my house. I would rather have no 380 bypass than either route a or b.	Stadler	Scott						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2934	f7b32c41-45db-4f74-8dbb-93127c09a6b1	4/9/2022 2:33	4/9/2022 2:33	Having a freeway go through my neighborhood with nearby parks and schools creates unsafe and devalued neighborhood. Please no bypass at all. Leave as is. Our family has special needs and autism, this would create an especially difficult circumstance and has enraged many neighbors.m with similar concerns.		Stadler	Jeannie						
2935	005648f7-2dd6-429f-8b47-1bfa2c6a37e7	4/9/2022 2:45	4/9/2022 2:45	We don't want B option. It will ruin our communities and schools.		Y	D						
2936	5597cb76-c0f8-40c8-8f88-293af2f072f2	4/9/2022 3:23	4/9/2022 3:23		Oppose option B								
2937	17c40237-7908-4c16-84b8-e403589e8c88	4/9/2022 3:28	4/9/2022 3:28	Option B would be terrible for the town of Prosper!! Prosper has planned for wedged expansion with their easements and set backs. McKinney has not planned for such things this why they want option B because it doesn't tear their town apart!!!		Seviane	Chelsea						
2938	7bc32459-5073-42ca-8069-0659b4d4cb73	4/9/2022 3:31	4/9/2022 3:31	Only plan for McKinney is B. Totally opposed to A.		Lovette	Debra						
2939	8bde3f45-b1fa-4fff-8253-21906bcb3850	4/9/2022 3:44	4/9/2022 3:44		I am against cutting 380 through Prosper. I think it would be detrimental to the town and would not accomplish anything to benefit Prosper. Would much prefer improving the current right of way.	S	W						
2940	68f0c184-e3d2-4cab-8ed2-e576e31d683e	4/9/2022 4:13	4/9/2022 4:13	I'm opposed to the Plan B route that would cut directly thru Prosper. The impact to the home values would be very detrimental. Also the affected business in the area would not be able to provide much needed services like the ones offered thru MainGate horse therapy. Prosper does not have the same amount of land mass ass McKinney which can handle a road being cut thru there better than Prosper can. Please consider Plan A over plan B.		Cryer	Angela						
2941	1ab1d2ee-2d6c-41de-8bdf-8835be79cc42	4/9/2022 4:25	4/9/2022 4:25		Doesn't make a lot of sense to make a major highway through the middle of a small town when there's a major highway. Not sure what engineers you employ or even how this is an option.								
2942	bdc365f7-43a0-4891-895e-ebb57d78d2a9	4/9/2022 5:05	4/9/2022 5:05			patel	pooja						
2943	8b32ac7a-671c-4107-8095-6c481e69d51e	4/9/2022 5:05	4/9/2022 5:05		not interested in bypass through prosper.								
2944	f3d536cd-c624-4b36-8052-5d0d8f418927	4/9/2022 5:23	4/9/2022 5:23		Do not cut through Prosper to put this bypass in. We don't want it in our town!								
2945	abc94a7-110b-40c7-8c04-afa80d1b8723	4/9/2022 6:48	4/9/2022 6:48		Option B is horrible. No way this should happen. Do not harm Prosper because of McKinney's poor planning. I'm shocked B is even an option.	Anderson	Rick						
2946	2524e14b-0157-4128-804e-56d2832803fb	4/9/2022 7:45	4/9/2022 7:45		Main gate is a non profit business that provides a service to disabled veterans and children with physical and mental handicaps. Option B is not acceptable for the town of Prosper or for Maingate. Tucker hill chose to build on a highway when it was created. Also slicing thru the middle of a housing development is not practical. I KEEP 380 ON 380 for ALL OF PROSPER.	Slaven	Betty						
2947	eba10ac0-dce2-475b-8042-6712a4ced80e	4/9/2022 7:49	4/9/2022 7:49		I am opposed to B								
2948	23d16860-350a-40ef-80e7-86ec08b25eba	4/9/2022 11:23	4/9/2022 11:23		I oppose Segment A	HICKMAN	BRANTLEY						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2949	79fcc236-2485-4c4a-8034-d48b0b1b5069	4/9/2022 11:42	4/9/2022 11:42	We want option A. Option B will have extreme negative impacts for the city of Prosper.		Falk	Matthew						
2950	8a6a5c4a-22df-428a-8725-1c33bb6d86ec	4/9/2022 11:45	4/9/2022 11:45		No way	Floyd	Sean						
2951	6652e204-2e54-44b0-802d-a97afefa7b82	4/9/2022 11:52	4/9/2022 11:52	No to section B and tearing our beautiful Town of a prosper up. This would be detrimental to our economy, not short of an eye sore, lack of peaceful enjoyment.		Marabell	Sylvia						_work_for_TxDOT_
2952	c398aba3-8fa5-46de-8f24-940ca43718ed	4/9/2022 12:14	4/9/2022 12:14	Keep 380 on 380 and NOT cut through prosper.		Jayaswal	Neerav						
2953	6de8fdd1-8dce-47ce-8677-415c5e144444	4/9/2022 12:18	4/9/2022 12:18	3 schools will be impacted by this. Main gate is an amazing place that should not be impacted either. Take this out of prosper put it in McKinney. The population in McKinney is much higher than small town prosper. We don't need a 3rd major Highway!		W	T						
2954	2f1a0a34-1da4-43dc-82d0-57dad996b0ff	4/9/2022 12:24	4/9/2022 12:24		I OPPOSE Plan A. Frugally spend our taxpayer money and build Plan B!! Any person can see immediately that Plan B is more direct and therefore less expensive!	Allinson	Joan						
2955	884884f1-6d3a-41e2-84cb-6003bd5d6e4	4/9/2022 12:38	4/9/2022 12:38		Disrupting more land to continue suburban sprawl is wrong and needs to stop. McKinney is now over populated and does not need more people. The proposed highway will add to the problem. The highway will also cause more pollution which is already in issue in the area. No road!	Grim	Jonathan						
2956	75c9edef-dfc3-4202-8364-654b7b97f69f	4/9/2022 12:54	4/9/2022 12:54	So corrupt to attempt re-route this thru Prosper (plan B). All because the city of McKinney failed to plan for the growth. It's a shame this conversation is even occurring!									
2957	3a108ee0-914c-44c1-887e-8e7a55d69270	4/9/2022 12:58	4/9/2022 12:58	Opposed A, support B Oppose Segment A: We need to protect our precious natural wetlands & wildlife Support Segment B: Requires fewer business and residential displacements									
2958	3e47f67d-0ecb-4983-8ef3-33f7c136320c	4/9/2022 13:04	4/9/2022 13:04	We, as a town of Prosper, have gone through tremendous growth over the recent years and it's continuing at a rapid pace. This has been a huge adjustment for our community. By using option B and having to go straight through our town puts even more pressure and stress on the safety and well being of our residents. With a new high school already in the area and a new one coming, it concerns me the safety of our drivers and especially our new drivers for this to go straight through their path. This seems like a very dangerous option and poses a negative impact on our town and our own people for the benefit of others that don't live here. The other options seem just as viable without going straight through a small town. Option B is not what we want, not what we need and is not what our town can take pride in. We've worked very hard to keep this a safe and prosperous community, and option B takes that away from us...this is not why people have chosen to move to Prosper. Say NO to Option B!									
2959	e1a5c102-418e-444d-844b-c68f4960bdee	4/9/2022 13:13	4/9/2022 13:13		I feel that bringing a major road through an existing community would negatively impact families and detract from home values as well. It seems like option A can achieve the same end without impacting families and communities.	LAC	LAC						
2960	fbed678c-0514-4ced-84b7-b6434cc2286b	4/9/2022 13:51	4/9/2022 13:51	Section B should not be an option. Prosper planned properly for 380 to be widened eight where it is. No way should they have their city destroyed because McKinney didn't plan properly.		Bishop	Marla						
2961	2042f2c0-6f27-46fb-8852-2c34e6d7e464	4/9/2022 13:59	4/9/2022 13:59	I oppose all options that cut through the town of Prosper.		Chapman	Jennifer						
2962	c3c83410-2045-461e-843f-81482a447b10	4/9/2022 14:05	4/9/2022 14:05	I strongly oppose Segment A option. I've been a resident on Stonebridge Ranch for 22 years. This will have negative impacts on our community and businesses around us. We should not be punished because of the rapid growth we've invited into our city.		Gaas	T						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2963	bd71ecd1-e3f3-423e-8c45-986af7c118c6	4/9/2022 14:08	4/9/2022 14:08	Proceeding with section B of this project will negatively impact the value of my home and increase traffic and noise.		R	J						
2964	3d6cd3c5-de91-425e-8dc2-987261d120e2	4/9/2022 14:09	4/9/2022 14:09	This route (A) is so disruptive to homes and neighborhoods. Not to mention that it has traffic come back into the main 380 route way earlier than necessary - limiting the effectiveness of the bypass.		McCune	Mollie						
2965	f2ebdad4-bf0a-40ff-8fc1-2fec0afa883f	4/9/2022 14:14	4/9/2022 14:14		We are totally opposed to option B. Before we bought our home in Prosper we followed the 380 project and 2 years ago a decision was made to go with option A, we completed our purchase. To change it now is ludicrous! There is also the issue with the new high school as well the horse therapy farm and a 55 and over community!! Prosper's segment of 380 was planned for expansion. McKinney's lack of planning should not constitute Prosper's emergency! Keep 380 on 380!!	Molloy	B						
2966	d03ad0b4-bb63-4c0b-815c-57094ad648dd	4/9/2022 14:24	4/9/2022 14:24	Option B is not acceptable! It will ruin Prosper!! McKinney should have planned better years ago. Leave Prosper alone!!!		Hoffman	Melissa						
2967	61c12c98-17c6-4b0a-89a5-8c1fa2363b98	4/9/2022 14:27	4/9/2022 14:27	The current situation for the intersection of 380 and New Hope road will only be made worse by causing two major roads to merge. I hope that the entrance and exit from 380 to the bypass at segment C/D does not require a light (ie uses exit ramps and merging) I'm sure that this is way beyond the scope of the project, but it would be nice for the bypass to also connect to a road that allows an option to navigate around Princeton on the north side.		T	Clay						
2968	d570dba4-1db7-4710-8857-01f1429e5747	4/9/2022 14:29	4/9/2022 14:29	This bypass would negatively impact Manegait which is essential to many veterans and challenged children, create additional pollution and noise near our home and our schools as well as disrupt an already planned new high school. McKinney's poor planning should not disrupt Prosper and it's residents.		Seth	Botts						
2969	fac44402-eb23-482a-8dc5-2a98a4ec4224	4/9/2022 14:30	4/9/2022 14:30		No! Keep 380 the way it is. Many of us Prosper residents will be affected negatively. We love the small town feel of our town and this will ruin it!!	P.	T						
2970	a1754f43-6b57-4d0f-8138-f55600f8fe15	4/9/2022 14:34	4/9/2022 14:34		Plans for Segment A seem like a waste of money and resources. I am opposed to Segment A. Plans for Segment B are a much better use of space & resources. Please be responsible with tax payer dollars & as gentle as possible with the environment.	Peyton	L						
2971	f33490d4-21bc-4e31-8bb3-ba1e01417e22	4/9/2022 14:38	4/9/2022 14:38	I am in opposition to all segment B options for US 380.		T.	M.						
2972	95c58d23-378c-4998-8008-61faba83f6c6	4/9/2022 14:49	4/9/2022 14:49	I oppose any 380 bypass going through prosper. The idea is outrageous and simply stupid. Thank you. Keep 380 on 380. Pretty simple		Palamidessi	Sammy						
2973	a64b5096-e1af-4d97-8f30-6ff419453769	4/9/2022 14:51	4/9/2022 14:51		No to segment A which threads the needle through 3 or 4 completed major high value developments. Segment B needs to be chosen due to open land, avoidance of major businesses, high valued homes, and dense HOA impacts. Keep the bypass (relief route) an actual bypass. The T-intersection proposed in segment A to existing 380 will be a nightmare or will require a major fully directional interchange. ManeGait is not environmentally protected or historic. One business should not impact hundreds of other homes and businesses. In fact, another segment should be created to keep this bypass off of 380 altogether.	G	M						
2974	36dadd0a-1a70-4e74-8df0-cf50142549ab	4/9/2022 14:57	4/9/2022 14:57	I am voting not for option A regarding the 380 improvements.		Hanlin	Matthew						
2975	e571cee5-2b3d-45f3-81b9-abb452a2442d	4/9/2022 15:07	4/9/2022 15:07	I oppose segment B! Keep 380 on 380. This is not Prosper's problem to solve.		Barrows	Tami						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
2976	6994c1c7-51e2-44de-84c1-e611027de721	4/9/2022 15:09	4/9/2022 15:09	I vote for B		Gabe	Cy						_am_a_business_owner_
2977	b8f1228b-f468-4d10-81ec-93d2d4987cfa	4/9/2022 15:10	4/9/2022 15:10	I oppose any bypass north of 380 through Process. I chose my home in Whitley place because they protected the 380 corridor when McKinney chose to build homes adjacent to a US Highway. I love the Tucker Hill neighborhood BUT chose Whitley Place n Prosper because they wisely protected the 380 Corridor. Do the right thing and keep 380 on 380. I trust TxDOT - don't disappoint me . . . Kathy Seei Mayor of Frisco (1996-2002) Former Chair of DRMC Current Resident if Whitley Place in Prosper		Seei	Kathy						
2978	e6d535f1-c2a3-4e18-8b8f-10b68416859e	4/9/2022 15:46	4/9/2022 15:46	I support option A and NOT Option B		A	MacGorman						
2979	a4f5c3bb-6f04-496b-8de7-dad9b0c736e8	4/9/2022 15:56	4/9/2022 15:56		We support route A	C	L						
2980	971efde9-c79f-4207-8d70-931b5e58f089	4/9/2022 16:05	4/9/2022 16:05			M Strong	James						
2981	e7113bbf-5482-49c3-8129-e1a56fe7a0b4	4/9/2022 16:08	4/9/2022 16:08	I STRONGLY OPPOSE Segment-A. It should NOT be considered for the following reasons: - It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. - The cost of Segment-A is OVER \$99 million more than Segment-B. - It will create an overpass on 380 over Stonebridge Drive and Custer Road, which will be devastating to the local community! - It will also cause the installation of water pipes (ducts) over 380. - It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Dr, Ridge Rd and Lake Forest Dr, increasing traffic, noise and pollution in neighborhoods and REDUCING PROPERTY VALUES during construction as those are the only roads leading South from 380. - It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, DECREASING home values in that area! Segment B is the ONLY choice!		Brehm	Jennifer						
2982	b6888f10-722a-4425-83e1-042eed418699	4/9/2022 16:10	4/9/2022 16:10	Opposing the proposed 380 bypass (Segment B) from running through Prosper. This bypass would run from Coit Road to FM 1827 - NO!!!		Lara	Brenna						
2983	e8689702-81cb-4a9f-8a73-4b4783ec7d90	4/9/2022 16:11	4/9/2022 16:11	I oppose B and I support widening hwy 380 or using the new outer loop. I oppose B because of noise pollution, property values and traffic around new high school. I have a daughter will attend the new high, I do not want the noise and traffic around the high school. We moved to Prosper seeing that TXDOT was planning to do the bypass through McKinney. Little did we know that someone in power would change the bypass location to benefit own personal property. Bypass B will also ruin ManeGait Therapy farm. This place is known for helping families with bring joy and therapy to children with disabilities. I do not think the families of Prosper should have to pay for McKinney not planning for the future.		Payne	Sarah						
2984	ae7611ec-499a-4f70-889d-80ded435222a	4/9/2022 16:16	4/9/2022 16:16	No to B. Keep 380 on 380		Stewart	Betty						
2985	3310de64-8038-4bb3-819a-fd673aa342a6	4/9/2022 16:20	4/9/2022 16:20	I'm against section B. It is to close to my kids current and future schools. 380 should simply be widened or have overpasses to skip the red lights.	380 should simply be widened or have overpasses to skip the red lights.	Nick	K						
2986	a19e7fe9-9074-4482-821b-9a47a571984e	4/9/2022 16:49	4/9/2022 16:49		I think 380 needs to stay on 380. The neighborhoods that are there knew the road was there when they were built. The super highway cutting through Prosper is not what our community needs, nor wants. Please let the Celina Bypass be completed and see how traffic flows after that and if need be expand 380 another lane where it presently is. My children will be attending the Walnut Hill HS in Prosper ISD and this overpass is just not in the best interest of them as well. Thank you.	Moffatt	M						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3000	4e8cd47b-adfb-4844-8a2d-1ba73fa3c57e	4/9/2022 20:52	4/9/2022 20:52	As a homeowner I strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road, and Lake Forest Drive, increasing traffic, noise and pollution in our neighborhoods and reducing our property values during construction as those are the only roads leading South from 380. *It will also cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.		Covaci	Adeline						
3001	09d479a9-6800-4386-8d05-6172c847d055	4/9/2022 20:57	4/9/2022 20:57	Prosper was developed without this plan. It will impact residents, home values, and important businesses within our community.		Dillon	Elizabeth						
3002	9947282f-d8db-47ba-8848-24950a87efef	4/9/2022 21:27	4/9/2022 21:27	Section B is the most efficient route from all of North Texas and will benefit everyone.		J	S						
3003	f94c0bed-8378-4e91-884e-8b843e3d040a	4/9/2022 21:40	4/9/2022 21:40	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.		KS	KS						
3004	1714d276-af66-485d-8e98-20ad03f20a84	4/9/2022 21:55	4/9/2022 21:55		We live south of 380 in Shiloh Lakes and we can hear the increased traffic noise already. I would be in favor of route B & E for the bypass and head that highway north.	Rogers	Travis						
3005	80d460e6-4379-48b6-8c85-825e548b81f6	4/9/2022 21:55	4/9/2022 21:55	I strongly oppose Segment-A. It should not be considered. It destroys/removes 17 small businesses West of 380/Custer intersection on N side Cost of Segment A is \$99M more than Segment-B Will create an overpass on 380 over Stonebridge/Custer Will cause installation of water pipes (ducts) over 380 Will decrease traffic safety; increase traffic on Stonebridge neighborhood streets arterial to 380-increasing traffic, noise and pollution in neighborhoods Reduce property values during construction Will cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area 380 as it exists will be demolished and moved North to be rebuilt so the South side of the new access road will be in the same location as the existing 380 is today Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community		KS							
3006	5e55bc62-df6d-43f5-88e0-325343c7bc68	4/9/2022 22:00	4/9/2022 22:00	I am asking that A be chosen over B. I am a resident of Prosper and am concerned about how it will effect the future schools that are on the same path as B. I also have two boys with Autism. Main Gate will be effected by this project in a negative way. Main Gate provides needed therapy for children with special needs. A lot of children with Autism are sensitive to noise, and this will increase the noise in the area which in turn causes children to higher levels of stress. Please go with option A.	I am asking that A be chosen over B. I am a resident of Prosper and am concerned about how it will effect the future schools that are on the same path as B. I also have two boys with Autism. Main Gate will be effected by this project in a negative way. Main Gate provides needed therapy for children with special needs. A lot of children with Autism are sensitive to noise, and this will increase the noise in the area which in turn causes children to higher levels of stress. Please go with option A.	Pope	James						_work_for_TxDOT_
3007	542b804c-72f0-46ad-8d0d-3277610e221d	4/9/2022 22:05	4/9/2022 22:05	I am asking that A be chosen over B. I am a resident of Prosper and am concerned about how it will effect the future schools that are on the same path as B. I also have two boys with Autism. Main Gate will be effected by this project in a negative way. Main Gate provides needed therapy for children with special needs. A lot of children with Autism are sensitive to noise, and this will increase the noise in the area which in turn causes children to higher levels of stress. Please go with option A.		Pope							_work_for_TxDOT_
3008	ab581e00-645d-4a9a-897e-58840fdfd24f	4/9/2022 22:06	4/9/2022 22:06	No further expansion of 380 in Prosper!! This will ruin our small town resulting in significantly increased traffics noise and disruption to our community. As a resident of Prosper for more than 5 years the traffic on 380 isn't even congested. I drive this road regularly and there is never a back up. Please vote for no further extension of 380.	No further expansion of 380 in Prosper!! This will ruin our small town resulting in significantly increased traffics noise and disruption to our community. As a resident of Prosper for more than 5 years the traffic on 380 isn't even congested. I drive this road regularly and there is never a back up. Please vote for no further extension of 380.	Smith	Joanna						
3009	ab832c1d-1e9b-40a1-89af-a69936f7e3a3	4/9/2022 22:31	4/9/2022 22:31	Manegait, located along the Option B path, provides essential therapeutic services to the North Texas special needs community. Manegait serves more than just families in Prosper. Option B would destroy the program's current location - unacceptable. Path B is an unacceptable option, which may look "fine" when drawn on a 2-dimensional map, and fails to recognize the human impact on the community it intends to bisect. Opposition Points to 380 ByPass, Plan B		Hunt	Amy						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3010	c6e52355-36e8-4d0c-8445-593c7aae495e	4/9/2022 22:43	4/9/2022 22:43	I live at Coit and 380 in Prestwyck. It's McKinney, but Prosper schools. I am opposed to route A. It has too large of a negative impact on businesses. I understand MainGait and it's supporters are opposed but I strongly disagree that businesses and jobs should be negatively impacted. The family involved with MainGait has an absolute fortune and can move their organization. Plus, I've actually read the TxDot research that other therapeutic equestrian center representatives disagree that it would be disruptive. 150 weekly riders does not make up for hundreds of lost jobs. Route B seems the least disruptive as a whole and I support it fully.		Parker	Jennifer						
3011	f539fe48-3b1b-42a5-8bcb-624b1540e38b	4/9/2022 23:06	4/9/2022 23:06	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements and minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.		Beck	Warren						
3012	ffe85b4c-fd1a-4162-874b-a6afa9a491ed	4/9/2022 23:17	4/9/2022 23:17	The Route B options will impact my life and the lives of my family, and hundreds of families in Prosper, in a very significant and negative way. Not only will it disrupt many neighborhoods, schools, and businesses, it will also render useless current road construction which has been years in the works...it's like you're building roads to the year them out and build them again. Neither Prosper nor McKinney neighborhoods should be destroyed to make this venture possible...380 should be kept on 380 or Bloomdale road should go all the way from 75 to the tollway...it's straight, and it's primarily through undeveloped areas. This was a settled matter some time ago until one politician in Tucker Hill decided to use his influence to open this back up. It would really be a shame for thousands of Prosper residents to have to suffer for one man's position in life.		Draper	Robert						
3013	d4cb3e34-6b47-410f-8e8f-08629ef248f6	4/10/2022 0:22	4/10/2022 0:22	I am definitely opposed to "A" and support "B" as a better option. The numbers from recent presentation clearly show it as a less expensive and less impacting option. Prosper's and Maingate complaints seem unfounded and should not block option B as it is the beat option.		Bunker	Mark						
3014	2acd8590-288e-473f-837b-edce04cfd963	4/10/2022 0:47	4/10/2022 0:47	Keep 380 on 380!		Piazza	Dominic						
3015	2865414e-f8e1-44c7-82e7-2759ccc7f807	4/10/2022 0:47	4/10/2022 0:47	keep 380 on 380 this would destroy many neighborhoods and tank property values		P	E						
3016	ee8f075f-2acd-4e76-8b8d-cecf7b220af9	4/10/2022 1:10	4/10/2022 1:10	I believe that Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community. I oppose Segment A.		Pelley	Pam						
3017	124e89eb-d1e2-49c4-808e-e384bb767b95	4/10/2022 2:24	4/10/2022 2:24	Don't do it.		Covington	Currie						_am_a_business_owner_
3018	d2ffd216-b83b-4a4e-8117-e2970b212524	4/10/2022 3:04	4/10/2022 3:04		Neither A or B are good options to but something must be done ASAP. I drive Hwy 380 to and from work, and traffic is not only heavy but dangerous. Make 380 a double decker.	Durrenberger	Laura						
3019	890ec3af-dbea-434e-82ea-40c04ca18b4b	4/10/2022 3:33	4/10/2022 3:33	I am resident of Heatherwood community on Grove Cove Dr. The proposed Option E passes right next to my backyard and all leaving on this road facing south. We took houses considering greenery and tagline of McKinney "Unique by nature". with 380 Bypass going right from our backyards, my daughters 11 and 6 says it will no more "Unique by nature". it not only risks our neighborhood safety but also noise and pollution will cause huge environmental impact for generations to come. I strongly oppose 380 Bypass and feel 380 should stay on 380 with adding 1 extra lane to each side.		Bothe	Sham						
3020	7fe04469-0d06-4405-886b-9355a9885cf9	4/10/2022 8:40	4/10/2022 8:40	We strongly reject segment B option for the 380 bypass to cut through prosper TX. As a resident of Propser TX we will be directly impacted by this proposal. Again we are against segment B and would like the DOT to figure out an alternative for 380 bypass away from Prosper Texas.		Khan	Saleem						
3021	2babf9a6-41a3-439d-85fb-abff3eaaa9d5	4/10/2022 11:01	4/10/2022 11:01		I don't understand how this will cause any relief in this area. The main 380 traffic problem is located west of Prosper. Traveling East from Denton is bottle necked by new construction. It makes sense to divert eastbound traffic well before Prosper. Additionally, the need for another high school was last year. We cannot delay this infrastructure for pass-thru traffic. Prosper is growing, please concentrate on what's important to its constituents for that to happen safely and timely.	Manimtim	David						
3022	92a0259d-ddd3-4665-88d9-2dc0dcfb532e	4/10/2022 11:16	4/10/2022 11:16	I am definitely opposed to Segment B. That area is too close to the already congested intersection at Coit/380 with two schools located within a block each direction. You would be creating a more dangerous hazard for children attending these schools.	If the intent is to redirect traffic and lighten the load on 380, why wouldn't you take the bypass further North of Prosper? I just do not see a big advantage to widening 380 to keep traffic on 380. It would take years to do that when a solution is needed now.	Seward	Jan						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3023	bb0ef236-3b22-496b-828c-3e3de3c811f7	4/10/2022 11:36	4/10/2022 11:36	I oppose the 380 bypass "Segment B."		Root	Meredith						
3024	7f170e28-d278-45c1-8e7d-2667cb59ff1c	4/10/2022 13:11	4/10/2022 13:11	There are way too many traffic lights on 380, and it feels like side streets get immediate light changes. Possibly just as frustrating are the people who stay in left lane going slow. I vote for Option B.	There are way too many traffic lights on 380, and it feels like side streets get immediate light changes. Possibly just as frustrating are the people who stay in left lane going slow. I already avoid 380 at peak times using Prosper Trail/Bloomdale or Frontier Parkway. I vote for Option B.	Meyer	Russell						
3025	21bbc3f6-5509-475d-8fcc-1851da8fda b5	4/10/2022 13:55	4/10/2022 13:55	I am opposed to option B of this project		Blackwell	Diana						
3026	2c7b0adc-f07b-4272-8f5b-fb263df83105	4/10/2022 14:04	4/10/2022 14:04	I also strongly oppose Segment-A. It should not be considered for the following reasons: My concerns are that option A requires sharper turns to entry and exit of traffic from 380 and the same sharp turns as it progresses as it connects to option E. As a former professional driver this kind of entry and exit only adds to accidents and backups at these points. Including more noise and also makes the road less likely to be used because of this.		Gray	Jesse						
3027	61050587-d13c-4765-83d1-2397d17b7ea2	4/10/2022 14:11	4/10/2022 14:11	We support plan B, not plan A. Plan A will cost more money, and will put increased traffic through the Custer /380 intersection.		M.	W.						
3028	e0f2bc11-1ff8-40b8-888e-c0662cb28bae	4/10/2022 14:20	4/10/2022 14:20	I am opposed to A and B proposals. Just continue this road into 1461 if it needs to be built. Just put exit off of the route in Mc Kinney at the major thoroughfares. If this bypass is to have value it should continue all the way to FM428. Because as I see the most congested part of 380 is from the tollway to west of 423. So conclusion if this road is to have value it needs to g ok to at least FM428 anything short of that will exacerbate an already growing problem.		Aldridge	John						
3029	65beafa4-cfdc-47e5-8c28-b60cbaedf1b2	4/10/2022 14:25	4/10/2022 14:25	I am opposed to segment A and the negative impact it will have to my community and the businesses along Hwy 380 in that area.		Trewin	James						
3030	1ad73d9d-f2f3-40d2-8f45-91c08a76a440	4/10/2022 14:38	4/10/2022 14:38	I like segment B over segment A	I like segment B over segment A	Cole	Benjamin						
3031	ee6c42a0-4ea9-4ba6-84c2-b5a4cba0f47a	4/10/2022 14:49	4/10/2022 14:49		As a Prosper resident, I strongly oppose the section "B" bypass through our community. In no way will it provide anything positive to enhance our community. Instead, what we will see is additional noise, pollution, degradation of wildlife habitat that is dwindling at an accelerated rate currently, and loss of vital pieces of peoples lives. By the proposed route, you will not only reduce the quality of life of residents but impact the very reason that makes Prosper where we all want to reside. It will quickly turn into another by-gone community within the concrete madness of urban sprawl. I strongly urge anyone in a position of decision on this project to reevaluate the needs versus the permanent impact this will create in those who choose to call this community home. We are the voters and we do not forget.	Jaques	Max						
3032	dcfb8334-cbc2-4a0b-8507-a6d8998b10a4	4/10/2022 14:51	4/10/2022 14:51	I live in this area and many more residents. I think option B is better then A because less residents get affected by construction of option B		M	B						_work_for_TxDOT_
3033	62d766a6-a278-49d4-8a32-5be22ba36a3c	4/10/2022 14:54	4/10/2022 14:54	Option B will have a devastating impact on not just Maingait, but to the entire town of prosper. Prosper has spent taxpayer money to develop an overall plan and has followed the plan on which to build a unique quality of life for its residents. Option B will carve a significant part of that plan away, and reduce the potential tax base. Additionally, the serenity offered in the north part of Prosper will be impacted as well. Prosper is set apart from so many other metroplex towns...don't destroy it DOT!		Kinchen	David						_am_a_business_owner_
3034	dfd66ebe-cada-4aac-85d2-9eda715b9b92	4/10/2022 15:01	4/10/2022 15:01	Option B is a non-starter for the town of Prosper. A significant percentage of the Prosper land use will be detrimentally impacted compared to other City's with much larger land mass. Destroying Maingait and the services it offers is another negative result of Option B. Stay with Option A!		Kinchen	Kristin						
3035	a54ffa96-1ac3-4926-898e-b2d66a13263c	4/10/2022 15:10	4/10/2022 15:10	Section B is cheaper to build according to the City of McKinney analysis, and I prefer the traffic pattern that moves noise and traffic away from the Custer Rd intersection. Thank you.		Brown	M						
3036	6d2a5dd6-6475-4caf-8749-be3c6de3523d	4/10/2022 15:16	4/10/2022 15:16	I recommend alternative B (over alternative A) and feel it is the least disruptive to the fewest number of citizens and businesses. Thank you for the opportunity to provide input.		Mazzola	Joseph						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3037	c33847cd-f928-4d67-869d-5a39365265d3	4/10/2022 15:17	4/10/2022 15:17		Based on environmental and economic factors, I oppose Segment A of the proposed by-pass Plan. Segment B would be of greater benefit not just to the residents of the City of McKinney, but to the general population. HWY 380 carries considerable commercial traffic, particularly heavy industrial type. The economic benefit of choosing Segment B alone would save this type, significant savings over routing via Segment A.	Huntley	David						
3038	6d0a1245-d744-4c46-86ee-38305a845a35	4/10/2022 15:51	4/10/2022 15:51	Opposing segment A.		Avtar	Singh						
3039	664d2462-ca29-4387-8b61-993b8ba229e1	4/10/2022 15:51	4/10/2022 15:51	This would ruin mans gait and the wonderful service they provide to the community. Keep 389 on 380		Nelson	Jon						
3040	39fcc730-e422-4053-8437-e1db2d195054	4/10/2022 16:04	4/10/2022 16:04	Why would you put this through/by Manegait and Prosper when it is a McKinney problem? Seems the only reason to consider option B is because McKinney politicians dont want their businesses inconvenienced so want it to skirt conveniently around them. Didn't we already go around this already and the option B was rejected?? Is the plan to keep bringing it up in the hope that eventually Prosper drops the ball and doesn't pass an 8th, 9th, 10th, nth resolution against the proposed route?? And why do we need the McKinney bypass when we already have the Collin County Outer Loop already in construction? Wouldn't that ease the 380 congestion - would move all it local traffic off 380.	Why would you put this through/by Manegait and Prosper when it is a McKinney problem? Seems the only reason to consider option B is because McKinney politicians dont want their businesses inconvenienced so want it to skirt conveniently around them. Didn't we already go around this already and the option B was rejected?? Is the plan to keep bringing it up in the hope that eventually Prosper drops the ball and doesn't pass an 8th, 9th, 10th, nth resolution against the proposed route?? And why do we need the McKinney bypass when we already have the Collin County Outer Loop already in construction? Wouldn't that ease the 380 congestion - would move all it local traffic off 380.								
3041	596e41b8-5c4f-4b86-8aa4-533f8cdd5a94	4/10/2022 16:21	4/10/2022 16:21	i provided comments against A earlier but forgot to mention the elementary school in Auburn Hills. From the maps, it seems as though the 8 lane freeway would run about 100 yards west of the school which, to me is a bad idea for the youngsters. That scenario has death and devastation written all over it. Sincerely, Carl Van Winkle		Van Winkle	Carl						
3042	9880aa85-12c5-442d-8598-b95c9425ea4e	4/10/2022 16:38	4/10/2022 16:38	I oppose option A. Here is why the argument about it negatively impacting Main Gate is a moot point: There are SEVERAL therapeutic horsemanship facilities that are within 20 feet of major freeways. • Dream Catcher of Los Angeles Therapeutic Riding Centers and Rancho Rio Verde Riding Club - Long Beach, CA - entire property is within feet of the large 710 freeway, 405 freeway and large 4 circle interchange, and multiple bypasses - 1003 W Carson St, Long Beach, CA 90810 • Hearts therapeutic equestrian center, santa Barbara, CA - southern border and trail system is within feet of the large 101 freeway in Santa Barbara. 4420 Calle Real, Santa Barbara, CA 93110 • Rocky Mountain Riding Therapy - property is right up against large Denver Boulder Turnpike 36, 66 S Cherryvale Rd, Boulder, CO 80303 They will absolutely be able to continue business as usual. Option B is the best choice as it costs less, disrupts fewer business, and displaces fewer wildlife areas. It also impacts fewer homes.		H	Kristin						
3043	89e988cd-fc0b-4113-8a34-8de306c2a64e	4/10/2022 17:07	4/10/2022 17:07	Choosing option "B" listed here will congest Prosper and it doesn't even make any sense. The traffic needs to be diverted away from 380 where it jams up the most which is in McKinney by 75. Prosper has been building roads to help the situation while 380 in McKinney has remained the same. Putting this burden on Prosper is ridiculous and will put highway traffic by schools and new drivers. There are better options on here.		Gibson	Kellie						
3044	34404a9a-c1f0-45dd-8def-6c5f8ab7343c	4/10/2022 17:11	4/10/2022 17:11		I am opposed to Segment A. I believe that Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community. I oppose Segment A for Costs taxpayers \$98.8 million more Impacts 57% more natural wetlands & wildlife Negatively impacts Tucker Hill and Stonebridge Ranch neighborhoods Why I Support Segment B: Requires 73% fewer business and residential displacements Avoids costly reconstruction of the intersection at U.S. 380 & Custer Road 14% shorter, saving time and money Thank you	A	Lauea						
3045	c8637f59-f98b-4e6b-8691-918e2a76944a	4/10/2022 17:19	4/10/2022 17:19	I oppose Segment A for the same reasons as outlined by the City of McKinney. Unnecessary costs and detriment to established businesses on 380 must be avoided. Segment B seems to be the best, least disruptive, and most cost-effective solution. Obviously, we do need relief on 380!!		Statzer	Fred						
3046	f68954a9-9a6f-4952-8a7d-52ed09223312	4/10/2022 17:38	4/10/2022 17:38	Segment B is a more cost effective and does not impact natural habitats and as many residents. I support Segment B.		Wilson	Connie						
3047	c357b249-6480-4ce5-8e8d-81f22425243c	4/10/2022 18:00	4/10/2022 18:00	Support of Segment A and in opposition to segment B. #ProtectProsper		B	Walter						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3048	fd83a69c-02f3-445b-8277-db9a825e1d65	4/10/2022 18:49	4/10/2022 18:49	NO TO B. KEEP ON 380.		Stewart	Betty						
3049	1a4871ad-83cd-4029-8fb9-fb99f137e0b	4/10/2022 19:15	4/10/2022 19:15	I support Option A. Prosper should not be responsible for McKinney's poor planning. Option A provides the relief needed and keeps the solution within McKinney.		Junell	Renee						
3050	03179c61-9d63-4887-8c15-54e6ba76d704	4/10/2022 19:34	4/10/2022 19:34	The proposed route is less than 500 ft from our house. When we purchased our home we chose this location because it was quite and within quick access to 75. The bypass will ruin the quality of my neighborhood and the road noise will make our home a stressful experience. We should not have to pay for the poor planning of others. This includes the people moving into areas with poor transportation and the governments catering to builders and businesses for tax revenue without proper transportation planning. Not to mention the negative impact on the environment due to this massive exodus of the collapsing high tax/crime states.		Ford	John						
3051	a3c9a941-0f7c-4aea-82b3-8d3193035280	4/10/2022 19:46	4/10/2022 19:46	I support choice A to allow a bypass through McKinney without damaging other communities. Other options goes through heart of Prosper, near elderly communities and services. McKinney should chose its own fate in their city.		P	Don						
3052	8c54b88a-ce29-4664-8e7b-c24aba781d73	4/10/2022 20:02	4/10/2022 20:02	I am a resident of Auburn Hills in McKinney. I believe that part of your mandate as a government when changing highways must be to "do the least harm". Clearly, TXDOT's own analysis shows that Option B does considerably less harm than Option A in every category. Option B impacts fewer existing homes, business, and costs taxpayers a large amount less. Neither option is without pain. Option B comes close to the Whitley Place existing development. However it is less close than Option A's proximity to Tucker Hill and Windcreek/Stonebridge. Main Gate is an admirable organization, but again, TXDOT's research indicates proximity to highways in other such facilities is manageable. MainGate is making the choice to move, but that is by their choice. While it is true that Prosper has future development planned that could be impacted, the operative word is: future. Prosper would have time to adjust "future" development. Option A impacts real world businesses, families, and taxpayers.		Manchester	Fred						
3053	39d67d54-55a7-41ba-8c6f-dce923fe33c7	4/10/2022 20:08	4/10/2022 20:08	I am a resident of Auburn Hills in McKinney. I believe that part of your mandate as a government when changing highways must be to "do the least harm". Clearly, TXDOT's own analysis shows that Option B does considerably less harm than Option A in every category. Option B impacts fewer existing homes, business, and costs taxpayers a large amount less. Neither option is without pain. Option B comes close to the Whitley Place existing development. However it is less close than Option A's proximity to Tucker Hill and Windcreek/Stonebridge. Main Gate is an admirable organization, but again, TXDOT's research indicates proximity to highways in other such facilities is manageable. MainGate is making the choice to move, but that is by their choice. While it is true that Prosper has future development planned that could be impacted, the operative word is: future. Prosper would have time to adjust "future" development. Option A impacts real world businesses, families, and taxpayers.		Manchester	Kim						
3054	f409d739-f715-4522-8ed4-29719524f311	4/10/2022 20:10	4/10/2022 20:10	I am against proposed Option B. This proposed route is too close to and will negatively impact established businesses and schools in the vicinity. Of particular concern is the negative impact traffic disruption and noise will have on ManeGait Equestrian Therapy Center on Custer. ManeGait is a longtime established business and deserves a great deal of consideration because of the important work the do for children with autism and other disabilities.		Crim	Jena						
3055	ad3bef5b-eca1-4019-8e5c-a2eef779270f	4/10/2022 21:29	4/10/2022 21:29	Avoiding the 380/Custer intersection construction would be the best solution for all housing within the majority of the surrounding area. I use this intersection daily and knowing how long construction takes, it will be horrendous to try and navigate. Not to mention, option A is almost 100 MILLION more than option B. The residents of McKinney are struggling enough with the inflation rates, loss of work, and overall effects of Covid. The last thing we need is a huge jump in taxes to pay for an unnecessary road when there is another viable, shorter and cheaper option available with option B.		Dailey	B						
3056	01fd364b-0350-407e-844f-65291a9ab610	4/10/2022 22:35	4/10/2022 22:35	Opposing option A. Due to the cost and placement. Option A would impact and disrupt more communities and businesses.		W	K						
3057	431514ab-1f2c-40e2-8f16-96d46c618579	4/10/2022 23:06	4/10/2022 23:06	B - We are residents of Prosper since 2010. We lived on the East side for the first 5 years west of Coit and north of Prosper Tr. In 2015 we moved to WindsongRanch on the west side of Prosper. We are Firmly opposed to Section B of the proposed 380 'Improvements' Having this go thru existing neighborhoods is Totally Unfair to current residents! I know that if our home were in this proposed area we would be both alarmed and very upset with our town government in allowing residential and school projects to be allowed with this possibility in the future. Although Alternative A does not effect residents of Prosper, we would oppose this 'Improvement' for the sake our our McKinney neighbors. We support a bi-level Improvement along the current 380 route. John and Jeri Taylor ██████████ ██████████	B - We are residents of Prosper since 2010. We lived on the East side for the first 5 years west of Coit and north of Prosper Tr. In 2015 we moved to WindsongRanch on the west side of Prosper. We are Firmly opposed to Section B of the proposed 380 'Improvements' Having this go thru existing neighborhoods is Totally Unfair to current residents! I know that if our home were in this proposed area we would be both alarmed and very upset with our town government in allowing residential and school projects to be allowed with this possibility in the future. Although Alternative A does not effect residents of Prosper, we would oppose this 'Improvement' for the sake our our McKinney neighbors. We support a bi-level Improvement along the current 380 route. John and Jeri Taylor ██████████ ██████████	Taylor	John						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3058	7a26dd08-5c48-44c8-8c85-4e0bcb0faaf	4/10/2022 23:55	4/10/2022 23:55	We have major concerns with the volume of traffic, noise and air pollution that will be within 500 feet of our home. We are retired and have respiratory issues that will increase our risk of emphysema attacks. We are already seeing increased crime in our neighborhood with the widening of custer road and rental housing across the road from the grade school at prosper trail. We have lived in this quiet community since 1997 to get away from the traffic and congestion in McKinney. The city of McKinney has no legal right to impact the town or residents of Prosper and ruin our way of life with a super highway because they have not widened the 380 existing corridor at their expense. The community of Prosper has taken appropriate action and cost to support 380 widening along existing right of way. It is not justified for Prosper to pay for McKinney problems and solutions.		Wegleitner	A.J.						
3059	d9b7538b-4b01-41bf-82c6-1e80f064ecd3	4/11/2022 0:16	4/11/2022 0:16		Please pick route B, it will disrupt much less and cost less. There is no reason to waste more money and have a weird 90 degree change in flow of traffic	Lunde	Brett						
3060	9434c638-45db-4029-8f53-bded360d7e2c	4/11/2022 0:16	4/11/2022 0:16	Support section B. Section A too disruptive.		L	Cindy						
3061	dc857eb5-2315-40b0-826d-7e5c1a780394	4/11/2022 0:16	4/11/2022 0:16		Route B is a bigger expansion, costs less and displaces less people.	Lunde							
3062	e1247802-e5e1-4942-85fb-b282f4dcaa9	4/11/2022 0:33	4/11/2022 0:33	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements and minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons: it destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side; the cost of Segment-A is \$99 million more than Segment-B; and it will create an overpass on 380 over Stonebridge Drive and Custer Road.		Byers	Geoffrey						
3063	d2c0789c-db52-4f5b-83ab-e437d55e312f	4/11/2022 1:14	4/11/2022 1:14	The proposed "B" plan, would affect Prosper, Mane Gait, schools and communities in a very negative manner. Option "A", has far less detrimental effects.		Ramirez	L						
3064	a74c50f2-c6c3-4b89-871e-b9967cbb5fd3	4/11/2022 1:47	4/11/2022 1:47	Option D would be so much less invasive to existing homes in the New Hope area. We have been here for a very long time and prefer this option		Winford	Debbie						
3065	236b8eff-769b-4df5-8283-558eb80ecf55	4/11/2022 1:52	4/11/2022 1:52		I am opposed to ALL of the segment B route.	Hammock	M						
3066	88a14f87-51a4-4b0a-8313-f0e7b6b82f10	4/11/2022 1:58	4/11/2022 1:58	We oppose all segment B proposals of 380 through Prosper. It will destroy property values and irreversibly harm the community. TxDOT Must work to find solutions that don't severely impact quality of life and are financially destructive for property owners.		Hammock	David						
3067	01d5481e-3b09-43cf-8bc2-c315677e664d	4/11/2022 2:50	4/11/2022 2:50	Stop focusing on a bypass and focus on making 380 an actual highway what a waste of money and time when there are bigger issues that we need to be addressing!		Watson	Christina						
3068	3b410b28-0210-4589-8510-a3ef72b794b7	4/11/2022 3:24	4/11/2022 3:24	I do not want the therapy center at Main Gait to be put at risk due to a major highway being built right next door. Main Gait is one of the few locations of its kind in North Texas that provides vital therapies to disabled children. Putting a major highway on its doorstep will fundamentally alter its services and disrupt their ability to serve disabled kids. It will also put these children at higher risk for being injured by cars as they are more likely to elope into traffic than nondisabled children.	Do not punish the residents of Prosper for McKinney's poor planning. Prosper planned ahead and left plenty of space between businesses and homes and 380 to accommodate future growth. McKinney did not plan ahead. It is not Prosper's fault that McKinney did not plan ahead. Placing a major highway between a High School and a center for disabled children puts Prosper children at unnecessary risk.	Weant	K						
3069	01e3a225-f56c-4d1c-836c-2d6c81295d47	4/11/2022 4:35	4/11/2022 4:35	No to segment B!		Mamoor	Maliha						
3070	959ba8dc-294b-4646-8a6d-fe120c5d3bf4	4/11/2022 4:57	4/11/2022 4:57	I strongly favor Alignment A as it alternate routes would devastate Prosper's growth and planning. Keep 380 on 380 please.		Leuci	Carolyn						

_work_for_TxDOT_

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3071	8cb84554-af77-4d00-8857-04eb19cc9d02	4/11/2022 5:20	4/11/2022 5:20	I am opposed to Segment B.	Segment B is too close to the Coit/380 intersection and the two schools within a block of Coit/380. Go around Prosper, not through it	Seward	George						
3072	e267c3e9-96f2-4997-80b6-c427d490b6e8	4/11/2022 5:28	4/11/2022 5:28	I am opposed to Segment B.	Segment B is too close to the congested intersection of Coit/380. With two schools in that immediate area, Segment B would add to the problem and put our children in a much more dangerous traffic situation.	Kennedy	Amy						
3073	51e1a2b5-a522-4326-85ba-e4776aa1885c	4/11/2022 5:35	4/11/2022 5:35	Please use Plan B instead of Plan A to avoid established communities		V	A						
3074	154933ac-9cef-4d1f-80c9-9c4ac8f2da30	4/11/2022 8:44	4/11/2022 8:44	I support option A, not option B Prosper has planned the longer term needs around 380. The small town should not be affected because of the lack of planning by others.		Sondhi	Keshav						
3075	c9108749-bac6-4dbd-818d-ce64ab3736a0	4/11/2022 10:35	4/11/2022 10:35		This will disrupt Erwin Park, if not completely destroy it. Please protect Erwin and allow the thousands of residents who visit the park annually the benefit of enjoying the little green space left in McKinney.	M	J						
3076	e5e92c83-b8e0-4f19-87c9-ce15c8df8c4f	4/11/2022 10:41	4/11/2022 10:41	Plan B location has more issues than plan A. This location will negatively impact several key locations and remove much needed areas for future development that are already planned and approved. Main Gate a very unique horse farm for mentally and physically challenged individuals would be forced to move. A very costly and time consuming endeavor. It would negatively impact two schools in the area plus Whitley place subdivision. Also in the are is a planned over 50 community and a cemetery. Prosper has worked hard to keep land available for the expansion of 380, lets keep 380 on 380 and leave Prosper and it's country feel alone. All of these areas that plan B impact have been approved and developed for subdivision and should be left alone.		Girouard	Darrell						
3077	1ed130f6-9db8-49b5-87a5-1f60b4647d2b	4/11/2022 12:25	4/11/2022 12:25	I adamantly oppose option B. As a 12 year Prosper resident I see multiple ways this bypass would negatively impact the community. My son is a student at Founder's Classical Academy. We transferred him from PISD because he had daily headaches from noise level. Founders is a sanctuary for children to learn and thrive in a quiet environment. Similarly, Mane Gait provides an essential service for those with special needs. I have seen first hand lives changed by horse therapy. It would be a travesty for this area to loose that local service. Finally, my house backs up to Townlake Park. It is the only park of it's kind in Prosper. In an area full of man made aesthetics, Townlake is a true natural setting where residents can escape the ever growing urban landscape. The noise pollution from the bypass so close by would forever change a preserved location of true nature. I ask you to please consider the negative effects of Option B on 3 unique properties. Mary Collins [REDACTED]		Collins	Mary						
3078	3a5a3f0a-14f8-42d9-8ae2-3608bc9aa705	4/11/2022 13:12	4/11/2022 13:12	Plan A makes no sense. Plan B cost less and takes traffic off of Hwy 380 much quicker and at a more critical point. Please go with Plan B.		Hollis	Mark						
3079	a9b9d7c3-ef58-45b6-8855-6e064fb09d31	4/11/2022 13:18	4/11/2022 13:18	Tx Dot needs to plan better and should already be expanding a North Collin county bypass to receive 380 traffic. Since Tx Dot and McKinney failed to plan this should not adversely impact Prosper. Keep 380 on 380. Do not split Prosper or ruin the tax base. Route A is the only option to preserve Prosper, prevent loss of a therapeutic horse farm and several cemeteries. I no longer travel central express due to the number of violent wrecks everyday. 380 has a very high accident rate as well. The fix should have already happened. Keep 380 on 380.		Ward	Michael						
3080	627a6529-843d-4c6e-8fef-6f9fb5cd6686	4/11/2022 13:34	4/11/2022 13:34	I strongly support segment B, and do not support segment A.		Rodriguez	Patrick						_am_a_business_owner_
3081	89081e26-1267-411c-8687-555bc00e47c9	4/11/2022 13:39	4/11/2022 13:39		I support the Option B bypass route. We need as much 380 traffic relieve as we can get. Option B is a longer bypass route, is cheaper to build and impacts fewer residents and businesses. I support bypass Option B.	Waechter	Brent						
3082	55b0a22b-8ed6-4584-8479-24ac76d184e1	4/11/2022 14:04	4/11/2022 14:04	Please consider Option B for the 380 Bypass/Expansion project. The disruption to existing homeowners and Business under Option A is definitely much larger in magnitude when comparing the options. Furthermore, the cost of the project justifies the Option B consideration as well. It's common sense. Thank you!		Lopez	Robert						
3083	152fe282-1270-4ad1-82a5-d56be0cda080	4/11/2022 14:20	4/11/2022 14:20	I am opting for Plan B as this effects so many aspects of why I built my dream home were I did.		Brubaker	Rebecca						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3084	4b18695e-79d1-45a3-8fa3-f32fa350a7f0	4/11/2022 14:24	4/11/2022 14:24	We live at 380 and Stonebridge. Please choose option B. If you go with A it will literally be in my backyard and we will have zero privacy, space, it will be constant noise pollution in our home. We are begging you to start it farther west! Plus, not only will my home price decrease, but it will cost so much money that we could use to better all of McKinney....not just one stretch of road.		Thurow	Amber						
3085	aff47f20-4304-4681-855f-cf307955a660	4/11/2022 14:26	4/11/2022 14:26		We moved specifically to this area to keep the farms around us and the "country" feel. I oppose this huge road going by and through ManeGait and down Custer near the farm road. Keep this location along 380.	Holroyd	Jeff						
3086	3d644c5c-b537-4301-8a54-864014f09287	4/11/2022 14:34	4/11/2022 14:34		This route should not infringe upon Prosper and the developments. 380 should remain on 380.	Jankord	Joseph						
3087	82b41c60-391e-46a3-8d19-b7cd3abbf4bd	4/11/2022 14:37	4/11/2022 14:37		Alignment A poses a large impact to the water distribution since the City of McKinney University Pump Station is located on US 380 near Lat 33.21881 Lon: -96.71546. this pump station serves SW, North, and North West McKinney. The relocation estimate is approximately \$58 million which does not include impacts to the City to maintain continuous water to the citizens being served by the pump station. The NW area of the of the City is has the highest growth rate with several proposed developments. Alignment B has less impacts that does not affect a regional area similar to that of the service area of University Pump Station. Alignment D poses a large impact to NTMWD lines that serve McKinney and other Cities to the north. As far as driving Alignments B and C seem to be the most feasible route to bypass the future Business US 380. If traveling from the west on Alignment A almost have to go Ridge Road before heading north...may as well stay on US 380 Business to get to US 75.	Tucker	Paul						_am_a_business_owner_
3088	abbe49b5-509e-4d81-885e-0be6b5c693da	4/11/2022 15:20	4/11/2022 15:20		I am a McKinney (Tucker Hill) resident strongly in support of option B. In both the short run (and especially during the actual construction phase) and also in the long run, option A limits emergency vehicle access and creates noise and air pollution detrimental to our growing neighborhood. Option A also impacts safety for local high schools, poses greater driving challenges in freezing weather, and (as a longer route) increases pollution for the area overall. Option A is far more disruptive to residences both during and after construction and businesses are far more heavily impacted with this option. Significantly, costs borne by taxpayers are nearly \$100 million greater with option A. I say YES to option B and NO to option A.	Johnson	Dave and Step						
3089	d2dfd990-d79d-4e00-83d8-53adcccd22f91	4/11/2022 15:26	4/11/2022 15:26		380 should be kept on 380. However, if there is a bypass, then I vote for Option A.	Schott	Han						
3090	07246e10-ee85-4d97-8237-58cdaa8776db	4/11/2022 15:32	4/11/2022 15:32		If your goal is to bypass 380 relieving traffic through McKinney, both east and west, then it makes sense to extend the bypass as far as you are able both ways. To the west, extending the bypass along Path B would make the most sense (even further would be better). Turning south along Path A would be less effective at projecting west. Might as well get the most bang for the buck. If you could find a way to go at least all the way to the Tollway, that would probably be optimal. To do this, you would likely have to put the bypass further north where there is still right of way availability. Look at the way Denton did their bypass. If McKinney feels this is what needs to be done, do it right.	Loughridge	Flint						
3091	8d239e33-6dee-4501-89b6-f7efbae524bb	4/11/2022 15:38	4/11/2022 15:38		If your goal is to bypass 380 relieving traffic through McKinney, both east and west, then it makes sense to extend the bypass as far as you are able both ways. To the west, extending the bypass along Path B would make the most sense (even further would be better). Turning south along Path A would be less effective at projecting west. Might as well get the most bang for the buck. If you could find a way to go at least all the way to the Tollway, that would probably be optimal. To do this, you would likely have to put the bypass further north where there is still right of way availability. Look at the way Denton did their bypass. If McKinney feels this is what needs to be done, do it right.	Loughridge	Flint						
3092	a122d251-7928-42de-8acc-5ec5c7dad808	4/11/2022 15:43	4/11/2022 15:43		Keep 380 on 380 No to segment B!	s	h						
3093	7639561d-d27c-4842-8805-40829284e4e2	4/11/2022 15:55	4/11/2022 15:55		Option B	Moncure	Gisele						
3094	24627189-461a-407b-85cf-b86ce08af2dd	4/11/2022 16:08	4/11/2022 16:08		We strongly favor Option B and are against Option A. Option B provides a much more cost effective option and would also seem to make the most sense for the continued expansion of the area. As this part of the county continues to expand it will great congest that new bypass area in very short order. In addition, the Tucker Hill neighborhood is a great gem within Collin County and home values would be damaged extensively under Option A.	Schall	Brandon						
3095	08b48de7-ecea-4475-8de6-8c5384bcf74b	4/11/2022 16:16	4/11/2022 16:16		Plan B is not a viable option for Prosper, TX. This plan will destroy Prosper as it is today as well as future growth. Please remove this plan! In addition to my comments about Prosper in general, Plan B will make traffic on Gee Rd and Fishtrap Rd even worse. My house backs to Gee Rd and it is already impossible to get out of our neighborhood as is. No on Plan B!	Watling	Kelli						_am_a_business_owner_

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3096	c6b7a245-de27-4a71-8c89-b4c81dff577e	4/11/2022 18:47	4/11/2022 18:47	The fact that this is so close to ManeGait is incredibly concerning. As much good as ManeGait does for the community, having such a major roadway so close to the facility, where many riders are sensitive to stimuli such as noises is an awful idea.									
3097	13d30aad-9d37-47c9-8ff2-e842d02e55c5	4/11/2022 19:04	4/11/2022 19:04		I understand the need to enhance the ability of drivers currently using 380 heading east and west however I don't understand why the plan wouldn't be to connect directly from the new DNT to 75 and use an area that is still undeveloped. All the plans that are being discussed will cause many homeowners and business to be disrupted. Moving further north would allow for useage of property that is currently undeveloped, saving a great deal of money. Segment B is completely unreasonable in my opinion. Prosper is too small and would loose too much with this proposed route. There are planned projects that will be completed by the time this project is decided upon and they will then have to be torn down. A complete waste of resources and finances when there are better options.	Berlinger	Colleen						
3098	80a8f414-9798-4ed2-8f57-94f0a03e40b1	4/11/2022 19:23	4/11/2022 19:23	The A route makes absolutely no sense. I live in Stonebridge and work in Tucker Hill. It is too crowded on the A route. The Tucker Hill neighborhood, as well as Walnut Grove, is too established to be destroyed. The Prosper location is clearly more open and will be a better future route.		Milstead	Holly						
3099	dadc04f-8fe6-4294-8a21-ab9ebe542d57	4/11/2022 19:47	4/11/2022 19:47	The 380 is already a mess. As much traffic we can get off the 380 the better. I don't believe McKinney planned well for the development, and sad for Prosper, but the bypass is better through Prosper. The folks in Celina and prosper are traveling the 380 ALL the time anyway. B is the better plan as a whole.		DeYager	Brenda						
3100	972df703-5053-458d-8335-0d68e60b378a	4/11/2022 20:12	4/11/2022 20:12	The Wagner family is opposed to the 380 bypass as shown in A.		WAGNER	RONALD						
3101	8ab9aaad-f84a-48e8-805c-50407ccd16b1	4/11/2022 20:20	4/11/2022 20:20	I am not in favor of Route A. I believe route B is the best selection		Ruetz	Kathy						
3102	9eb84ccc-e860-49ca-8d9e-2b5676491287	4/11/2022 20:33	4/11/2022 20:33		Simple feedback... I am a resident of Stonebridge Ranch and am opposed to segment A and support segment B.	Ambroziak	Mike						
3103	9eb2c85e-08eb-456a-8efd-63b12c3e72d4	4/11/2022 23:00	4/11/2022 23:00	I would like to protest the selection of B as the way to expand Hwy 380. It is ridiculous to split a small town like Prosper with a highway. ManeGait is also a concern. Having been a volunteer/rider ManeGait and the services offered as vital to Prosper and the surrounding communities.		Alsbrook	Winona						
3104	2972c18d-6e1d-46c5-8647-b8056d88cb82	4/12/2022 0:09	4/12/2022 0:09	With option A, it is difficult/impossible to envision an ascetically pleasing outcome for the residents of LaCima Haven, LaCima Meadows, LaCima Manor (all just west of Stonebridge Drive at 380, in Stonebridge Ranch) as well as Wren Creek and Ridgecrest (to the east of Stonebridge Drive at 380). We have owned our home in LaCima Haven for over 10 years. This directly impacts my family.	If we must choose between these two options, option B is the better. A would displace many more business and homes, further erode the wetlands, Army Corps of Engineer waterways, wildlife and way of life along highway 380 for a large tract of long established businesses and homes. Option B would save taxpayer dollars, sorely needed in this inflationary economy, well just in general, frankly. The path B through Prosper into McKinney just makes so much more sense: less disruption, less cost, less obstacles and more common sense. Thank you for your time and consideration.	Lopez	Ruth						
3105	b9c9707f-5f02-47b2-853c-b6740d30e907	4/12/2022 0:09	4/12/2022 0:09	Support option B and oppose option A. Start project asap pls		Mehta	Bhaven						
3106	66558470-e2dd-449f-8b0c-254a883859ef	4/12/2022 3:48	4/12/2022 3:48	I oppose plan A. This was poor planing from surrounding towns and Prosper should not have to pay the Consequences. Please note the residents of Prosper has been in talks with local lawyers and engineers that live within the town Prosper to stop and fight this by any means.		Manrell	Chris						
3107	54863c95-e619-4dac-8043-4ec507b60a63	4/12/2022 5:30	4/12/2022 5:30		Option B is the most logical sense of building the 380 bypass. Why would you have the bypass go directly down when it can be angled and bypass more of 380? All this would do it cause major traffic congestion at the point where the two meet on 380. If you were to have it more angled traffic would dissipate naturally before the bypass and 380 meet again.	M	S						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3108	215d95b3-f128-4d05-8566-09eab920dcd	4/12/2022 5:55	4/12/2022 5:55	I oppose segment A and strongly support segment B.		M	C						
3109	d16b2aca-55c1-4226-8e42-d2755427437f	4/12/2022 12:07	4/12/2022 12:07		As a new resident of Prosper, my family and I strongly oppose all segments of this project as it will drastically impact the area in a negative way. We do not need to disrupt the area, displace local businesses and increase risk to the new high-school being built.	Anderson	Lee						
3110	4b6141ed-e6f9-4c35-8d90-3909f3cf44d1	4/12/2022 12:21	4/12/2022 12:21	Option A!		Finnigan	Brooke						
3111	869085ca-5eaf-4974-85fc-e95eaa1e8c35	4/12/2022 13:22	4/12/2022 13:22		I want to oppose option B	Levesque	Juliana						
3112	1b5c51bb-d7d2-4adf-8a2d-e2da497eb04b	4/12/2022 13:38	4/12/2022 13:38	I would like to oppose option B		Levesque	Jim						
3113	cd58d778-5a8f-41dd-8fc3-1ad0723c31ae	4/12/2022 14:05	4/12/2022 14:05	Although no one wants this in their back yard. I oppose bypass A in this scenario mainly due to the larger impact on business, homes and nature. Also the huge cost difference between A and B, spending almost \$100 million more just makes no fiscal sense.		Randol-Johns	Kerry						
3114	8ff2aa84-0ac2-4827-8568-84009706f031	4/12/2022 14:09	4/12/2022 14:09	I oppose option A	I oppose option A								
3115	f595aff0-2a00-4806-8c0c-5ae2ea1be8e2	4/12/2022 14:10	4/12/2022 14:10	I would like to share my support of option A as the option that would have the least negative impact on Prosper residents		Sharp	Gia						
3116	7c92edca-295c-45d0-88cb-6f22d7112f9e	4/12/2022 14:13	4/12/2022 14:13	I support alignment A. It is more economical and more environmentally friendly. It has a smaller impact to the area residents. In addition, when the outer loop is built, traffic will have additional options.		Powell	Lois						
3117	bf635ac5-edf7-41ed-80b5-b04409bc7129	4/12/2022 14:13	4/12/2022 14:13	Proposal A will create more havoc on 380 than there is already. It will cost more as well. What is the point of building something that will cost more, create chaos and increasing the likelihood of serious collisions, destroy more of the ecosystem than necessary?		J	G						
3118	d6137060-e0e8-4d70-8dfd-b77f135fd071	4/12/2022 14:14	4/12/2022 14:14	I oppose segment A as a concerned resident. This disrupts the wildlife that seeks refuge within the city.		Adamo	Tony						
3119	bb8999d9-dd69-480b-8deb-8cb6a0635e81	4/12/2022 14:18	4/12/2022 14:18			Qh	E						_am_a_resident_
3120	74dcdeb-f6745-4777-8030-eea7ebb91199	4/12/2022 14:19	4/12/2022 14:19	I'd like option A. Keep 380 on 380 please!		Artiaga	Amber						
3121	e1b114f7-7e53-47c5-86a4-1ea803b8836e	4/12/2022 14:28	4/12/2022 14:28	I am in opposition of segment A. It would displace many businesses and cost tax payers more for an ineffective route.	I am in favor of segment B. It is a shorter distance, thus should cost tax payers less. It's a hypotenuse... who doesn't love a hypotenuse?	Z	K						
3122	21dca596-afa8-42a0-81c6-467f8b64252a	4/12/2022 14:28	4/12/2022 14:28	NO TO SEGMENT A. NO TO DISTROYNG MORE NATURE. NO TO KILLING MORE TREES.		Garcia	Guillermo						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3123	99f2de45-d846-4e61-807e-3f23efc845cf	4/12/2022 14:36	4/12/2022 14:36	Option B is optimal and most desired for Prosper residents.	Please honor the request of the residents of Prosper and choose option B.	S	Courtney						
3124	7e50a2c4-e728-475a-8556-7f58617c5766	4/12/2022 14:38	4/12/2022 14:38		Please consider the option that destroys less of our natural land. Our wildlife has already been damaged enough and you can't undo it. Widening existing roads or having an overpass to keep this at a minimum would be best for everyone.	Kara	Ezell						
3125	2a63bc69-d19e-4636-825f-199ad646b64b	4/12/2022 14:43	4/12/2022 14:43	Although streets are getting more and more congested around McKinney I oppose this option A. We keep tearing up natural land left and right here and pouring more concrete over our natural scape which is what McKinney was known for many years ago. If there must be an option, which I am for, option B is better on families as well as McKinney natural beauty. Please don't turn this city into another concrete jungle as the world has enough of those. Keep McKinney beautiful with a good balance of people and natural environment.		Shields	Keith						
3126	6bee9d66-219a-4fc7-8389-c578ade1d58f	4/12/2022 15:07	4/12/2022 15:07		Please support option B Turn down option A	Bressler	Jim						
3127	5916be17-fb77-421c-8d1a-53949fb3e04	4/12/2022 15:20	4/12/2022 15:20	Segment A is much too expensive and B just makes much more sense for location. Thanks		H	L						
3128	017aae63-0b96-4587-84db-e89c95921bb5	4/12/2022 15:54	4/12/2022 15:54	I oppose SEG A coz it impacts wetlands and natural habitat.		Kolluri	Rahul						
3129	37a800ae-e048-4a4b-80e7-ecf20b1f894b	4/12/2022 15:56	4/12/2022 15:56	The proposed B routing for the 380 bypass should have never been considered, it is a result of bad planning on the city of McKinney and then trying to push the result of that bad planning on to the Town of Prosper. There are wide economic and quality of living, not to mention the environmental impacts that bringing the B route through Prosper would incur. A 380 Bypass would only benefit the residents of McKinney and therefore McKinney should bear the responsibility for providing the land and space to accommodate such a Bypass. The outer loop should be TxDOT's focus, not this Bypass.		McClung	Brian						
3130	c56446ce-7d64-4835-84c3-d31928f8c2c2	4/12/2022 16:31	4/12/2022 16:31		I am in support of Segment B and C.	Smith	Sabine						
3131	33c92a32-d95d-4e99-8e55-0cfd28e7590	4/12/2022 16:34	4/12/2022 16:34			Hill	Lauren						
3132	1ac3cb97-32b6-49be-8abc-e26dc6e97c4b	4/12/2022 17:32	4/12/2022 17:32	I support Option B and believe Option A is not in the best interest of my hometown of McKinney.		Click	Peggy						
3133	628f4da0-954e-45eb-841f-6389d668f8b2	4/12/2022 17:58	4/12/2022 17:58	As a resident of Whitley Place it is disturbing to know that such dramatic changes are being considered if the bypass were to cut through what is already a small city. Prosper is only 25 square miles vs. McKinney at 67 square miles. This bypass would negatively impact Main Gait, schools, residential communities, churches and the safety of all its citizens. All of which it's citizens hold dear. Please do not destroy this lovely place to live. Thank you for your thoughtful consideration.		Deems	Lorri						
3134	87469590-a828-418f-8888-658d12f52936	4/12/2022 18:40	4/12/2022 18:40	I chose to live in a home and in a community that was 2.5 miles north of US 380. Now, because of poor planning of McKinney leaders, segment E is going to be in my backyard, literally. I oppose this plan and ask that this segment be moved 2.5 miles further north so that it does not affect the Heatherwood neighborhood and also will be built north of Erwin park. Or, keep 380 on 380 and build it with lowered grade highway and ground level feeder roads. Putting an 8 lane highway so close to an established neighborhood is completely unacceptable. City leaders' homes are no where close to any of these segment options. If they were, I bet there would not be a highway in their backyard. In the attached picture, Bloomdale road is on the other side of my fence.		Goodman	Kevin						
3135	1e7225dc-0c91-45a7-862b-65c936bc1546	4/12/2022 18:54	4/12/2022 18:54	I prefer option B. The other options would pose a major safety issue for my neighborhood.		Weller	Stacy						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3136	a1e73337-cf91-4930-8c70-35a48bd9f9f0	4/12/2022 19:26	4/12/2022 19:26	I am in opposition of proposed Segment B through Prosper. As a 15-yr resident, this would impact quality of life for our families. Poor air quality, noise, and traffic congestion do not belong in our neighborhoods. Keep 380 on 380 and consider over-passes for major intersections instead. If the trend of remote work continues then it will be disruption and money spent for no reason. Collin County growth will not necessarily reflect a need for larger roadways. Rapid transit is another alternative solution.		Dobbs	Laurie						
3137	000141f1-2d17-42f7-853c-2e445232ae3f	4/12/2022 20:06	4/12/2022 20:06	We oppose option B. Makes no sense. Please keep 380 on 380 !									
3138	dc49dc22-6c11-4886-84fe-1669c12ad453	4/12/2022 20:16	4/12/2022 20:16	I'm very opposed to Segment A. I'm a 10+ year resident of McKinney, fairly close to this intersection of 380 and Segment A. This means will create major traffic issues in many close by residential areas of McKinney, and is much more costly and creates more wildlife issues than Segment B. I'm strongly in favor of Segment B. This segment seems to be much less costly and far less damaging to residential areas than Segment A.		Huffman	J						
3139	82878317-df10-4dae-841c-5d5333f42231	4/12/2022 21:05	4/12/2022 21:05	I oppose Segment A, and am very much in support of Segment B. Segment A is more expensive for taxpayers, impacts more natural wetlands, which in turn will negatively impact wildlife, and of course will impact more businesses and neighborhoods. VERY MUCH OPPOSED TO SEGMENT A!									
3140	10d3e25b-9438-4f86-87ba-c3e6883ee4d7	4/12/2022 21:09	4/12/2022 21:09		I am in favor of Segment B. This will have less cost to taxpayers and preserve more of our wetlands. No to Segment A	Thompson	Kari						
3141	b930b979-57b1-4e11-807c-2e9dab227eb9	4/12/2022 21:27	4/12/2022 21:27		Please register my opposition to Segment B. No city wants to provide the ROW needed for this project. However, there are several reasons that McKinney should provide the ROW. First, the benefactor of this project is McKinney. The project diverts traffic away from the busy 380/75 area and reduces congestion, noise, accidents, improves air quality, etc. Second, McKinney is over 62 sq mi. Prosper is under 23 sq mi. The loss of the land from Segment B to Prosper is devastating compared to McKinney's Segment A. Instead, consider the following: (1) Accelerate construction of the outer loop. The loop benefits multiple communities and offloads 380. (2) Close the rock crushing plant in Frisco just south of 380 and La Cima. This is a constant source of heavy semi traffic on 380. Have the cities along 380 ban future sites that promote this sort of traffic.	Gray	Roy						
3142	16791a5f-dc3f-44f5-865f-8f78057d335e	4/12/2022 21:34	4/12/2022 21:34	I oppose segment B of the proposed US380 highway. The highway will interrupt our community negatively. Our children will be dangerously close to a major highway as the new high school will be right on top of the new highway. The project is more costly. Please leave us 380 on 380. Property values will go down. The highway will be noisy making homes in the area less desirable.		Nava	Claudia						
3143	ac4f9a4e-4dd1-43f2-8223-14ddea4f81f9	4/12/2022 21:37	4/12/2022 21:37	On a personal level, I strongly object to the A alignment as the noise and traffic near my home in Tucker Hill will become unbearable. I also understand that the A alignment will impact more homes and businesses and will be more costly than Alignment B. Therefore, I find it difficult to understand why the A alignment is being considered. I understand that Mane Gait might be adversely affected, but surely there is enough land in Collin County for them to relocate. While this is not ideal for them, it seems a much less onerous alternative than negatively impacting hundreds of homes and businesses. Susan McKeen (Murray)		McKeen	Susan						
3144	7359c3d5-a143-40f0-857b-8bced9886bc9b	4/12/2022 21:48	4/12/2022 21:48	I am against plan A, it will impact our house and lives of my kids and grandchildren		Khasanova	Nasiba						
3145	93993426-40ba-4b91-8930-e0edbd7e5cbd	4/12/2022 22:01	4/12/2022 22:01		Why hasn't TXDOT considered building an express lane (toll) highway above the current highway? This would be suitable for all concerned citizens.	Dachia	Guatelli						
3146	8757d204-09ee-4bd8-8c15-0345cc121dd3	4/12/2022 22:06	4/12/2022 22:06	Oppose plan A 380 bypass		N	A						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3147	86d139dc-b237-449c-8d34-61b314163e96	4/12/2022 22:42	4/12/2022 22:42	I am writing to oppose Segment B of the project. This new highway will be devastating for the neighboring homes, reducing values of the surrounding properties, hurt businesses, and be located next to proposed schools.		McNea	Scott						
3148	0d6aa239-47cd-4a00-8d9d-660fd58fee28	4/12/2022 23:26	4/12/2022 23:26		We totally disagree with proposal B. It is detrimental to all of those affected, both present and future. Please DO NOT pass proposal b.	C	K						
3149	57e5cfbf-2f9b-4b5d-87c5-af2bb801660f	4/12/2022 23:47	4/12/2022 23:47	I oppose segment A. I support segment B. This is due to the impact segment A will have on homeowners and wildlife.		S	A						
3150	c6bba880-06d9-4d40-8037-3fe85984a027	4/13/2022 0:43	4/13/2022 0:43	As a resident of McKinney living within Stonebridge Ranch Community, I oppose option A as it will be too disruptive to existing homes and businesses.		Patterson	Joanne						
3151	eb8f528d-e710-4b45-8ef3-d76398976a56	4/13/2022 0:43	4/13/2022 0:43			Duciome	Jimmy						
3152	215e0f87-fe46-4b96-882e-52b3284dd7fb	4/13/2022 0:47	4/13/2022 0:47	I oppose all plans that include segment B this plan changes the entire feel of Prosper 380 should remain on 380 there is no need for a bypass		Motes	Tabetha						
3153	2824fdd2-7f92-48ac-8d80-7ee9c627fe01	4/13/2022 0:52	4/13/2022 0:52	I absolutely support B and OPPOSE A!	We must protect our already overcrowded traffic infested neighborhoods and save taxpayers \$99 million in the process. Segment A negatively impacts our neighborhoods and businesses along 380. AGAIN, I oppose segment A and SUPPORT Segment B!	Olenick	Robert						
3154	b8eb3adf-c8a8-4cf1-891b-b59cc7811b6d	4/13/2022 1:21	4/13/2022 1:21	There are many people who will be affected adversely if you choose route A. Please choose route B.									
3155	d93a8284-fa65-4a1a-850d-a517e0ca8e26	4/13/2022 1:28	4/13/2022 1:28	Keep US 380 on US 380. I oppose any route including segment B which would cut through Prosper.		Sylvester	Chase						
3156	060b2493-0660-40c4-8fa7-df3c6129a223	4/13/2022 1:52	4/13/2022 1:52	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B. *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will also cause the installation of water pipes (ducts) over 380. Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.		Musho	Stacy						
3157	c260282a-08e1-41c1-87e8-fd8f203a5306	4/13/2022 2:17	4/13/2022 2:17	My family opposes option B relative to the proposed 380 bypass. We specifically moved to the Prosper / Celina area because of the congestion and subsequent noise levels in McKinney. Given that Prosper prepared 380 for the growth and traffic patterns, Prosper and the residents should not be subjected to having a 380 bypass cutting through the middle of this great town. Additionally, Maingate and other communities will be negatively impacted and have been a part of the Prosper community for over a decade. Option A should be selected as the traffic issue belongs to McKinney and it's residents who chose to live there. It would be unfair to the Prosper residents to choose otherwise. In the end, no one will be pleased but keeping McKinneys traffic issues in McKinney seems to be the best choice.		W	Woody						
3158	fe653f4f-a07f-41bc-895e-d47b356a272b	4/13/2022 2:18	4/13/2022 2:18	I am against Plan B that would put the highway bypass through the eastern side of Prosper. This is not a good solution. It will be negative impact to the town of Prosper and ManeGate equestrian therapy center. Keep 380 on 380		Knipe	Stacy						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3159	b269fb0f-afcf-441c-866d-284b959c4cc4	4/13/2022 2:51	4/13/2022 2:51	No to segment B! This will have a horrible impact on Prosper economic development. McKinney's poor planning shouldn't punish Prosper. Keep 380 on 380 or go with segment A.		McKey	Colton						
3160	ed7d4553-43db-4d4d-8917-07bde95a765	4/13/2022 4:34	4/13/2022 4:34	Why We Oppose Segment A: Costs taxpayers \$98.8 million more Impacts 57% more natural wetlands & wildlife Negatively impacts Tucker Hill and Stonebridge Ranch neighborhoods Why We Support Segment B: Requires 73% fewer business and residential displacements Avoids costly reconstruction of the intersection at U.S. 380 & Custer Road 14% shorter, saving time and money		Tare	A						
3161	717a7a7d-5a84-43e2-8957-1d31dbf4caf8	4/13/2022 10:14	4/13/2022 10:14	Oppose segment a		Rhyme	Christie						
3162	c3fc32dc-5f95-4349-8c5d-376840784ddc	4/13/2022 11:46	4/13/2022 11:46	This is all residential homes that have been here long before any 380 proposal like this. Plan A would negatively impact the residential areas and property values. Plan B would not have as great of effect, since it is less populated and developed at this time.	This is all residential homes that have been here long before any 380 proposal like this. Plan A would negatively impact the residential areas and property values. Plan B would not have as great of effect, since it is less populated and developed at this time.	J	Kimberly						
3163	6379482e-fb98-4cb3-80f9-1bf85a1222b1	4/13/2022 13:06	4/13/2022 13:06	No! I am opposed to this bypass		Cortez	Nora						
3164	591df07b-b3f4-449f-8b33-653706cfa594	4/13/2022 13:15	4/13/2022 13:15		After reviewing the proposed alternative route segments, it seems clear to me that Alignment B is much preferable to Alignment A for the following reasons: 1) Alignment B is a shorter and less costly to build route. 2) Alignment B would displace fewer existing Homes and Business establishments. 3) From a practical standpoint, Alignment B is a much smoother Alignment without the need for 2 'Doglegs' and will be much easier and pleasant to navigate. 4) Alignment B traverses mostly through Undeveloped areas and will disturb far fewer residents and businesses than Alignment A which has about half of its route along existing US 380 where it will displace many existing businesses. For mostly the same reasons listed above, I also support Alignment C over Alignment D.	Carmichael	William						
3165	daea8d59-c8a8-4e6a-8fcd-ccfb80eef04f	4/13/2022 13:22	4/13/2022 13:22	Segment A will have a negative impact on wetlands and wildlife. Not to mention the neighborhoods in this area. Going with segment B would be a better alternative.		Smith	M						
3166	abc30990-e15c-49db-8f27-836b83ec593b	4/13/2022 13:23	4/13/2022 13:23	I support Option B. It's shorter, faster and displaces less homes and businesses.		Harris	Johnny						
3167	13511ffa-9cfd-48bd-8407-bc77761640bd	4/13/2022 13:31	4/13/2022 13:31	I am in favor of Segment B and oppose using segment A.		Blanco	Wendy						
3168	61afeff4-4e41-4e36-819a-f2fca90ced6d	4/13/2022 13:42	4/13/2022 13:42	I am opposed to option A as it would negatively impact the natural wetlands, wildlife adversely affect the residential neighborhoods and businesses along US 380.		Saeed	Farhana						
3169	a35d8f34-67bb-4fe9-886c-dd848d61b11d	4/13/2022 13:44	4/13/2022 13:44	I say NO to B		Shelton	Jayme						
3170	bc498f35-40fd-4b9e-8d07-ce8f083c014c	4/13/2022 13:45	4/13/2022 13:45	I say NO to segment B		Shelton	Daniel						
3171	7703ae40-c04e-4d97-832d-49683367d7e0	4/13/2022 13:47	4/13/2022 13:47	I vehemently oppose Segment A of the proposed US 380 Bypass. This proposed segment will destroy more natural wildlife and wetlands, have a negative financial impact on taxpayers, significantly hurt the local economy of McKinney, and uproot many McKinney residents if selected. McKinney strives to be unique by nature and aims to compete with the economies of surrounding suburbs. Segment A will dramatically prevent that from happening.	Segment B is a far better choice for the future of McKinney and what the city hopes to be now and in the future for generations to come.	Ahmed	Azhar						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3172	4a0ebbd7-6698-4969-8a04-5eb0fbc6430f	4/13/2022 14:01	4/13/2022 14:01	Hi, I oppose A and B!	I'm opposing A and B! You will destroy all farms around the area and air quality will be bad for all the people living here. It will bring pollution and disrupt suburban way of life. Thanks	S	A						
3173	5bf0e437-e577-4073-86ad-9ab0dbd82db0	4/13/2022 14:10	4/13/2022 14:10	I oppose both segments A and B. These changes will disrupt integrity of the suburban quite life in this part of McKinney and degrade residents lifestyle due to the noise and traffic. Why not develop the outer loop a few miles north instead of the bypass?		S	AI						
3174	9ffe11b3-4984-4315-8d87-375709defa7b	4/13/2022 14:21	4/13/2022 14:21	I support option A		J	C						
3175	b2885bf6-6041-44e6-81e4-28844ddf38c1	4/13/2022 14:41	4/13/2022 14:41	I am writing to voice my objection and concerns regarding the Segment B option which places a bypass of Hwy 380 into the Town of Prosper. This option is hazardous to the MainGait and Founders Academy. Additionally, this option completely destroys Ladera Prosper, Wandering Creek and Shalimar Hills. This option destroys >360 homes in Prosper. I continue my support of the Town of Prosper in their objection to any form of a bypass through our small town which negatively impacts the tax revenue of our limited space. As you know, the Town of Prosper planned for a continued expansion of 380 on 380 and the fact that McKinney did not, TxDOT should cease the preference of McKinney residents and leadership to push their problem into a neighbor town. Lastly, this option does absolutely nothing for the standard traffic from Prosper to McKinney, meaning that volume will continue on 380. Benjy Green [REDACTED] [REDACTED] [REDACTED]		Green	Benjy						
3176	bdaf9f25-8f40-4c70-8cb7-e3bc2c7d769f	4/13/2022 15:10	4/13/2022 15:10	I prefer the B route.		Klein	J						
3177	90f4ec0d-56db-4a5a-84da-7005b8bdb455	4/13/2022 16:52	4/13/2022 16:52	I am opposed to Segment A due to the impact it would have on existing businesses, especially along 380 at Custer where the reconstruction would be substantially more expensive. Furthermore, I am against the impacts to the existing neighborhoods at Tucker Hill and Stonebridge Ranch which would be avoided with Segment B. Please use Segment B to avoid damaging these businesses and neighborhoods!		Miller	M						
3178	34542ae5-3552-48a1-83d5-0da032ee620b	4/13/2022 17:05	4/13/2022 17:05		With so many people moving to the area, traffic is already horrendous. We need more substantial roads to allow people to get around in a reasonable manner.								
3179	2f432eb5-784d-4f1b-82c1-d216c10c764e	4/13/2022 17:15	4/13/2022 17:15	My wife and I are adamantly opposed to option "B". A far better option might be to simply move the by pass to the outer loop that is currently under construction approximately 3-4 miles north of 380. People wanting too avoid serious delays could use this. In addition you could update some of the main north/south feeder roads that link 380 with the outer loop. This might be far cheaper and easier than doing A, B and E.		Leon Leiker	Debra Leiker						
3180	61343f0c-1ef3-404d-86fd-7e2380e96c47	4/13/2022 17:25	4/13/2022 17:25	I am opposing ALL segment B options. Please see attached letter regarding rationale for this opposition		Johnson	Nichole						
3181	13370ed1-bbe1-4d17-8a07-6925776dc7ed	4/13/2022 17:38	4/13/2022 17:38	100% opposed to Segment A. With 380 already being on one side of the neighborhood we would like to keep noise levels down and not be sequestered by traffic in all directions. Segment B makes more sense logistically as well by providing a more direct route.		Heath	Chris						
3182	2e0f77bd-4c44-44a5-8add-4cddb790749e	4/13/2022 17:41	4/13/2022 17:41	I am opposing ALL segment B options. Please see attached letter regarding rationale for this opposition		Johnson	Nick						
3183	f7bc7a89-7acd-438f-83c1-a61da08952b3	4/13/2022 17:52	4/13/2022 17:52		Any proposed bypass that would travel through Prosper would have a devastating impact on our small town and community. Noise, traffic, pollution - all the things we moved to Prosper to avoid. Not to mention multiple schools, a therapy center, parks and countless residential neighborhoods that will be negatively impacted if not destroyed for this bypass. This must be stopped. Please find another way.	Ehmer	Corri						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).	
3184	52106682-4833-4fe0-8844-ac54f02a552a	4/13/2022 17:56	4/13/2022 17:56	I strongly oppose Segment B of the US 380 bypass.	I strongly oppose Segment B of the US 380 Bypass project.	Keller	Dreta							
3185	982ee024-b04f-4b4a-897f-f5895c3c1aae	4/13/2022 18:36	4/13/2022 18:36	I am a resident of Stonebridge Ranch and support option B. It is more cost effective and a better option		Barbwr	Keith							
3186	890d5fdb-8994-4a24-8d03-864b895140cd	4/13/2022 20:44	4/13/2022 20:44	No further expansion of 380! Say no to 380!	No further expansion of 380! Say no to 380! Find another route further north									
3187	957c70b2-090b-4254-8bf0-b9712ebfb9cd	4/13/2022 20:51	4/13/2022 20:51	I'm opposed to the improvements for section A 380 project.		Delaney	Kathy							
3188	c8490415-a3a3-4542-8156-f795cbfa1192	4/13/2022 20:57	4/13/2022 20:57	I oppose the proposed Segment A alignment and support the proposed Segment B alignment.		Jordan	Ronald							
3189	2c169f98-1fb6-4318-8276-fa03208fda1a	4/13/2022 20:59	4/13/2022 20:59	I oppose the proposed Segment A alignment and support the proposed Segment B alignment.		Jordan	Anne							
3190	c372d4cb-524a-4238-8279-72d0bc32a25a	4/13/2022 21:12	4/13/2022 21:12	I support Segment B. The bypass travels through undeveloped land and the cost \$100M less to construct.		Gersitz	Christopher							
3191	376b3a05-6993-4244-847c-26d52f6dae5	4/13/2022 21:59	4/13/2022 21:59	Recommend Segment B for Project 380 by pass route. It will save businesses and homes from be destroyed. Also it will be less expensive than Segment A.		FORTH	j							
3192	7d705dd6-15cd-46ca-819e-12eb21a40361	4/13/2022 22:00	4/13/2022 22:00	As a resident of McKinney for almost 17 years I feel it is important to keep businesses open. Also, we need to select a Segment which will be the least disrupted. I choose Segment B. It also costs less which is always very important. Thank you for your time. Kathy Messer										
3193	4eb9a74f-a29b-4ef5-810f-acda0c736e5f	4/13/2022 22:42	4/13/2022 22:42	1) ManeGait - They provide therapeutic horsemanship to children with disabilities and the 12+ lane freeway will come within 45 feet of ManeGait, forcing them to end their valuable services in serving children in need. 2) Prosper planned for the expansion of 380 ON 380. Prosper required all buildings to have the proper setbacks to allow for 380 to be widened on 380. The fact that other cities were unable to plan or failed to plan for the eventual widening of 380 should not penalize Prosper. 3) The impact to our young drivers, trying to navigate in and around a 12+ lane freeway to their school is unimaginable. OPPOSE SEGMENT B because it puts our young drivers in grave danger. The proximity to existing and "under construction" schools is a huge problem.		Myers	Rob						_am_a_business_owner_	
3194	88a639f3-4696-42fc-8d06-5181f5570d63	4/13/2022 23:20	4/13/2022 23:20		I oppose segment b. This would cut the town of prosper in half. I don't think it's right to push mckinneys poor city planning onto our neighbors. Segment a is best option here but 380 needs to be kept on 380.									
3195	e7b1af02-cac3-4101-82dd-656318b15db3	4/14/2022 0:01	4/14/2022 0:01	On behalf of my family we do not approve this bypass coming directly through our town. It would disrupt the feel of the town which is why we moved here and also businesses and residents.		Morgan	Taylor							
3196	eec40f0e-073b-429d-803e-14f4b86f0bb5	4/14/2022 0:06	4/14/2022 0:06	I SUPPORT SEGMENT B In 2019, McKinney offered to acquire the ManeGait property & move it to a new facility at no cost to ManeGait. ManeGait refused to consider this option & now say they may have to move and build a new facility. In the last few years, ManeGait was the recipient of several \$100K's in McKinney grants. 17 businesses will be destroyed if Segment-A is built vs. none with Segment-B. The businesses to be destroyed are on the N side of 380 & both sides of Custer. More affected businesses are under construction. Segment-B goes through undeveloped land. Segment-A goes through a heavily developed area. Segment B is \$99 million LESS than Segment-A. The proposed Segment-A interchange would greatly increase noise & pollution in Kensington Village. Segment-A has a 3-4 yr construction cycle that will impact many. Segment-B will have minimal impact on homes & businesses.		Abrams	Susan							

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3210	ac75aedb-6544-4c39-827c-7f21f2b5c99b	4/14/2022 13:59	4/14/2022 13:59	No to segment B		Kousa	Tony						
3211	b9152000-a2c9-43ed-8675-8f9bfa26b1e	4/14/2022 14:00	4/14/2022 14:00	I oppose Bypass option B and support the originally selected Bypass Option A. Option B would (a) irreparably harm Prosper by cutting a highway thorough an area that is Prosper's main low density housing corridor, and (b) ruin Prosper's tax base by eliminating a key commercial intersection. Conversely, McKinney has sufficient land mass such that Option A would not impact its tax base or residential housing options.		Kirby	Brent						
3212	94b69685-f095-4f03-88cb-5e9d632c79ed	4/14/2022 14:01	4/14/2022 14:01	No to segment B	No to segment B	Kousa	Tony						
3213	242b999e-09c1-4f4f-8eb1-fba6a72a3aa0	4/14/2022 14:01	4/14/2022 14:01	I oppose Bypass option B and support the originally selected Bypass Option A. Option B would (a) irreparably harm Prosper by cutting a highway thorough an area that is Prosper's main low density housing corridor, and (b) ruin Prosper's tax base by eliminating a key commercial intersection. Conversely, McKinney has sufficient land mass such that Option A would not impact its tax base or residential housing options.		Kirby	Brianne						
3214	0d2e7b4d-0b72-4d34-86d1-e12c10867392	4/14/2022 14:03	4/14/2022 14:03	No to segment B	No to segment B	Toumajan	Rim						
3215	ee960a16-f31b-4a58-8fc5-43a4b47ea911	4/14/2022 14:07	4/14/2022 14:07	Our Family, Neighborhood, and the town of Prosper are fully against Route B. This route will ruin our Neighborhood and degrade our home value. We moved here to get away from the highways and City. Route B will alter the Town of Prosper's culture and economics for the bad. Route B will also displace homes, push away business, and have a great impact on Main Gate (Therapy for Children with Disabilities). Route B more importantly brings danger to our kids because of its proximity to our schools (Cockrell Elementary, Prosper High school - in progress, and Founders Academy Prosper).	Route B is a terrible option for many reasons. TXDOT should reconsider all options to minimize the impact to community, children, and business. STAY on 380	McFarland	Jacob						
3216	fc7648f0-2e37-4b18-870f-020a30574992	4/14/2022 14:24	4/14/2022 14:24	I live in Tucker Hill and I have young children attending Reeves Elementary. The reason we purchased this home was because of the beautiful view of trees and serene walking trails. Not only would this 8 lane highway be my new view and the only sound we hear, but the air quality of my children's school nearby would be greatly impacted. PLEASE CHOOSE OPTION B TO BUILD.		W	K						
3217	ddd11958-4f9b-4308-802a-66a4b20cf47b	4/14/2022 14:27	4/14/2022 14:27	I strongly oppose option B. This size road and overpass running through the small town of Prosper, which consists mostly of housing, is unacceptable and creates unnecessary danger. It's also objectionable for the large city of McKinney to push its problem on to their small town neighbor, Prosper. This type of highway running through Prosper will be extremely dangerous and will absolutely ruin the small town feel Prosper has worked extremely hard to retain, despite the growth. The Town of Prosper planned ahead for their portion of 380 to handle the growth. McKinney's lack of planning should not constitute Prosper having to suffer. Keep 380 on 380.		Fanelli	B						
3218	13ad7097-9080-4755-8609-96ca2c810eb4	4/14/2022 15:06	4/14/2022 15:06		380 has been operating with 6 lanes for some time. Adding the 380 bypass decreases traffic on 380, so why would any part of 380 or the 380 bypass need to be 8 lanes. The amount of traffic that will be relocated to the bypass does not warrant an 8 lane highway. If you change the plan to a 6 lane bypass and/or at least leave 380 as a 6 lane highway, it will reduce the number of residential and business displacements. In fact, if you leave 380 at 6 lanes and only adjust for on/off ramps or lanes, the number of displacements for Option A is reduced to a single residential displacement. This makes much more sense and will have the least impact.	Reece	Terry						
3219	66b667a1-38eb-412d-88b7-246d6114c262	4/14/2022 16:22	4/14/2022 16:22	Please go with Plan B. Requires 73% fewer business & residential displacements. Avoids costly construction of 38 and Custer intersection. 14% shorter save time and money. Impacts 57% Natural wetlands. We are you Unique by Nature and still need space.	Go with Plan B !!!!	B	Debbie						_am_a_resident_
3220	b13a96c5-c343-40c0-8c81-e3c4afd93d0	4/14/2022 17:39	4/14/2022 17:39	I am opposed to Segment B due to the negative impact on Prosper growth, including schools, homes, and businesses. I'm addition, MainGait Therapeutic Horsemanship provides a valuable service to our special needs community and would be significantly impacted, including potential closure. The primary traffic flow issue has been and will continue to be along 380 in McKinney, which Segment A addresses.		Dawson	David						
3221	050d27dd-0ca1-476b-861a-cb9f54900b3c	4/14/2022 17:43	4/14/2022 17:43	As a citizen of McKinney and Stonebridge Ranch HOA, I strongly feel that Option B for the section near Custer and 380 remains the best option for the expansion of 380. Not only will fewer businesses be affected, but the cost is less for taxpayers. The intense noise associated with option A will definitely mean a reduction in the value of the homes that would border the option A section on 380. Unless the state plans to compensate those homeowners in some way for the loss in value, why would TXDot want to select that option? I'm sure a class action lawsuit from those homeowners will follow if option A is selected; why should taxpayers also pay for that? Based on overall cost, and less disruption to businesses and homeowners in the area, option B is the best option.		Powers	Kelly						
3222	1f8be4f4-698d-4c51-89a7-5a9fc58ceb2b	4/14/2022 17:50	4/14/2022 17:50	I think this is a horrible idea for Prosper area and will run many aspects of life there		Balkin	Kevin						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3223	c73c3e58-cc74-4b55-8487-9cbf1b9d4906	4/14/2022 19:04	4/14/2022 19:04	Prosper is an incredible town that is continuing to grow rapidly. Segment B would be a major detriment to Prosper's ability to grow as well as negatively impact citizens already here. I am opposed to segment B and hope to keep any further development of 380 on the existing highway.		Brulet	Sean						
3224	d69d808d-d405-40d8-8540-ddb5467f301e	4/14/2022 19:04	4/14/2022 19:04	Hi, I oppose A and B!	No segment A and B. Keep 380 on 380. Thanks	S	C						
3225	d78cbbac-141e-420c-8460-e14f8beb79f7	4/14/2022 19:08	4/14/2022 19:08	Fully Support Proposed TXDot 380 Bypass route B through Prosper so that natural wildlife and wetlands are not destroyed. Please pass route B.		W	D						
3226	Oca3a01e-ec06-4d86-8f07-2abf773c7048	4/14/2022 19:20	4/14/2022 19:20	As a resident of McKinney since 2006, I have witnessed fast paced growth though the area has fought to maintain a strong sense of community and our families have thrived. I strongly oppose Option A and favor Option B. As a resident of Tucker Hill with grandchildren in Wren Creek, Option A would destroy our sense of well being and safety in our own homes. The disruption of small businesses, traffic patterns, noise, and destruction of the environment, not to mention the 9 million dollar price tag is not logical given the viable Option B.		Hayata	Carole						
3227	ec14f922-197c-474d-8e55-88b418d3f36a	4/14/2022 19:28	4/14/2022 19:28	I would like to express my opposition to Option B which will negatively affect the town of Prosper.		Ovcharenko	Yevgen						
3228	942f29e5-c167-43d0-8ce8-a78cf2244f8d	4/14/2022 19:38	4/14/2022 19:38	I am in support of the recommended segment A and in opposition to B. The impact to the kids, families, and persons with disabilities who attend ManeGait would be devastating.		Ray	Micah						
3229	b925db1e-33dc-42bf-8c01-cdd7aa029964	4/14/2022 19:54	4/14/2022 19:54	Keep 380 limited access! time to look at other options. No further expansion of 380 in Prosper!	Keep 380 limited access! time to look at other options. No further expansion of 380 in Prosper!	P	J						
3230	c1caa8df-46bd-4e4a-8555-e8caeb97e40a	4/14/2022 19:54	4/14/2022 19:54	Keep 380 limited access! time to look at other options. No further expansion of 380 in Prosper!	Keep 380 limited access! time to look at other options. No further expansion of 380 in Prosper!	P	J						
3231	0d591eeb-27be-465e-8579-1466c0739462	4/14/2022 19:54	4/14/2022 19:54	Keep 380 limited access! time to look at other options. No further expansion of 380 in Prosper!	Keep 380 limited access! time to look at other options. No further expansion of 380 in Prosper!	P	J						
3232	d5200678-9a04-4fc7-8ad9-cec53d09e671	4/14/2022 19:58	4/14/2022 19:58	option b that is the best way for our Neighborhood		shabanaj	berat						_work_for_TxDOT_
3233	79b9ac75-9299-4f72-8dc7-ff4d2afe9feb	4/14/2022 20:01	4/14/2022 20:01	My neighborhood, Ridgecrest, sits at this major intersection line. Not only would it reduced my home value, it would also add more congestion to any already congested area. Proposal B simply has more room to grow and adds more space for other growing parts of North Dallas to connect		Rivero	Daniela						
3234	8b5c2496-4bc2-4556-8949-3a29f9677cc8	4/14/2022 20:05	4/14/2022 20:05	I live in Prosper ISD district and it is a shame that option B is even being considered. This option cuts through potential neighborhoods and will be right next to a facility that assists persons with disabilities. This is way too close to these properties and will displace good citizens who have worked long to serve the community. It is also close to a new high school and academy that are being built already in which this will hamper access in my opinion or cause more of a traffic issue. Overall the planning of Option B has no value because of potential displacement of persons who are helping the community and the additional traffic that I also see coming from this option.		Mego	Michael						
3235	74d18ebb-188f-4667-8b14-0de774afdcac	4/14/2022 20:10	4/14/2022 20:10	My wife and I just built a house in Mustang Lakes, which is just north of proposed route B. While we do live slightly north of route B, we would still be negatively impacted by the 8-lane structure and its access roads. It would turn the area into a freeway instead of what it is today. Had we, and the hundreds of others like us who just spent almost a million dollars each on new homes, known about this, we wouldn't have invested in Collin County; I personally feel betrayed by this plan, and implore you to go with proposal A instead.		Patin	Bob						
3236	3ea549a7-5095-47ff-8030-c699b4a39f64	4/14/2022 20:19	4/14/2022 20:19	Segments B & C seem to be the most sensible way to solve this horrible driving issue.		K	Teri						
3237	161de29b-3a38-4df5-86b3-6d67e2ec42d5	4/14/2022 20:24	4/14/2022 20:24	I support option B. It saves neighborhoods and businesses. It's cheaper and shorter. Please don't destroy Stonebridge ranch in McKinney!		Kam	Jennifer						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3238	7869b572-8f34-424f-8d91-f20ba623c3a1	4/14/2022 20:34	4/14/2022 20:34	Opposed to plan A Support plan B		Gabriel	Cynthia						_am_a_business_owner_
3239	2c04181d-526d-485e-815d-193ed5705ccc	4/14/2022 20:40	4/14/2022 20:40	I do not like the A route. It negatively affects wildlife in the area. It also has two pretty sharp turns which can be dangerous.		Vernon	Nancy						
3240	a6a7ab6c-6a20-45c1-8c87-7a23e0af57c5	4/14/2022 20:41	4/14/2022 20:41	I would like to see segment A eliminated as an option. I feel segment B gives better east-west mobility and is the cheaper option.		Tryggestad	Devon						
3241	c5ea184d-89bc-4883-803c-0558f5b12b38	4/14/2022 20:42	4/14/2022 20:42		leave 380 alone and build the bypass 4 miles to the north and take it from 75 to 35.	Lauderdale	William						
3242	959192e1-b862-48e6-84cf-2df254fcd670	4/14/2022 20:45	4/14/2022 20:45	I oppose this segment A. This will Cost taxpayers \$98.8 million more, Impacts 57% more natural wetlands & wildlife & Negatively impacts Tucker Hill and Stonebridge Ranch neighborhoods. Segment B is a better option! I DO NOT AGREE WITH SEGMENT A!		Wasneuski	D						
3243	80f585b7-2434-47df-8c88-a8d38df15c93	4/14/2022 20:55	4/14/2022 20:55	I oppose route A and prefer route B.		Frizzell	Lindsey						
3244	dbcae2f1-9a64-4115-8ef5-75becccc01d0	4/14/2022 20:57	4/14/2022 20:57	I support Segment B and oppose Segment A.		Myscich	AI						
3245	35df3c51-16ce-4930-8b51-070cad4edba8	4/14/2022 21:02	4/14/2022 21:02	I am very happy that finally somethings being done about 380. I am opposed of plan A.		Jamali	Saeid						
3246	f4e18730-4670-4b19-8919-77f76deac6c5	4/14/2022 21:09	4/14/2022 21:09	Segment A disturbs too many items in this general location.	I do not like segment A. It is too expensive comparted to Segment B. Segment B is the much better option.	Frey	Jason						
3247	ecfea9fb-c559-461b-86ed-e4fe99032815	4/14/2022 21:27	4/14/2022 21:27	I OPPOSE Segment A. I SUPPORT Segment B. Segment B costs almost \$100 Million less, is a shorter route, and impacts fewer existing residents and businesses than Segment A.		GROSS	LYNN						
3248	ca59c7cc-0ab2-4704-8dc4-f03af33ed448	4/14/2022 21:37	4/14/2022 21:37	The project is labeled as 'improving 380' or widening 380, yet almost NONE of the work is actually taking place ON 380. If 380 is to be widened, why isn't 380 itself not being widened and all talk is about other streets to work on to BYPASS 380. Dumb. Just widen 380 itself like every other freeway/highway has been widened		w	s						
3249	272172fb-4a07-4664-8f90-a465edd78bf0	4/14/2022 21:43	4/14/2022 21:43	I say no to segment B. It is disruptive to the city of Prosper. An arge highway is unwanted. It takes away from future home building.		PARKER	MA'SHAWN						
3250	1ff97efe-6fc9-420f-8201-b67d5b2a94c2	4/14/2022 21:44	4/14/2022 21:44	Say no to segment B Send this project to McKinney		Parker	Sharda						_am_a_resident_

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3251	74b83513-8d33-4bce-870a-9add40e046b5	4/14/2022 22:00	4/14/2022 22:00	I would like to Oppose Segment A. I believe Segment B is the best option to improve traffic flow in McKinney while also preserving the economic business and residential vibrancy of our community. I Oppose Segment A because it: - Costs taxpayers \$98.8 million more - Impacts 57% more natural wetlands & wildlife - Negatively impacts Tucker Hill and Stonebridge Ranch neighborhoods I Support Segment B because it: - Requires 73% fewer business and residential displacements - Avoids costly reconstruction of the intersection at U.S. 380 & Custer Road - 14% shorter, saving time and money		Adkins	Karen						
3252	f7dea666-c2e0-406a-8c01-705e09b3c692	4/14/2022 22:01	4/14/2022 22:01	Leave Prosper alone!!!!		Hoffman	M						
3253	9554a3be-882d-488c-813d-4b3a5fc1c541	4/14/2022 22:07	4/14/2022 22:07	380 is already a clusterfuk. Segment A would only make the situation worse and costs more? Bad bad idea Segment B makes more sense I live much closer to Coit road than Tucker Hill so I a a reall good idea about traffic in the area		Blume	Brian						
3254	4c7d8965-dfe2-4737-80fe-ac2d7be14138	4/14/2022 22:24	4/14/2022 22:24	Opposition to Segment B		Balicusto	A						
3255	26f6c644-1661-4dea-8789-93b2bba4d416	4/14/2022 22:25	4/14/2022 22:25	Play some the highway on Plan B/ what is dropped the very reason we moved here and create noise pollution actual pollution unwanted crime and traffic and disruption to Our neighborhood.		Bakewell	Eryn						
3256	4050e788-d6b2-496d-890b-c85b53046f91	4/14/2022 22:26	4/14/2022 22:26	Opposition to Segment B		Balicusto	Conrado						
3257	7bf5ae8b-82f5-4d5c-80bd-7bec6ed87d97	4/14/2022 22:34	4/14/2022 22:34			Miller	Jenna						
3258	891b6a65-0d5e-4128-8273-54d4383fe0c9	4/14/2022 22:35	4/14/2022 22:35	Prosper city planning took growth into account. I don't think McKinney should be able to push the results of their poor planning onto Prosper. If we can't keep expansion on 380, let's at least keep it in McKinney where the traffic is affected by poor planning and lack of space to expand the highway.		Brooks	Aaron						
3259	80bf129b-494d-4bdc-8979-e3c4deae8890	4/14/2022 22:38	4/14/2022 22:38	Keep 380 on 380. If Prosper and McKinney combined it's interest regarding and used a single voice it could be more productive toward a workable solution that minimizes the impact on both cities. How about a double decker over the current 380 footprint that could handle east & west bound traffic. This would eliminate/minimize the need to have the new section impede McKinney/Prosper communities. Toney Parker Prosper Resident - 15 years Local Business Owner Member Prosper Chamber of Commerce.		Parker	Anthony						
3260	70a20670-2837-471a-85bb-9f1b8db6c026	4/14/2022 22:48	4/14/2022 22:48	My family says no to segment B of this project as it directly negatively impacts our neighborhood by bringing noise, traffic, pollution, litter, congestion and ruining the quaint town of Prosper. I can't imagine a worse scenario for the people of Prosper than putting that giant road (and all that comes with it) through it.		Lauterbach	K						
3261	a605e734-bf7c-4376-8f1d-9600049cf4a2	4/14/2022 22:50	4/14/2022 22:50	DO NOT ALLOW SEGMENT B TO BE IMPLEMENTED AND DESTROY PROSPER		Oberschlake	David						
3262	5c6b33fa-4d01-46ad-8fe4-bddd25d9832e	4/14/2022 22:52	4/14/2022 22:52	This will bring even more unnecessary traffic to our area in addition to increasing our taxes. We benefit nothing from this addition and it will ruin the city of McKinney. 75 already brings traffic, crime and accidents - we do not need more of any of those things.		Conza	Marie						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3263	763b0bde-c73d-4923-8ecc-b19457be3805	4/14/2022 22:59	4/14/2022 22:59	Moved to Prosper from Glastonbury CT in March of 2022 because of the small town feel I found in Prosper . The major highway going thru Prosper will damage this small town feel		Mannoochah	Monika						
3264	65ee80cf-3f76-4574-8a46-e321a81edaba	4/14/2022 23:03	4/14/2022 23:03	Prosper should not be punished for McKinney's poor planning along the existing 380 corridor. Prosper planned their offsets according to the proposed TXDOT expansion plans whereas McKinney tried to force TXDOT's hand by not allowing reasonable space while developing business along their portion of 380. Don't reward poor planning by punishing a neighboring town.		Reazor	Ronald						
3265	03579ddd-3ccf-4a65-8f26-b26965be0073	4/14/2022 23:06	4/14/2022 23:06	PLEASE DO NOT ALLOW SEGMENT B TO BE IMPLEMENTED AND DESTROY PROSPER!		Oberschlake	Erin						
3266	7c64f6cd-e1b6-4a7d-8909-89cfa5730038	4/14/2022 23:14	4/14/2022 23:14	I do not want segment B to take up all the land that would be needed for this bypass to go thru Prosper!		Randle	Cody						
3267	d942b42a-573d-4a32-8878-114a44017a5c	4/14/2022 23:16	4/14/2022 23:16	Prosper only has 27 square miles and this would take up too much land of ours.		Randle	Tommy						
3268	2739ef70-d8e4-45aa-88a8-1fceb1e6d4e3	4/14/2022 23:35	4/14/2022 23:35		I live in Prosper, TX and I support US Highway 380 as a Controlled Access Highway and support TxDOT Recommended Alignment as presented on May 6,2019. I strongly oppose any Gold or Brown Alternative Segment B alignments as presented in TxDOT's US 380 EIS Virtual Public meeting from March 22-April 6, 2022. Such alternative options conflict with existing and future development and harmfully disrupt the community of Prosper. The town has already preserved sufficient right-of-way for the roadway to be expanded along its current alignment.	Johnson	Chris						
3269	ffb6be00-64e4-45b4-85c2-e1b6ae6f2316	4/14/2022 23:38	4/14/2022 23:38	No to option B									
3270	724963bd-b1df-46e0-8156-2b7c7946c8f0	4/14/2022 23:38	4/14/2022 23:38	No to option B									
3271	b48e6736-79f7-464c-8a7c-6fcb7aaa553f	4/14/2022 23:46	4/14/2022 23:46	380 stays on 380		Ryan	Tera						
3272	1ba5fc2e-13ce-4215-8e88-78919447422c	4/14/2022 23:48	4/14/2022 23:48	I support option B. It has the least impact on communities and businesses. It saves millions of dollars and is shorter therefore being finished up quicker		Young	V						
3273	94258cc2-98f9-481a-85f3-8002106f0359	4/14/2022 23:48	4/14/2022 23:48	No to plan B period. Do not let Pan B go into effect		Steadman	Gary						
3274	20ff6118-c59e-46e7-8e59-6fae294ecf65	4/14/2022 23:53	4/14/2022 23:53	Keep 380 on 380 No bypass									
3275	297ff321-32b4-445e-80a8-42cf2ecc9cd8	4/14/2022 23:53	4/14/2022 23:53		I oppose segment A and support segment B based off of cost and displacement of fewer homes and businesses. As a state that attempts fiscal conservatism, route B is the best choice.	Wilson	Laura						
3276	934e2540-94d9-4226-80b4-08731d3a1bd4	4/14/2022 23:58	4/14/2022 23:58			Dellinger	Donna						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3277	bc37b3d9-8b67-496f-810e-fb2c1cf9a06d	4/14/2022 23:58	4/14/2022 23:58			Priddy	Erin						
3278	554fa446-2301-4729-8182-6a4fe7286f37	4/15/2022 0:06	4/15/2022 0:06	I oppose the A alignment because it will box my community in with major highways on the immediate north and west side as well as fuel a much busier Lake Forest Drive on the east side of my community. I live in Robinson Ridge and I can hear Highway 380 traffic INSIDE my home. The noise pollution alone will drive permanent residents away and reduce property values. The elevated emissions in this small concentrated area flanked by the A alignment is also very concerning for existing and future health consequences. It is grossly unfair and unreasonable to flank my whole community with major highways. This is basically destroying established residential homes in such a small proximity with an inadequate and expensive bypass when you should be building a larger more northern loop to address the McKinney-Prosper-Denton sprawl as well as accommodate future Melissa-Celina-Aubrey growth.		KWIATEK	KATHRYN						
3279	f30adb69-ed3e-47bf-8c97-e3464dc9455d	4/15/2022 0:14	4/15/2022 0:14	I am very much against segment B do not allow this to pass		Grissom	Kevin						
3280	2bb08cd2-9e0c-44c7-86dc-920dee10b2d9	4/15/2022 0:33	4/15/2022 0:33	As a homeowner in Mckinney who will directly be impacted by 380 bypass I fully support segment B proposal and oppose segment A.		Laing	Diane						
3281	addb1574-091d-4e58-8ab2-9bc3c4404e6a	4/15/2022 1:20	4/15/2022 1:20			Dellinger							
3282	f687e565-413e-441c-8f22-4bcfdffc653f	4/15/2022 1:37	4/15/2022 1:37	I prefer option B For the 380 bypass for Mckinney.		Stevens	Jason						
3283	b0fa5852-c007-4ab1-88c4-c430740a8d73	4/15/2022 1:59	4/15/2022 1:59		Option B should NOT be chosen. This route will cause significant adverse effects to ManeGait, a horse riding facility that provides outstanding therapeutic services and experiences to special needs children and adults. This route will also displace numerous residents of Prosper and will introduce high risk freeway traffic very near a high school currently under construction.	Morozzo	Marc						
3284	23d4103c-5065-4cb9-80b3-89666bb201f6	4/15/2022 2:03	4/15/2022 2:03	I support the selection of Segment B. It will provide better traffic management by avoiding drivers crossing Custer Road where there are already a number of larger businesses and future heavy traffic. It will impact fewer already existing businesses, and fewer existing homeowners. The sloping angle of on/off ramps is better for driver safety as well.		Allen	Laura						
3285	293712d0-cd70-4547-8da2-27f6af69adba	4/15/2022 2:10	4/15/2022 2:10	B is the proper route to take.		McGlaun	Todd						
3286	b001f965-4d28-4eb5-8652-00e2d2627ebb	4/15/2022 3:02	4/15/2022 3:02	I oppose option B which would negatively affect my community. This would affect the schools that my children would attend as well as impact business and residences in the area. We need to keep 380 On 380..		Griffin	Darlene						
3287	b76df4f9-5a01-4a5b-8ce2-e1f0bbfc503f	4/15/2022 3:25	4/15/2022 3:25	I oppose option B and support option A.		Tee	WeiYih						
3288	5eb49794-89fd-44ce-8f40-3c7055e15866	4/15/2022 3:34	4/15/2022 3:34	Supporting Option B. With so much business already built and with a big shopping/venue (Whole Foods/the Hub) coming to Custer/380 option B is truly the only one that makes sense.	Option A would cost taxpayers approximately \$100 million more in McKinney rather than Option B and Prosper. It will impact more wetlands, rivers and streams an option A then it will in option B and prosper. It will impact 14.9 acres of farmland in option A compared to only 2 acres and prosper. It will increase traffic congestion during construction, impacting emergency vehicles at Baylor hospital and the safety of children traveling to Wilmoth and McClure elementary, north, and Boyd high school. It will also display 17 businesses compared to none for option B and prosper. Support Option A to save land, businesses, wildlife and congestion in our community!	Birdsall	D						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3289	920655a3-d6ab-4c5c-86d3-77643733862e	4/15/2022 4:18	4/15/2022 4:18	As a resident of Stonebridge Ranch in McKinney, I wholeheartedly oppose Segment A for the proposed 380 Bypass. This option would be so disruptive to well established homes and businesses on 380 in McKinney. The option to move this to Prosper makes much more sense since there are not nearly as many established homes and businesses.		Ashlock	Heather						
3290	e26df44a-839e-443b-84c7-3b2e2bed95c8	4/15/2022 11:46	4/15/2022 11:46	HWY 380 should be expanded on HWY 380. The homes and businesses that exist on HWY 380 were aware that they would be living in close proximity to a major highway and it's eventual need to expand could be expected. However, creating a bypass would fundamentally change the dynamics of a smaller town such as Prosper including irreparable harm to property values and quality of life for those that intentional located themselves away from HWY 380. Prosper's population when totally built out was expected to be around 80,000 people, a town of this size should not bare the burden of a major bypass road expansion coming directly through it.		Ferrell	Tony						
3291	8ed664c7-77f1-431e-85d0-5aec47e44b76	4/15/2022 13:17	4/15/2022 13:17		The 380 Bypass option B would severely negatively impact Maine Gait as well as slicing apart the already small town of Prosper and should NOT be allowed!								
3291	8ed664c7-77f1-431e-85d0-5aec47e44b76	4/15/2022 13:17	4/15/2022 13:17			Charaniya	Nadira						
3292	5837890d-646d-4669-82ac-b5d066697bd8	4/15/2022 13:25	4/15/2022 13:25	I oppose segment AB and E. But if the addition will happen no matter what we say, I prefer segment E and A to be built.		Ortiz	Ricardo						
3293	d9febbf7-2ae5-4f32-8018-b4730e09e29a	4/15/2022 13:25	4/15/2022 13:25	Do not do this. Find another way.		Carter	Matthew						
3294	e7c0fe1a-622d-47fc-8656-bcabf95165d9	4/15/2022 13:28	4/15/2022 13:28	Route A is clearly the best route. Mane Gait cannot be disrupted. Town of Prosper has done their job and planned for the town's long term growth along with the top ranked school district, mckinney not so much.		Jones	Daniel						
3295	501f7fb3-6b51-4c28-8a60-06ef141a579a	4/15/2022 14:05	4/15/2022 14:05	I am in favor of using the segment B plan for the 380 bypass.		Whiteman	Betsy						
3296	0059297b-c561-481e-849a-95fcae6e02b4	4/15/2022 14:13	4/15/2022 14:13	I oppose A.	I oppose A	Oswald Simm	Laura						
3297	55e439ef-8d66-45bb-8f7b-ced870f41b9d	4/15/2022 14:57	4/15/2022 14:57	Against bypass B. As a resident of Prosper, I oppose option B that will split the town of prosper in half. Keep 380 on 380 or leave it as it is. Do not ruin the beautiful town of Prosper. Thank you for the opportunity to comment.		Marshall	Aubrey						
3298	f71e26a0-f1c8-477c-8791-c1f072dfde6b	4/15/2022 14:57	4/15/2022 14:57	Vote for no further expansion of 380. Oppose segments A&B!	Vote for no further expansion of 380. Oppose segments A&B!	P	Smith						
3299	6ff9a54a-d4d9-4cfa-8b34-4e13472379b0	4/15/2022 15:12	4/15/2022 15:12	Plan B is definitely the most desirable. It would achieve the needed transportation outcomes and would have the least negative impacts of all the other plans. We support PLAN "B" ..!!!		Shedlak	Curtis & Ann						
3300	8dff2199-4755-441c-8c47-152d98a3b107	4/15/2022 15:49	4/15/2022 15:49	This is the Tucker Hill subdivision where I live. Plan A would greatly negatively impact me and my family if this is approved. The added noise, reduced property values, safety of all in this community in addition to this being more expense, make this very detrimental to us and all in this community. Plan B is a much better option for all involved. Please listen to our beautiful community that Plan A would be devastating to all of us if approved. Thank you.		Kaeser	David						
3301	faab150c-00b8-4d6d-8f36-89ca13e6cc18	4/15/2022 16:21	4/15/2022 16:21	It would be most beneficial to everyone in the area of Prosper and McKinney to keep 380 on 380 by widening it. If that's not possible, taking it further north to the FM road between Celina and Prosper and connecting to the tollroad would be best for the future.		Lynn	Keli						
3302	d485d59e-8085-440b-8b66-34bed26462b3	4/15/2022 16:25	4/15/2022 16:25	The key problem with any of the proposals is that none of them solve the problem of a congested 380, and it doesn't solve a great portion of the McKinney congestion. These proposals only push the problem down the road to the west. Use the CC outer loop and connect it with the DNT. 380 will still be congested but through traffic will have an alternative. The best solution would be a bypass that connects with 35 North of Denton.		Koffroth	Barry						
3303	2756618c-6bd7-4c4b-8f33-74477acf42fc	4/15/2022 17:40	4/15/2022 17:40	OPPOSE B, PROTECT PROSPER		Malone	Destiny						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3304	ef33e74d-bc42-40d1-86e4-fff92e68d0be	4/15/2022 18:09	4/15/2022 18:09		I vote NO for proposed segment B, running through Prosper as it will negatively affect planned growth in our town.	Lawley	Linda						
3305	93af364c-b94d-47ae-8378-5c7362610f90	4/15/2022 19:00	4/15/2022 19:00	I STRONGLY OPPOSE the proposed 380 Bypass option B. I am a Prosper resident and I believe, if implemented, this option will devastate our community and displace an entire neighborhood. Prosper properly planned for a decade to ensure that everything was set back from 380 in order to support future widening. If TXDOT ignores the very strong opposition from the Town of Prosper and its residents, and our decade of planning, why would any municipality have trust in TXDOT in order to make the hard choices in the future to prevent building and ensure proper setbacks for future roadway widening?		Bailey	Scott						
3306	e108500f-4691-4bad-8c24-b9d78b413903	4/15/2022 19:07	4/15/2022 19:07		They proposed road that removes Mane Gait and creates division in our community is a very poorly planned idea. There is already bypass in Celina that does not display communities.	Green	Cathy						
3307	52a7b89a-e183-4958-8b5d-73dd6fd310d1	4/15/2022 19:48	4/15/2022 19:48	As a McKinney resident I oppose segment A and support segment B. Thank you		Carroll	Jamie						
3308	bb899e58-804e-417b-8ef4-ebca75e0c056	4/15/2022 20:21	4/15/2022 20:21		I oppose segment A and support segment B	Ross	Etta						
3309	6b14d69f-a691-4c04-8f27-80056e48a20f	4/15/2022 20:42	4/15/2022 20:42	This is a beautiful, natural area with wildlife, trees and wetlands.	I oppose Segment A due to the greater impact to wildlife and wetlands and the impact to established neighborhoods and community. I support Segment B as it does not have as great an impact to the businesses and homes in our community and it saves time and taxpayer money. The plan that makes the most sense is Segment B which Requires 73% fewer business and residential displacements than Segment A. It is a clear decision. Thank you.	Sasso	Jill						
3310	3a296f85-c052-4430-87a2-9fc3cda0730b	4/15/2022 21:37	4/15/2022 21:37		Please don't destroy Prosper's hometown atmosphere. Don't divide communities where people built homes they believed would be a retreat. Implementing Proposal B in Prosper will negatively impact home values for years to come and that's unfair to families who purchased their residences in good faith. Let our kids have peaceful childhoods without traffic roaring past their backyards.	Deupree	Theresa						
3311	9843f04d-df6e-47f4-8d34-19b4b1b3dde7	4/15/2022 22:05	4/15/2022 22:05		Being a resident of Prosper, I oppose the the project improvements of Highway 380 that will go through and impact our town. Prosper is a small town and a highway running through it will negatively impact our community.	Watson	Rusty						
3312	b19608f6-575d-48a8-814e-4eef12e01da9	4/15/2022 22:08	4/15/2022 22:08	I support B and C which are less expensive and much less to residential and businesses.		Bulling	William						
3313	2494f183-d50a-4f3f-89cf-ca91244bd0b4	4/16/2022 0:33	4/16/2022 0:33	NO! to segment B.		Glasscock	Tammy						
3314	92874425-5f54-4533-86cc-4eb65ecef2e	4/16/2022 1:54	4/16/2022 1:54		If I were traveling, which I did for a living for 23 yrs, and segment A was the only option, I would stay on 380 as it appears to be a short cut! Segment A is going to far out of the way to accomplish what it is set out to do.	Hutchison Jo	Jana						
3315	d3208ff3-f1c5-495f-84cb-e854d1828e09	4/16/2022 1:56	4/16/2022 1:56	Route B provides better regional transportation to the Collin county area. Cost less money to complete		Toes	MeLinda						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3316	ad20a1cf-a325-47ee-85ef-3848962b0ea6	4/16/2022 12:56	4/16/2022 12:56	<p>I oppose both of segments A & B but between the two, segment B is the more viable option & uses common sense.</p> <p>The cost to construct segment B is less than that of segment A.</p> <p>IF a bypass is constructed, it needs to be west of the intersection of 380 & Custer Rd. This is a very congested & dangerous intersection & will become more so with the development of the SE corner (including apartments & retail). It is common sense to benefit this area in a bypass.</p> <p>The land proposed to be utilized to construct segment B is VASTLY undeveloped land! While there are PROPOSED homes to be built, Segment B does NOT impact existing, current homeowners & neighborhoods like segment A would. Developers should be ordered to cease continued work on the properties in the path of segment B.</p> <p>The 90° turns of segment A are dangerous & unnecessary!</p> <p>The Maingait horse facility in the path of Segment B is amazing! It requires land of which there is still plenty of in Collin Co. TXDOT should relocate them.</p>	<p>We have lived in NE Frisco for almost 9 years and travel 380 between DNT and 75 almost daily. We have witnessed & experienced the extreme growth of the area (including Prosper & McKinney) and the impact it is having on the roadways!</p> <p>It seems that TXDOT has failed terribly at planning & EXECUTING a solution for 380. Their failure is now significantly effecting all of the many thousands of drivers who rely on the road as well as many hundreds of homeowners & businesses that would be negatively impacted by construction on or along 380.</p> <p>PLEASE focus all energy on completing a large Collin County Outer Loop from Anna to Pilot Point! PLAN AHEAD AND EXECUTE accordingly BEFORE the areas are too developed. Make the north/south roadways leading to the loop appropriate & allow this option to relieve 380. It would make a HUGE difference & relieve an immense amount of traffic without much negative impact.</p> <p>Segments A&B are putting 2 towns & residents fighting each other & fail Collin Co's needs!</p>	Garrett	Cathy						
3317	31feb54-8d8b-425a-87ef-b3b76599391f	4/16/2022 14:07	4/16/2022 14:07	I am opposed to segment B as i feel it disrupts the school and mane gait facilities. It should not run through these areas especially mane gait who has been there for years and needs the peaceful atmosphere for their patients...i am a resident of prosper for over 20 years, and i hope that TX dot will listen to our concerns and act upon them. A seems like a better alternative..i wish they could put a non stop road above the existing 380 instead of cutting a whole new road..		Hahn	Toni						
3318	c5a6dc7d-4abe-4558-83cf-8fee658f8817	4/16/2022 15:48	4/16/2022 15:48	I support Option B that runs through McKinney and the southeast part of Prosper. The bypass should be at the Option B location to provide more Bypass of 380 and reduce congestion.		Hutchison	David						
3319	5f47b1e0-a43f-40c4-848b-4f22bd3b4238	4/16/2022 17:33	4/16/2022 17:33	I oppose Segment B		Hale	Loyd						
3320	f8e468d7-eb0a-4a21-8018-047662810826	4/16/2022 17:34	4/16/2022 17:34	I oppose Segment B		Hale	Jin						
3321	46c8d3dc-9235-4b3e-8a41-1b6b09012437	4/16/2022 17:37	4/16/2022 17:37	Plan b make more comment sense. It will enhance Custer road business for both cities.		HH	HH						
3322	2652d482-0624-4b89-89fb-26354a449896	4/16/2022 17:39	4/16/2022 17:39	I oppose segment B		Clegg	Shannon						
3323	ea34a156-e860-4fac-8dac-7d68e1708860	4/16/2022 18:01	4/16/2022 18:01	I oppose Segment B.		Pettit	Blake						
3324	00b41341-194a-4f2a-8840-4fdc4f3e4956	4/16/2022 18:03	4/16/2022 18:03	No to the selected area. Poor planning should not be compounded with knee-jerk solutions.	This is not an improvement and more of a bandaid approach to a progressive problem. No, to the 380 bypass in the area selected.	Baker	Michael						
3325	a30ddbdd-de32-47ba-8cd5-eba3daa39550	4/16/2022 18:13	4/16/2022 18:13	Option A will be an absolute nightmare during construction. The West Grove project with 400+ apartments, shops and restaurants will be done by then. That will be 800 + more cars trying to navigate daily through road closures which will be impossible. There are only 2 ways out - one on 380 and 1 on custer where a left turn is not allowed. Emergency vehicles trying to get to Baylor Frisco will have to detour possibly costing valuable time in getting a critical patient care. Currently option A displaces 17 businesses, how many more will it disrupt after West Grove is completed? West Gove also includes an outdoor stage which will be unusable if next to a major elevated highway and the construction. Option A is also much more costly and impacts more acres of wetlands, rivers and farmland than option B does. Option B makes much more sense from a purely financial and logical standpoint.		Primerano	Lori						
3326	63a5cfbb-c555-436e-8047-932d225f07ae	4/16/2022 18:25	4/16/2022 18:25	My children used 380 to travel to high school from Stonebridge Dr to McKinney North HS on Wilmeth as many others from the immediate area do. With McKinney ISD's strategy of placing the high schools near the centerline of the city so as to pull people from both the west and east sides of town, a lot of students travel 380 to get to MNHS and Boyd HS. I believe the Option A construction would pose a higher risk to students and I support Option B.		Ruiz	Pablo						
3327	ef25d745-89d9-43df-8061-d4d908720401	4/16/2022 20:08	4/16/2022 20:08	I oppose segment B		Clegg	Stephen						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3328	cc03de49-aa6e-44b0-8a37-84ccd318e3da	4/16/2022 20:08	4/16/2022 20:08	I oppose segment B		Clegg	Stephen						
3332	cf3499bd-9fb9-4049-8d6f-e04810e30964	4/16/2022 20:08	4/16/2022 20:08	I oppose segment B		Clegg	Stephen						
3333	92c49060-8afd-4119-87ae-638d933e516f	4/16/2022 20:08	4/16/2022 20:08	I oppose segment B		Clegg	Stephen						
3334	257f3846-e74c-4764-8c83-da34131d8dea	4/16/2022 20:08	4/16/2022 20:08	I oppose segment B		Clegg	Stephen						
3335	9038f684-b1fb-4f58-80b6-831fc4180541	4/16/2022 20:38	4/16/2022 20:38	I strongly support the Prosper communities unanimous decision for plan B, which impacts our schools and and excessive toll lanes in a small town.		Muthu	Jai						
3336	e24774d8-1604-481d-8699-e157a0f77187	4/16/2022 23:09	4/16/2022 23:09	We have lived in Prosper almost 11 years and We moved out here because of the smaller community. It is a shame that it has gotten to a point where it's Prosper versus Mckinney which it shouldn't be because I have dear friends that live in McKinney. I feel that McKinney did not plan on any kind of road structure on 380 and just built and built and built. If you look at Prosper they are planning and their moved there Stores and store fronts back so 380 could be widened. Prosper should not be jeopardized because of poor planning or McKinney part. Either way people are going to be affected dearly. This 380 bypass should really be out further and then come across and hook onto the Dallas toll road. You have heard all the reasons thousand times over why Plan B would greatly impact the Prosper area and especially one of the special places in McKinney Maingait. Please note Proper is way to small to take the hit for over packing businesses into McKinney.		Sain	Risa						
3337	9bb2d324-f444-44bc-8e6a-cd98d773d99e	4/17/2022 4:27	4/17/2022 4:27	I would like there to be no 380 bypass altogether however with that being said I believe the section A is the worst possible route to take please take the better route with section B thank you		Bader	Eric						
3338	30d74d61-8779-4b73-8545-cc3eec299b89	4/17/2022 5:32	4/17/2022 5:32	We support B, as A would be much more disruptive to more people and residential and business developments. B is less costly. Stonebridge drive is already a very busy road. A will invite much more cut through traffic as well.		Mendenhall	T						
3339	c3ac69b3-4cb3-4cfa-87f3-8b141f22e454	4/17/2022 14:12	4/17/2022 14:12	Segment B makes more sense to me – more direct and less expensive. It impact far fewer people and businesses.		William	Will						
3340	4a003aaf-3efd-468d-85e4-ca9e7c96e7c2	4/17/2022 15:27	4/17/2022 15:27	I very strongly oppose the 380 Bypass proposal that runs through Prosper, Texas. This highway would completely obliterate the "country feel" of Prosper. Prosper is a very small town with respect to square miles and would suffer significant loss of revenue in the form of residential and commercial taxes if limited land is utilized for this highway. Re-direct the 380 bypass to McKinney, Texas (away from Prosper) or some other city.									
3341	d86028de-fdf7-4007-87b8-18feb5108d6f	4/17/2022 17:19	4/17/2022 17:19	Segment A costs \$98.8 million more for taxpayers, impacts 57% more natural wetlands and wildlife, and negatively impacts the neighborhoods and businesses along U.S. 380.									
3342	42aadf1d-d479-46ad-8458-c6bedac1788a	4/17/2022 18:35	4/17/2022 18:35	I prefer Segment B as it would require 73% fewer business & residential displacements, avoid costly reconstruction at 380 & Custer Rd., and be 14% shorter saving time & cost \$98.8 million less.		Winge	Jane						
3343	122c31d3-97f0-4455-813c-54dc0de4c0a7	4/17/2022 20:28	4/17/2022 20:28	No Bypass B Detrimental to Maingate and Prosper		Mitchell	Evelyn						
3344	fb4b8a1-8525-415c-8b46-26fa602dba44	4/17/2022 20:31	4/17/2022 20:31	No Bypass B Detrimental to Maingate and Prosper		Mitchell	John						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).	
3345	40496cf1-e517-46e4-8f64-6065c628e27a	4/17/2022 21:07	4/17/2022 21:07	I know my comment will not impact any decision of TXDOT as it has already been proven that the agency does not care about the citizens. The data has already been twisted to what they want. To say that 0 businesses are affected by alignment B is an outright lie and ignores ManeGait as the prime one affected. Not to mention other businesses and home based businesses. And with so many people working from home now, any homes affected, now affects businesses well outside the borders of McKinney or Prosper. And while it affects such a great area, it also will still not correct the issue of traffic between Custer and 75. Only alignment F would do that. But monetary bribes have now taken that option off the table. My husband and I chose to move this far north to enjoy the country and the quiet. At night you could see every star in the sky and in the morning you would hear a rooster crowing. That's what we chose. We didn't choose to live behind a freeway. And now you've chosen to take it away.	Mental health was already a tough subject to talk about before COVID. But since 2020, mental health issues have doubled. It's a very sensitive topic and hard to find treatment that works. ManeGait provides much needed therapy for many health conditions and provides these services to people far beyond McKinney or Prosper. Destroying their grounds and their business will leave people scrambling to find new therapy and could undo years of progress achieved through their services. If you don't want to listen to me, get opinions from other mental health providers on the issues this will cause. It seems like the only thing McKinney and TXDOT care about is making money and not about the actual citizens. If you truly cared, stop packing 380 with businesses. Stop building more and more businesses on every piece of land you can find. Stop destroying homes just so you can avoid actually fixing 380. Because it now shows your true priorities.	B	H							
3346	fb920046-a2cf-4b9b-814c-88896e555566	4/17/2022 21:53	4/17/2022 21:53			Darby	Gretchen							
3347	c7201e54-052f-464f-867b-03fb17469763	4/17/2022 21:55	4/17/2022 21:55	NO to Option B		Darby	James							
3348	60ddfa09-c3a3-4e28-843c-f0386fe2f67d	4/17/2022 21:57	4/17/2022 21:57	NO to Option B		Darby	Presley							
3349	bb2ae412-192d-4c8a-8aac-4a847b2afe58	4/17/2022 21:58	4/17/2022 21:58	NO to Option B		Darby	Jagger							
3350	82e21a49-c28b-4a64-89e7-1ff0a1a70f52	4/17/2022 21:59	4/17/2022 21:59	NO to Option B		Darby	Jax							
3351	6fbc3870-510c-4edf-8a56-105b56d90b0a	4/18/2022 0:51	4/18/2022 0:51	Keep 380 where it is - double deck it if necessary to allow for through traffic.		Tokarczyk	Jim							
3352	b10086e6-65c0-4e3c-84c5-fd20860a2d4e	4/18/2022 2:45	4/18/2022 2:45	I support Segment B. I oppose Segment A as it severely impacts McKinney city's existing businesses and residential areas.		Vemrapu	V							
3353	a82ad3e8-c384-4c53-84fa-287e50951b8f	4/18/2022 4:39	4/18/2022 4:39	<ul style="list-style-type: none"> • US 380 Bypass Segment B options + approved Collin Outer Loop would sandwich NE & SE Prosper in between 2 major highway thoroughfares • Directly affects neighborhoods: Whitley Place, Whispering Farms, Brookhollow, Christie Farms, Rhea Mills, Gentle Creek, Amberwood, Ladera, etc. • Too close Close to PISD Elem, Middle and High School, Founders Academy • Negatively impacts the safety of student drivers with high speeds & Overall Safety of our citizens and students • Decreased home values and overall desire of area • Impacts ManeGait and the therapy they provide to children, veterans, and our disabled community members • Substantial lost tax revenue to the Town and Prosper ISD • Directly impacts these Developments: Ladera, Brookhollow, Rutherford Creek, Wandering Creek, Malabar Hills, North Dallas Cemetery • Massive utility relocations that are critical to Prosper's infrastructure • Politics - George Fuller, Keith Self, & Tucker Hill – used personal influence to suggest Option B 	As a Prosper ISD School Board Trustee, I'm OPPOSED TO OPTION B - The hwy would be in close proximity to an elem. school, middle school, high school, Founder's Academy, directly through valuable land purchased for future use and also through Ladera, a 55+ single home development. PISD was to gain \$1,000,000+/yr in tax revenue from the Ladera, w/out the expense of educating children from these homes. PISD Superintendent & Board of Trustees, Prosper Town Council, Mayor & Mayor-Elect, Town Manager, Representative Shaheen, Senator Springer, countless local leaders & inordinate # of Prosper residents, strongly oppose any version of the proposed Segment B of US 380 through Prosper. My husband & I've lived in Prosper since 2003 and raised our 4 children here for the exemplary schools & its unique position of being a small town w/ convenience/proximity to larger suburban areas. Jason served on P&Z (2006-2010), Prosper Town Council, (2010-2021) and I am currently a PISD Board Trustee	Dixon	Dena							
3354	c40b8d58-92ee-4de9-8a11-853988447a1	4/18/2022 4:40	4/18/2022 4:40	<ul style="list-style-type: none"> • US 380 Bypass Segment B options + approved Collin Outer Loop would sandwich NE & SE Prosper in between 2 major highway thoroughfares • Directly affects neighborhoods: Whitley Place, Whispering Farms, Brookhollow, Christie Farms, Rhea Mills, Gentle Creek, Amberwood, Ladera, etc. • Too close Close to PISD Elem, Middle and High School, Founders Academy • Negatively impacts the safety of student drivers with high speeds & Overall Safety of our citizens and students • Decreased home values and overall desire of area • Impacts ManeGait and the therapy they provide to children, veterans, and our disabled community members • Substantial lost tax revenue to the Town and Prosper ISD • Directly impacts these Developments: Ladera, Brookhollow, Rutherford Creek, Wandering Creek, Malabar Hills, North Dallas Cemetery • Massive utility relocations that are critical to Prosper's infrastructure • Politics - George Fuller, Keith Self, & Tucker Hill – used personal influence to suggest Option B 		Dixon	Drew							

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3355	e97d8de4-6c00-4959-8a83-1c9fda1f10f9	4/18/2022 4:40	4/18/2022 4:40	<ul style="list-style-type: none"> • US 380 Bypass Segment B options + approved Collin Outer Loop would sandwich NE & SE Prosper in between 2 major highway thoroughfares • Directly affects neighborhoods: Whitley Place, Whispering Farms, Brookhollow, Christie Farms, Rhea Mills, Gentle Creek, Amberwood, Ladera, etc. • Too close Close to PISD Elem, Middle and High School, Founders Academy • Negatively impacts the safety of student drivers with high speeds & Overall Safety of our citizens and students • Decreased home values and overall desire of area • Impacts ManeGait and the therapy they provide to children, veterans, and our disabled community members • Substantial lost tax revenue to the Town and Prosper ISD • Directly impacts these Developments: Ladera, Brookhollow, Rutherford Creek, Wandering Creek, Malabar Hills, North Dallas Cemetery • Massive utility relocations that are critical to Prosper's infrastructure • Politics - George Fuller, Keith Self, & Tucker Hill – used personal influence to suggest Option B 		Dixon	Jacob						
3356	27b4c4d3-8e4c-4d0f-85b1-6c98e9bc3304	4/18/2022 4:41	4/18/2022 4:41	<ul style="list-style-type: none"> • US 380 Bypass Segment B options + approved Collin Outer Loop would sandwich NE & SE Prosper in between 2 major highway thoroughfares • Directly affects neighborhoods: Whitley Place, Whispering Farms, Brookhollow, Christie Farms, Rhea Mills, Gentle Creek, Amberwood, Ladera, etc. • Too close Close to PISD Elem, Middle and High School, Founders Academy • Negatively impacts the safety of student drivers with high speeds & Overall Safety of our citizens and students • Decreased home values and overall desire of area • Impacts ManeGait and the therapy they provide to children, veterans, and our disabled community members • Substantial lost tax revenue to the Town and Prosper ISD • Directly impacts these Developments: Ladera, Brookhollow, Rutherford Creek, Wandering Creek, Malabar Hills, North Dallas Cemetery • Massive utility relocations that are critical to Prosper's infrastructure • Politics - George Fuller, Keith Self, & Tucker Hill – used personal influence to suggest Option B 		Dixon	Emma						
3357	cade9049-5734-4e42-8dd7-407373d4c71a	4/18/2022 9:22	4/18/2022 9:22	I am opposed to option B for the plan for 380. This is a terrible option for the Town of Prosper and its residents. This plan would negatively impacts several important entities including Prosper ISD campus' and a very important rehabilitation facility. Please do NOT proceed with this option.		Pyle	Ron						
3358	2e3956e6-463b-47b4-86b7-91bdd536664b	4/18/2022 12:12	4/18/2022 12:12		I am in favor of building option B Vs. option A. I believe B is the better choice based on its lower cost. This will be a very expensive project and whatever can be done to minimize the total price should be pursued. In addition to the dollar impact, I believe option B is better because fewer businesses and homes will be disturbed. With property values rising so dramatically the fewer people who have to relocate and be forced to seek new property the better. I support option B. Thank for considering my position.	Winge	Paul						
3359	f50bd920-d4af-4ff9-8ed9-04be689047c5	4/18/2022 13:29	4/18/2022 13:29	No segment A and B! Keep 380 on 380. No need for fumes in our backyard!									
3360	2150db1f-cc57-441e-8044-28baead50f2d	4/18/2022 14:03	4/18/2022 14:03	I choose Segment A so that our town of Prosper won't be cut in half by this project.		Whitworth	Nancy						
3361	14c27fd9-fb99-4b5a-8fe7-db015eaccb95	4/18/2022 15:21	4/18/2022 15:21	Looking at the map, and viewing the costs of the project it seems that Option B is far and away the most logical selection for this project. The cost of option B is nearly \$100 Millions less than Option A and does not go through developed land.		Parkins	Aaron						
3362	8bef2b28-ec40-40fd-8072-dc4f0641f954	4/18/2022 15:29	4/18/2022 15:29	I have read carefully the information provided by the Dallas Morning News & McKinney Courier-Gazette & agree that Option B makes more sense than Option A. Fewer people & populated areas are affected. I can see a very negative impact to Ridge Road as more traffic will use it to access 380 or use Ridge as a convenient route to go south vs the major designated north/south route of Custer Road.	Nobody wants to lose a house or land to development, no matter how important. I feel the big picture of cost, future growth & impact to existing facilities must be the most important deciding factor & Option B is that choice.	Zulawski	John						
3363	d63707e3-f745-4482-8b42-b7f4486fdc8	4/18/2022 16:00	4/18/2022 16:00	I agree with my neighbors. We support Proposal A and are adamantly opposed to Proposal B that bisects Prosper. Proposal B adversely affects current residential areas, planned developments, and future developments in a premier Residential Area in Prosper that dates back to the early 2000's and also negatively impacts the environmentally sensitive areas along Custer Road as established by the EPA. Proposal B does not comply with the Town of Prosper's established Master Comprehensive Plan dating back to 2005 nor the character of the area. The noise, traffic, safety, and economic and tax impact of Proposal B will adversely affect thousands of residents in Whitley Place, the ManeGait, Founders Academy, Malabar Hills, Prosper High School #3, and the Ladera Retirement Community.		Horton	Mark and Ama						
3364	14cf99c7-a7b9-4ff8-8a05-5cf2992b95e9	4/18/2022 16:15	4/18/2022 16:15	I strongly oppose option B. We moved to Prosper for the quietness it offers, even at build out. We do not want a major road near our neighborhood. We looked at plans before we moved here and that was not even an option.		Barnes	Melissa						
3365	27c11954-6e96-4dc9-8009-c2e52bd7c270	4/18/2022 16:36	4/18/2022 16:36		I wanted to vote for segment B and oppose Segment A. I do not want a highway next to my backyard.	B	R						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3366	d455fd25-4e42-478c-814f-f20198f082a8	4/18/2022 16:48	4/18/2022 16:48	I extremely oppose any/all 380 Bypass construction in the Town of Prosper! Prosper maintains a "country feel" that would be obliterated by Bypass construction. Prosper is a very small square mile area and has no room available for Bypass construction. Bypass construction would result in significant revenue loss for Prosper in the future. I respectfully request to not permit Bypass construction in Prosper.		Conway, CPA	Michael						
3367	0dfe16ae-a8c8-4270-829b-edaf397e31c6	4/18/2022 17:12	4/18/2022 17:12	My Ranch will be destroyed by Plan A. We have worked 50 years to pay for this property paying on it for 30 years, building my house, 3 barns a vineyard, bee Apiary this. I do not support plan A as is. why cant u move it to the west there is over 200 acres or open land. Option A has TWO 90 Degree turns will cause traffic jams and pollution. resolution the city passed opposed the Segment A option. It stated Segment B provides a route "approximately 18% shorter than Segment A, requires one less interchange than Segment A, and requires \$36 million less than Segment A for relocation of major water utilities." Additionally, TxDOT determined that Segment B "requires approximately 73% fewer combined business and residential displacements than Segment A and requires \$41 million less than Segment A for estimated right-of-way cost," the resolution stated. The resolution also noted that Segment B would "avoid direct impacts to ManeGait," a nonprofit that provides therapy through horses.		Wiggins	James						
3368	028cf677-ff6c-4477-8271-c77f921c3a5e	4/18/2022 17:14	4/18/2022 17:14	I am a real estate appraiser. I have appraised ROW for TexDOT for many years and have testified in court dozens of times. Some of the projects are 35 E and 35W, Hwy 75, SH 289, Kell Boulevard thru Wichita Falls, SH 78, IH 27 between Lubbock and Amarillo, S H 78, SH 70 and many others. I am very opposed to option A, and I favor option B. The purpose of highways is to move traffic and accommodate hundreds of thousands of vehicles. Option A is not nearly as efficient as Option B. Option A costs more for ROW, utilities, and construction, 17 businesses will require relocation. Again, Option A fails the test of improving traffic flow. I am now retired	Option A fails the test of improving traffic flow. Option B is far more effective and at lower cost. I am now retired	Milstead	Early						
3369	acb89486-2001-43bd-81bd-f64109d5c40e	4/18/2022 17:15	4/18/2022 17:15		I support Segment B and oppose Segment A. Segment A is significantly more costly and severely impacts our natural wetlands and wildlife, as well as neighborhoods and businesses along US 380.	Haseltine	Elizabeth						
3370	9e4c13e8-cb14-45ee-802b-6ec7ec7e1728	4/18/2022 17:15	4/18/2022 17:15		I support Segment B and oppose Segment A. Segment A is significantly more costly and severely impacts our natural wetlands and wildlife, as well as neighborhoods and businesses along US 380.	Haseltine	Elizabeth						
3371	c22f0548-f02f-4e52-83b1-3d48b6a5250f	4/18/2022 17:15	4/18/2022 17:15		I support Segment B and oppose Segment A. Segment A is significantly more costly and severely impacts our natural wetlands and wildlife, as well as neighborhoods and businesses along US 380.	Haseltine	Elizabeth						
3372	0e1a278a-b32a-4902-8114-7cf8e5ab1d2f	4/18/2022 18:16	4/18/2022 18:16	I am in support of Segment B instead of Segment A. Segment B disturbs less homes and businesses than Segment A. It would be less disruptive to the area to build Segment B.		Michaud	Naomi						
3373	458e9d6e-6ae2-478c-86b7-efb3571db396	4/18/2022 19:12	4/18/2022 19:12	I strongly oppose the A option due to the following reasons: * Road is too large to fit without negatively impacting homes and businesses both north and south of 380 between Custer and Ridge road. This is already a very congested area and this will only further decrease local mobility and property values in the area. * Option A affects more businesses and homes than Option B. Option A seems to only exist to avoid disruptions to rural properties on Option B route. * Option A aligns with structure of a true Bypass around McKinney that will divert traffic around the city for those that are using 380 as a through street.		Weadock	Sean						
3374	e8fb81b6-5408-446b-8299-4cbc8ee71c70	4/18/2022 19:39	4/18/2022 19:39	I am strongly opposed to the construction of Plan B. Plan A is infinitely better. 380 should be built on 380 -- as planned. Prosper has made adjustments for such a happening. It's called PLANNING. McKinney obviously did not plan for any expansion or if they did plan they didn't act on it. It doesn't make sense to PUNISH Prosper for good planning and reward McKinney for poor planning. That's UNAMERICAN!		Parry	Irwin						
3375	37071002-a312-4e83-858d-e6e0ca72764c	4/18/2022 19:59	4/18/2022 19:59		The City of McKinney failed to plan for future expansion of 380 while Prosper's city counsel was very deliberate in planning for exponential growth. McKinney should now bear the burden of that failure to plan. Bypass B would unduly punish the citizens and taxpayers of Prosper for the inept leadership of a bordering municipality. The suggestion of building a 12-lane bypass in such close proximity to a charter school, elementary school and high school is unconscionable. The proposed Segment B would materially impact ManeGait and limit their ability to provide therapeutic services for disabled children and veterans. The Ladera Community, an active retirement community of 244 homes, would be demolished resulting in an estimated \$2.0B in lost tax revenue to the Town of Prosper and Prosper ISD. Bypass B would require a massive utility relocation effort that are critical to Prosper's infrastructure. I oppose ALL Segment B options and support widening 380 on 380 through Prosper.	Darby	Michael						
3376	82775726-bd6a-4787-85df-a145657cd4e6	4/18/2022 20:25	4/18/2022 20:25	They ideal place for the bypass to start would have been at the DNT interchange but given that option is off the table the next best option is starting per the plan B and routing through areas E and C. I am far less concerned with upsetting a horse venue than I am with how disruptive the A Ridge option would be to the residents of Stonebridge and Tucker Hill. With Ridge being cut through now the current traffic snarl that starts at Custer and continues to 75 will only grow worse. Putting the bypass in this same general area would be adding insult to injury.		Case	Steve						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3377	51d917acd80e-4f73-802e-5f33ec792248	4/18/2022 20:35	4/18/2022 20:35	I oppose the building of the TxDOT proposed "Segment A" within the area pin-pointed on the map above.		Darling	Rachel						
3378	16ba96a1-f586-4934-80f4-4f2710aa392b	4/18/2022 20:45	4/18/2022 20:45		As a homeowner and citizen of McKinney, TX., I strongly SUPPORT Project 380 Segment-B bypass alignment option. This option is the least disruptive with minimal impact on existing homes and families living in neighborhoods adjacent to US 380. It is also the least expensive option when compared to the cost of the Segment-A. Segment-A should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *It will decrease traffic safety and increase traffic on Stonebridge neighborhood streets arterial to Highway 380 such as Stonebridge Drive, Ridge Road and Lake Forest Drive. *It will cause a large interchange to be constructed at the intersection of Segment-A and 380, which is directly above Kensington Village, potentially depressing home values in that area. Segment B is the best option to improve traffic flow in our corridor while also preserving the business and residential vibrancy of our community.	Friesz	Matthew						
3379	08b026b9-08b7-46f1-8358-4ba61736bf99	4/18/2022 20:55	4/18/2022 20:55	I am apposed to Plan A, as it has a large impact on residents and businesses, and it costs almost \$100 million more than Plan B.		Wagner	Ronald						
3380	68d27fe2-4534-4ce3-84df-1c52233144c5	4/18/2022 20:58	4/18/2022 20:58	As a resident of McKinney I am opposed to Segment A. Segment A is destructive to our community and will create greater congestion, destroy businesses and neighborhoods. Segment B creates a better route to move people quickly through McKinney without and go around the highly populated and congested areas on 380 between Custer and Hardin. Segment A will destroy many business along the route that may not be able to relocate in the current economic climate due to inflation.		Snowert	Corey						
3381	0077832c-1244-40b9-8247-4580ad11fada	4/18/2022 21:22	4/18/2022 21:22	I vote for segment B.	I vote for B	F	Mike						
3382	2980020e-7209-40db-82c4-80b2e2a9d524	4/18/2022 23:15	4/18/2022 23:15		Section A is too expensive, and does not accomplish the goal, since it is not truly a "bypass" and does not save time and distance. I feel best about setting the proposed route as C - E - B.	Cummings	Brian						
3383	f8b71946-922e-4f63-8c8f-52ecda0c8c7d	4/18/2022 23:39	4/18/2022 23:39	Option B makes the most sense for a bypass. Option A displaces too many homes and doesn't relieve as much congestion.		DeHart	Cassie						
3384	59340226-82ed-4d7a-821f-d32afe860c0d	4/18/2022 23:47	4/18/2022 23:47	I am a McKinney resident living right at the Wilmeth & Ridge intersection. I support option B as it's less costly overall and impacts less people than option A.		Chase	Chris						
3385	f0f12d24-b9fc-4c4e-8dee-80c21cce365b	4/19/2022 0:29	4/19/2022 0:29	I oppose segment B.		Hopkins	Sarah						
3386	c8375c1b-f926-45f4-814a-4540ec862909	4/19/2022 0:51	4/19/2022 0:51	Me and my family are completely opposed to option "B" in the diagram above. My family and I live in Prosper and we don't want to see our town devided.		Maslowski	Jayson						
3387	30376269-119d-48e8-8b5e-7975e0b66ed4	4/19/2022 1:13	4/19/2022 1:13	I am against option B. Although, my preference is to not widen 380, it is the lesser of evils. Let's keep 380 on 380. The construction of another major road is not the way to go.		STRAHAN	VICTORIA						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3388	d466fd4e-92af-4735-843c-a690bd31d67e	4/19/2022 1:14	4/19/2022 1:14	Endorse route A and strongly oppose route B: Route B displaces residences in a master-planned community; those who purchased those homes were not made aware of any pending loss of their properties. The new, busy expressway with its complicated egresses adjacent to a high school will likely contribute to accidents due to the inexperienced drivers. The busy expressway adjacent a to high school and an Academy increases pollution to developing children's bodies. Mane Gait provides significant benefits for disabled members of the community (both youth, adults, especially veterans) which would also be displaced. The alternate space, comes with significant costs to rebuild a family owned business, which may not be possible. I recommend alternate property along 380 be offered for the displaced businesses as there is undeveloped land near the existing businesses, thereby maintaining their customer base who are used to going to the close-by locations. Thank you for pursuing route A.		Jelinek	Bonnie						
3389	e686a969-4a60-4acd-8241-d63dac8858a9	4/19/2022 1:32	4/19/2022 1:32	I would pick B and C. The smoother the bypass the more time people would save on it. A, having a90 degree turn is not efficient. If Prosper is not cooperative, i would suggest you take the road due west at the northern most point and go due west and bypass prosper. Take it to the tollway or I35. This would probably be more efficient than A or B.		Beene	Mike						
3390	de2be721-ba92-4fde-8dbc-a9f20f864e51	4/19/2022 2:06	4/19/2022 2:06		Being a homeowner in the Wren Creek subdivision, I strongly oppose oppose B, we already have 380 in our backyard, we don't need more traffic in a already developed area. "A" is in undeveloped land, growing but undeveloped!	HOLBEIN	TROY						
3391	4cc406c7-484e-4786-80cd-b3928aeba3e7	4/19/2022 3:33	4/19/2022 3:33	I support Segment B due to less impact on individuals and businesses		Cook	Jason						
3392	f83dc588-5eb9-464e-88d8-02f4a9c8b171	4/19/2022 3:46	4/19/2022 3:46	I am in favor of segment A. Keep 380 on 380		Grimes	Angela						
3393	fe71ed82-7fe2-4e7a-8d90-4038f6b94229	4/19/2022 3:52	4/19/2022 3:52	Please do not modify the path and build the bypass through the Walnut Grove neighborhood. There are many families with children- mine included- and we would request that our neighborhood remain intact long enough to raise another generation of Texans. We support the route along Option B as it retains the character of the Walnut Grove neighborhood and creates a natural merger with existing McKinney city boundaries.	I would like to voice my support for Option B. This route makes greater economic sense and minimizes human impact by utilizing more rural lands for development. Route A will bisect various neighborhoods and the traffic/noise impact will negatively affect a number of businesses, homes and nearby schools. Additionally, route B would migrate traffic along a northern route and would provide an opportunity for a community park to be developed east of the WG neighborhood, as well as enhance the beauty and accessibility of the community park planned south of 380 (between Custer and Stonebridge roads).	Pedersen	Caleb						
3394	d9a1d99b-aa82-4454-8f68-3d33036ccc38	4/19/2022 9:48	4/19/2022 9:48	As a current campus administrator and Prosper resident, I feel it is imperative to share my point of view. Having a bypass like proposed plan B brings unnecessary road hazards to no only younger drivers but to all drivers in our town. We moved to Prosper for the small town, safe feeling. This would certainly take all of that away. I strongly oppose plan B.		A	B						
3395	791d17de-ef8a-499a-852b-06adc57cf31f	4/19/2022 11:11	4/19/2022 11:11	I oppose segment A. Segment A will disrupt less residential homes and businesses. Also, how does a road going north and south make an east & west bound road more efficient? Segment B is more cost effective, efficient and is the better solution.	I oppose segment A. Segment A will disrupt less residential homes and businesses. Also, how does a road going north and south make an east & west bound road more efficient? Segment B is more cost effective, efficient and is the better solution.	Muskett	Misty						
3396	eda701cc-d314-458e-8115-926c22d59a4e	4/19/2022 11:35	4/19/2022 11:35	I strongly oppose option A.	I strongly oppose options A	Price	Jill						
3397	853be7ea-a93b-4a30-8078-b633954219dc	4/19/2022 12:41	4/19/2022 12:41	380 needs to remain on 380. The proposed bypass in Prosper would go right next to the high school my son will be attending. The last thing I want my new driver doing is driving across major roads/highway to get to school. Flat out dangerous! Think about all the new student drivers that would have to navigate dangerous roads if the by pass goes through Prosper.		Griffis	Kim						
3398	77cd6037-4f03-4b3e-8da8-8c2cbd40fd92	4/19/2022 12:43	4/19/2022 12:43	I support Mane Gait and will always fight to protect the most vulnerable. They are unable to serve special needs individuals with 12 lanes running that close to their facilities. Increased traffic and emissions is a major safety concern for the surrounding schools. The loss of tax revenue for the Town of Prosper and Prosper ISD will be devastating. As a homeowner, we toured houses in Stonebridge that were near 380. We chose not to live that close to a highway and moved to Prosper. The people that moved OFF of the 380 corridor did so for a reason, just as the people ON the corridor knew that they were moving onto a US Highway when they moved there. Our property value will decrease and the area will become less desirable if a bypass is added at within a couple hundred feet of out bedroom. Prosper planned appropriately for 380 to expand on 380. Others decisions shouldn't affect that. The alignment of 380 should return to the original 380 corridor as soon as it is feasibly possible		Keating	Kathryn						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3399	301545fa-0a46-4b88-80f5-dcd5145dfa9d	4/19/2022 12:48	4/19/2022 12:48	Alignment B is the best alternative as it doesn't disrupt your existing neighborhoods and it aligns with other high occupancy toured.		Ro in	Dickens						
3400	04af29ee-7f60-4609-89af-4c97cf9bb4ed	4/19/2022 13:34	4/19/2022 13:34	I support Option B. Option A will disrupt way too many neighborhoods and businesses.		Porter	Chris						
3401	747d3dff-6cdb-4958-8a3a-5565c637d976	4/19/2022 13:34	4/19/2022 13:34	I support Plan B for the upcoming Hwy 380 project.		Wright	Kim						
3402	2598d61e-a29d-4cd4-8d5d-bf873f852241	4/19/2022 14:06	4/19/2022 14:06	Please Protect Mane Gate!		SRK	SRK						
3403	af79d559-5a0c-468d-8d1f-82f0be5716d2	4/19/2022 14:55	4/19/2022 14:55	I am Collin county resident and in favor of plan B 380 expansion to make more savings to our state and county.		FL	Faisal						
3404	9dd5b96a-a06f-4f51-8dac-068ca734965e	4/19/2022 15:28	4/19/2022 15:28			Mocanu	Jin						
3405	7752d666-80e5-4680-8ae5-abfa32e31971	4/19/2022 15:46	4/19/2022 15:46	I absolutely oppose segment B for the expansion of 380. This has so many negative effects for the town of Prosper from a tax revenue, community planning, and environmental perspective. For those reasons, I am also opposed to any expansion that isn't along the already existing 380 corridor. There is a plethora of land to expand 380 along the footprint it exists today. Please keep Prosper the beautiful little town and community it is. Running major highways through an already small town, will be devastating to future economic growth as it will drive people away and out of their homes.		Gallegos	Ben						
3406	6c4df24c-0571-4f36-8daf-5af076b764e7	4/19/2022 15:57	4/19/2022 15:57	I support segment B. Segment B of the proposed U.S. 380 Bypass through McKinney requires 73% fewer residential and business displacements. Please protect our community!									
3407	16500445-afb1-493a-8440-173bbc70a26f	4/19/2022 16:07	4/19/2022 16:07	Planned Prosper High school to be opened in 2025.	My two sons will be attending high school and Segment B will put the roadway too close to the school.	Vach	Cavin						
3408	e9ce6518-60c0-4832-8869-6b426b681847	4/19/2022 16:10	4/19/2022 16:10	As a homeowner in Stonebridge Ranch, I oppose Option A. Stonebridge has been in the area longer than any of the properties that would be affected in Prosper. This option also doesn't alleviate the traffic at Custer, where most of the eastbound traffic hassles occur. Also, it is 100 million dollars less than Option B.		Sheppard	Carrie						
3409	2f4712ff-7330-43b4-839c-075e4ce49bab	4/19/2022 16:12	4/19/2022 16:12	I am opposed to option A and I'm in favor of option B. Option B will cost \$99 million less, and that's before the recent inflation hit us. I'm sure it will be much more by the time construction is complete. Option A will cause both unbearable construction noise and traffic disruptions for those of us living in the area. I use Stonebridge to get on 380 several times each week to drive towards McKinney for items such as church, I volunteer for Meals on Wheels, I volunteer as a teacher for English as a Second Language, exercise at a gym, and shop for gas and groceries at Costco. After project completion I'm very worried traffic noise will make us want to leave our home for a quieter neighborhood. We live on Harvest Hill in Wren Creek subdivision.		Halsor	Ken						
3410	8c45facd-2f36-40e2-88b7-58b7696a7b7d	4/19/2022 16:42	4/19/2022 16:42	We oppose Segment B.		P	A						
3411	4ec72672-7302-48c2-8d96-e3a0d86fca8d	4/19/2022 16:43	4/19/2022 16:43		This entire project is due to poor planning on the City of McKinney's government and staff. Even in the past 5 years during these studies McK has not done anything to alleviate traffic on 380 by adding to infrastructure north of 380. I live north of 380 and if you look at a map there are no decent roads to travel east to west until you get to Sherman!! The best option for everyone is to complete the Outer Loop to remove regional traffic from 380 and to buildout roads north of 380 so we can safely travel other routes. McKinney's lack of planning should not effect Prosper as they have done a remarkable job with 380 along their southern corridor by adding overpasses and keeping businesses at appropriate distances from a major highway. If TXDOT chooses to engage in this project it would be reprehensible to put it into a city that does not want it and has local, county and state support to keep it out of their city.	Marr	Tina						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3427	2ccef3ca-440a-4a71-81fd-d9f230f5d9ca	4/19/2022 18:06	4/19/2022 18:06	Yes to option A									
3428	67c5a9c2-d755-4159-85c0-9eea45a410ae	4/19/2022 18:06	4/19/2022 18:06	Yes to option A									
3429	e26091f5-dc9a-4b0a-8f5f-caa32d48cb3d	4/19/2022 18:06	4/19/2022 18:06	Yes to option A									
3430	516dc512-2b33-4dd5-8589-9b1fccac7a24	4/19/2022 18:07	4/19/2022 18:07	Yes to option A									
3431	a53d3938-2fd2-488c-8ceb-a42cd376e8c0	4/19/2022 18:07	4/19/2022 18:07	Yes to option A									
3432	0571339e-f703-4164-8515-0caea13c51e6	4/19/2022 18:07	4/19/2022 18:07	Yes to option A									
3433	dae9373f-1b54-487d-8d23-c87948d4995d	4/19/2022 18:07	4/19/2022 18:07	Yes to option A									
3434	62e44cf9-1c11-410e-855f-d8971cb0d46b	4/19/2022 18:07	4/19/2022 18:07	Yes to option A									
3435	4ab4f2c6-d192-4f0f-8954-d844f335c337	4/19/2022 18:07	4/19/2022 18:07	Yes to option A									
3436	88ebb797-394f-4948-824c-d0e7b337b290	4/19/2022 18:07	4/19/2022 18:07	Yes to option A									
3437	39bc51a8-0aae-47d5-8bed-c511a578ee28	4/19/2022 18:07	4/19/2022 18:07	Yes to option A									
3438	14cde066-f5a3-4c86-8a82-953724304756	4/19/2022 18:08	4/19/2022 18:08	Yes to option A									
3439	c636ff68-a5f6-4b1e-85ae-aa6c242985a8	4/19/2022 18:08	4/19/2022 18:08	Yes to option A									
3440	2f1dca11-2764-4cfe-8806-0820972fe750	4/19/2022 18:08	4/19/2022 18:08	Yes to option A									
3441	1d3a5fbc-82ea-4330-82ee-aefa6853e410	4/19/2022 19:16	4/19/2022 19:16	Moved to Prosper for nice quiet living. I moved for the small town feel. I live in Whitely Place and this would be a true nuisance hearing the traffic and quality of the air. Please don't put it through Prosper.		Bem	Lori						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3451	d1dcd1e7-08c8-4b14-863d-54fe1d689367	4/19/2022 21:24	4/19/2022 21:24	Option B seems to be smooth transition & a shorter route. Please consider route B.		Konda	Swapna						
3452	b7749f58-f8b0-477f-8bd3-6548210d6a64	4/19/2022 21:25	4/19/2022 21:25	I oppose segment A. This route will cost taxpayers a substantial amount of money to which could be avoided by using segment B instead. Do the smart thing and go with segment B.	Thank you for finally taking on this project. It is much needed, but now is the time to do it right. If you don't do it right the first time, don't bother doing it at all. Segment B is the right way. Segment A is a very poor choice that will affect millions negatively.	G	C						_work_for_TxDOT_
3453	cb5f7f52-25da-482d-8a3c-52c91a99396a	4/19/2022 21:29	4/19/2022 21:29	My support is for Section B and NOT Section A. My main concerns are for the many business along 380 that would be severely hurt with option A to the point of being forced out of business. Option B makes the most sense, should cost less, and does not hinder the businesses along 380.		H	B						
3454	02d52d06-671f-4e3a-82ce-384ec79249c4	4/19/2022 21:29	4/19/2022 21:29	It will cost taxpayers 99 million dollars MORE than Segment-B. At least 17 businesses on 380 will be destroyed. 8 lanes of traffic plus four lanes of access roads (two on each side of the freeway) will be constructed near Tucker Hill at Stonebridge Drive. 11 sites with hazardous materials and 7 major utility conflicts will need to be addressed.		Mantha	Satish						
3455	6c27b25a-9295-49d0-822c-44d970ad12e0	4/19/2022 21:30	4/19/2022 21:30	I just moved to McKinney and after looking at the information and cost to fund this project, the least impact is for B to be done and not A. I cannot understand and certainly don't want the citizens to pay for \$99MM project that could be done by doing segment B and so many businesses not impacted.		Hetmer	D						
3456	81cfdba4-a08c-4680-898f-bf31891afd66	4/19/2022 21:31	4/19/2022 21:31	Section A would not alleviate traffic on 380, as someone that commutes that route daily, I do not see the benefit of it. Route B seems a more logical route and beneficial if I am trying to commute north/east		AP	AP						
3457	e46a5627-e050-4afc-8878-a1db715f90b0	4/19/2022 21:33	4/19/2022 21:33	Supporting Segment B		Villa	Janette						
3458	48282683-a965-49d9-8026-b56242d5b977	4/19/2022 21:38	4/19/2022 21:38	i support Segment B.		Lorenzo	Linda						
3459	dd1d1007-f645-48b0-89ff-756574f84636	4/19/2022 21:44	4/19/2022 21:44	Section B creates less impact on the surrounding Tucker Hill neighborhood and avoids removal of 380 business as well as avoid disrupting the major entrances into the StoneBridge Ranch community.		Barko	James						
3460	7b5cca83-520f-4498-88fc-5ff9259829ba	4/19/2022 22:02	4/19/2022 22:02	Segment A is a ridiculous option considering the exponentially higher cost and puts strain on long established businesses in that area.		Nichols	David						
3461	7fe84a5f-dd5e-4664-8ab2-72c280b5db12	4/19/2022 22:10	4/19/2022 22:10	As a resident of the area, I prefer Segment B. To add 99M dollars to the backs of us tax payers for no reason makes no sense at all. If Segment-A is built - It will cost taxpayers 99 million dollars MORE than Segment-B. At least 17 businesses on 380 will be destroyed. 8 lanes of traffic plus four lanes of access roads (two on each side of the freeway) will be constructed near Tucker Hill at Stonebridge Drive. 11 sites with hazardous materials and 7 major utility conflicts will need to be addressed. If Segment-B is built - It will cost taxpayers 99 million dollars LESS than Segment-A. ManeGait property will remain untouched. No businesses on 380 will be destroyed. Zero sites with hazardous materials and 2 major utility conflicts will need to be addressed.		M	S						
3462	66237eb7-104e-4e3b-8c36-f8d4687232c8	4/19/2022 22:19	4/19/2022 22:19	I am in favor of the US 380 Bypass segment- B. If segment- B is built... 1. It will cost taxpayers 99 million dollars less that Segment-A. 2. ManeGait Property will remain untouched. 3. No businesses on 380 will be destroyed. 4. Zero sites with hazardous materials and 2 majority utility conflicts will need to be addressed.		Sherrell	Brenda						
3463	a7c2ef42-5459-4068-8959-87d55a3b1c2e	4/19/2022 22:20	4/19/2022 22:20	I am in favor of the US 380 Bypass segment- B. If segment- B is built... 1. It will cost taxpayers 99 million dollars less that Segment-A. 2. ManeGait Property will remain untouched. 3. No businesses on 380 will be destroyed. 4. Zero sites with hazardous materials and 2 majority utility conflicts will need to be addressed.		Sherrell	Rick						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3464	d0362381-bc49-4a5f-85f1-6d54ab0277d4	4/19/2022 22:24	4/19/2022 22:24	Hello, I would like to make a comment about the 380 project near Coit Road My main concern is that Coit Road will become very busy. Would it be possible to exclude Coit Road from having on ramps and off-ramps, to avoid attracting traffic? The Area near 380 and Coit Road has multiple schools including a high school two daycare schools, a middle school and a proposed second middle school. In addition would it be possible to have grade separation in front of the Prestwyck community? I am concerned that there will be a large increase of traffic noise in the neighborhood with a level grade route.		Price	Tammy						
3465	1f59e67b-7984-4525-88e4-252b387ff502	4/19/2022 22:31	4/19/2022 22:31		Option B seems like the best route to me. it relieves more congestion on 380. Thank you!	Siebrasse	Lynette						
3466	233658fe-9fc7-4ac3-8c47-6a3101f77fad	4/19/2022 22:39	4/19/2022 22:39	I vehemently oppose segment B. Keep hwy 380/university dr on university dr, do not run it through Prosper communities that we worked hard to plan for and establish. We are too small a city for a major highway to run through.		DeMattia	Susanne						
3467	4e73f499-8ed2-4398-82fd-75f5ce4a3b5b	4/19/2022 22:45	4/19/2022 22:45	My family and I strongly recommend that Segment-B should be used as the ONLY option to this project. If Segment-B is built – - It will cost taxpayers 99 million dollars LESS than Segment-A. - ManeGait property will remain untouched. - No businesses on 380 will be destroyed. - Zero sites with hazardous materials and 2 major utility conflicts will need to be addressed.		Pereira	C. Lawrence (L						
3468	89daaa6-182f-422c-8a03-042b39d827df	4/19/2022 22:52	4/19/2022 22:52	My family and I strongly recommend that Segment-B should be used as the ONLY option to this project. If Segment-B is built – - It will cost taxpayers 99 million dollars LESS than Segment-A. - ManeGait property will remain untouched. - No businesses on 380 will be destroyed. - Zero sites with hazardous materials and 2 major utility conflicts will need to be addressed.		Pereira	Kim						
3469	fb64fe33-af7f-40ba-8e8a-d063359188a9	4/19/2022 22:58	4/19/2022 22:58	My family and I strongly recommend that Segment-B should be used as the ONLY option to this project. If Segment-B is built – - It will cost taxpayers 99 million dollars LESS than Segment-A. - ManeGait property will remain untouched. - No businesses on 380 will be destroyed. - Zero sites with hazardous materials and 2 major utility conflicts will need to be addressed.		Pereira	Joshua						
3470	9d371b72-0193-4b61-8b19-2b2dba8394b3	4/19/2022 23:02	4/19/2022 23:02	My family and I strongly recommend that Segment-B should be used as the ONLY option to this project. If Segment-B is built – - It will cost taxpayers 99 million dollars LESS than Segment-A. - ManeGait property will remain untouched. - No businesses on 380 will be destroyed. - Zero sites with hazardous materials and 2 major utility conflicts will need to be addressed.		Pereira	Stephen						
3471	112ef3df-7af6-483a-88e9-6022e1802c03	4/19/2022 23:10	4/19/2022 23:10	This is a RESEND or RESUBMIT for Joshua Pereira. Previous submission may have experienced a technical glitch. My family and I strongly recommend that Segment-B should be used as the ONLY option to this project. If Segment-B is built – - It will cost taxpayers 99 million dollars LESS than Segment-A. - ManeGait property will remain untouched. - No businesses on 380 will be destroyed. - Zero sites with hazardous materials and 2 major utility conflicts will need to be addressed.		Pereira	Joshua						
3472	ec9fbeca-b840-4184-8eaa-662b2290a070	4/19/2022 23:11	4/19/2022 23:11	I support this segment B! It's has the least amount of impact to our community as a whole and costs fewer taxpayer dollars. please choose segment B!		Hack	Ashley						
3473	4dc8f75f-9834-4917-8a0e-9951ae5816a5	4/19/2022 23:23	4/19/2022 23:23	My family and I strongly recommend that Segment-B should be used as the ONLY option to this project. If Segment-B is built – - It will cost taxpayers 99 million dollars LESS than Segment-A. - ManeGait property will remain untouched. - No businesses on 380 will be destroyed. - Zero sites with hazardous materials and 2 major utility conflicts will need to be addressed.		Pereira	Matthew						
3474	d37b0fa4-5404-4f49-82ea-574bab3ac5bb	4/19/2022 23:31	4/19/2022 23:31	I support segment B		Hwang	Steve						
3475	22ea171c-7468-4c42-8c55-4d753512295a	4/19/2022 23:54	4/19/2022 23:54		We are residents of the Town of Prosper and are opposed to any proposed alignment for the widening of US 380 not located along the existing US 380 corridor. The proposed Segment B expansion of US 380 would negatively impact not only our residential and commercial communities, but also would have a negative impact on any future development.	Martin	William						
3476	6bc7f686-ba42-45c5-81dc-f20b708d2486	4/20/2022 0:03	4/20/2022 0:03	I am offering feedback on the "B" option of the 380 bypass considerations. I am opposed to this alignment (noted as Option B). There are other options to accomplish improved traffic flow without having to cut thru Prosper, Texas and the many areas this option will negatively impact. I believe that 380 should be kept on 380. Expand on this commercial route. Look at 635 thru North Dallas as a reference. They double decked and were able to improve traffic flow, which could be done on 380 too. Even with a bypass circle around McKinney, it will not alleviate the traffic jam around Raytheon and 75 on 380. Thank you for allowing my input on this issue. Trusting you will make the right, common sense decisions.		Bridgeman	L. Gayle						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (Include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3477	cd0c843a-45bd-445d-8dd9-989b5a695300	4/20/2022 0:04	4/20/2022 0:04	Please accept my comment opposing the proposed 380 bypass (Segment B) from running through Prosper!	Its important for you to understand - Prosper is less than a 10 mile radius - so please consider my comments opposing the proposed 380 bypass (Segment B) from running through Prosper! We really don't want to see the situation of added traffic or loops in our beautiful city. Thank you.	Conde	Sherell						
3478	c7924f6f-4dc2-4d14-8cbd-6fc20981ec8e8	4/20/2022 0:15	4/20/2022 0:15	Please accept my comment opposing the proposed 380 bypass (Segment B) from running through Prosper!	I definitely don't want Segment B -380 bypass in Prosper. It will affect our day-to-day travel, add more pollutants due to the increase in traffic. Also, it'll interrupt plans for business developments that have already been mapped out for our city. We don't want it, period.	Miles	Orval						
3479	52b78d33-e350-4eb2-8988-2525818a2efd	4/20/2022 0:23	4/20/2022 0:23		I oppose Segment A and support Segment B. We must protect natural wetlands & wildlife.	S	S						
3480	0b335db4-1560-47fa-8f9c-c983d9da1026	4/20/2022 0:32	4/20/2022 0:32	I favor alignment B. lowest impact to environment, lowest cost for utilities lower construction cost. Has for the horse farm that will be impacted, there are way to mitigate and improve access for the horses. When I lived in Las Vegas. I worked on the Clarke County Loop. We were designing the last northwest section of the loop. The land use was just like alignment B. New housing was planned with inter-mixed of exiting horse farms. One of the final mitigation requests came from the City. The City ask for horse trails to be added along that section of highway. We design separation for the horse trail along with landscaping to protect the horses. I believe the City asking for special funding from the Feds to paid for the horse trails. Different lighting could also be consider in this area to reduce the impact to the horse also.		Anthony	Kayden						
3481	55b3b883-0813-4e9a-82bb-0460190dbce0	4/20/2022 0:42	4/20/2022 0:42	I am very opposed to Segment B. I would strongly prefer that 380 be kept on 380 from highway 75 to Custer road, but if that's not possible, then I strongly prefer Segment A. Prosper should not have to pay for McKinney's abysmal lack of planning regarding 380. Prosper has a very limited footprint and Segment B would have a proportionally enormous impact on Prosper's tax base vs the proportional impact that Segment A would have on McKinney. Second, much of the Segment A opposition is coming from the folks in the Tucker Hill and Stonebridge neighborhoods in McKinney. The fact is they CHOSE to buy houses in developments that were right next to 380 knowing that it was a major highway. People in my neighborhood and other neighborhoods that would be next to Segment B purposely chose NOT to live next to a major highway. Lastly, I'm opposed to Segment B because of the impact it would have on MainGate. It would be very disruptive to many people if Segment B is selected. Brent Hoepfner		Hoepfner	Brent						
3482	d2c9c38e-a18a-402f-8895-40e042432841	4/20/2022 0:58	4/20/2022 0:58	I support option option B and not option A. The cost to tax payers, the impact to local business and the impact to Stonebridge Ranch is less.	I support option B and not option A.	Ingram	Lee						
3483	b8ee9081-e114-4019-8a82-d59f264f8672	4/20/2022 1:10	4/20/2022 1:10	I support Segment B!		Hwang	Jennifer						_work_for_TxDOT_
3484	06886935-3b72-455a-8a40-f40fdf2addbc	4/20/2022 1:20	4/20/2022 1:20	Of the proposed, Plan B appears to be the shortest, safest, and least expensive. Is there any real plan to have a true bypass from 75 to the Tollway (DNT)? That would make more sense looking at a 5-10 yr. horizon.		Sanders	Shay						
3485	a8f28e9c-a854-491b-894f-9a73a5c93069	4/20/2022 1:22	4/20/2022 1:22	I support B and C.		Haley	B						
3486	7dad80c7-6b92-4808-868d-79e1aa04ca4e	4/20/2022 1:36	4/20/2022 1:36	I didn't move my family to the suburbs to be right next to a freeway. We live right next to Section E and we just found out about this project. Voicing my opinion that another alternative be found.		Jenson	Paul						
3487	c02f0286-3073-4dbd-86f6-779ac6b7a8f0	4/20/2022 2:07	4/20/2022 2:07	Our family strongly oppose Segment A. We support Segment B as it is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community. As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment. I also strongly oppose Segment-A. It should not be considered for the following reasons: *It destroys and removes 17 small businesses West of the 380 and Custer intersection on the North side. *The cost of Segment-A is \$99 million more than Segment-B.		Jin	Huawen						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3488	f1e45a5b-2eab-4c9f-8047-acf251cf5def	4/20/2022 2:12	4/20/2022 2:12	I support segment B		Hollar	Penelope						
3489	e5526e56-2f8f-4336-8869-89e07a273ecc	4/20/2022 2:30	4/20/2022 2:30		Strong support for segment B due to the lower cost of B and the enhanced number of lanes B would create across Custer (when combined with current 380 lanes). Also less business impact, less hazardous materials and utilities conflicts.	Gregory	Jack						
3490	0e8cf349-ece1-40fb-88c5-7d7acdf9ee1	4/20/2022 2:33	4/20/2022 2:33	I support option B over option A. Option B will impact fewer homes, businesses and fewer people overall as construction would cripple the area from before Custer Rd. to Ridge Road for several years. This includes safety concerns, noise, and air quality. Only one mile of Prosper is affected and will cost significantly less money and would impact fewer people overall.		Sanders	Melissa						
3491	2bc87a13-2d28-4e81-83f5-9a61d63845b7	4/20/2022 3:28	4/20/2022 3:28	Segment B should be the selected route by TxDOT. Relieving stress from 380 should start as far west as possible, where the majority of growth is taking place. The major developments west of Coit and north of 380 would benefit to having quicker access to US-75. Any interruption/construction to 380 east of Coit would not relieve 380 where it's needed most. Many small business that have already settle on 380 east of Coit would be at greatest harm if segment A was chosen. Redesigning a Prosper during a planning phase around this access road is a better solution than interrupting an established McKinney business and home corridor. Please don't be misdirected by community politics and the antics of many organizations that would benefit financially from the selection of segment A. Thank you.		Jones	Shane						
3492	afeb969f-8b11-41f8-8dee-b8eb3d301e9d	4/20/2022 3:40	4/20/2022 3:40	The northeast section of the McKinney 380 Bypass (proposals D and C) should choose the D option because of its lesser impact to existing property owners in the area. The proposed roadway options show a limited access main road (correct for a bypass) but have also included complete frontage roads for the full length of the segment! The purpose is to build a BYPASS and not incentivize commercialization and industrialization along the bypass to pave over all the green space which borders the bypass. The limited access bypass is the correct, limited concept; full frontage roads are wrong for the area.		Stovall	William						
3493	d940947f-54f9-45f7-8025-22d1780e7b2a	4/20/2022 3:48	4/20/2022 3:48	I am not in favor of plan A. There is too much disruption to our community as well as the additional cost increase is absurd! I vote to veto plan A!		Bui	Noelle						
3494	d45a8506-cb27-40eb-8292-f61bac35f4eb	4/20/2022 4:16	4/20/2022 4:16	We have a daughter that goes to Founders classical Academy Prosper on Custer. We will soon have a son that will go there as well. Segment A would directly impact our twice a day commute for drop off and pick up not only including any special activities we need to do at that school. We are requesting Segment B and NOT Segment A for this work.		Fox	Jason						_am_a_business_owner_
3495	9069425f-5a4b-4973-8ffe-d38bee9b8d76	4/20/2022 7:17	4/20/2022 7:17	It is my understanding that McKinney Engineering Director Gary Graham said on April 5 that "Segment B is 18% shorter, requires approximately \$41 million less in right-of-way acquisition and would require 73% fewer combined business and residential displacements." He also stated that "the overall cost of Segment B is about 14% lower than that of Segment A." I assume that these figures are verifiable and if accurate, I would expect that it would be the duty of the TDOT to act in its proper fiduciary obligation, to the taxpayers of the state of Texas, and choose "Segment B". Sincerely, A concerned citizen for fiscal responsibility,		Kispert	Karle						
3496	85281d68-ce62-42c0-8d45-066cfa937e93	4/20/2022 11:33	4/20/2022 11:33	As a resident of Prosper, TX we are very concerned about the proposed changes to 380, in particular the proposed Segment B. We moved to Prosper over a year ago based on a well thought out community plan and future of Prosper. Segment B will dramatically reduce the quality of life in the community and severely limit our tax basis. We are 100% aligned with the on record with the opposition by the leaders of the Town of Prosper to the 380 plan. A plan based on needs 30 years from now and starting to build it now seems incredibly misguided. It maybe foresight to buy the land in the event that it is needed. Starting construction ASAP on a roadway that is bigger than parts of the North Dallas Tollway for the "possible" needs of 2050 is unwise. Here is a list of things that didn't exist 30 years ago: GPS Email & Texting, Smart Phones/Prevalent Cell Phone use, Google, Facebook, Instagram Video Calls, Netflix etc., Amazon/Online Shopping, Uber, Lyft Electric/Hybrid Cars		Homewood	D. Alan						
3497	39f226e8-8ca1-4956-8505-719feebcfdb8e	4/20/2022 12:04	4/20/2022 12:04	My comment is in regards to the section A or B bypass since it's closest to where I live. In my opinion it makes more sense to use bypass option B instead since it will have less of an impact on existing homes, businesses, infrastructure and it would cost significantly less to build. I understand people are upset with any of the options and it will cause some harm financially and emotionally but we are at a point in our growth where something has to be done. It actually should've been done years ago before some of this growth happened. Option A is the best way going forward for everyone in the long run and would best serve our community. Thank you for you time and consideration.		P	Mike						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3498	814515d9-eb56-4c32-8b8f-b943f5c347aa	4/20/2022 12:37	4/20/2022 12:37		I support Segment B, and oppose Segment A	Landeck	Gary						
3499	3527a79d-e736-4f2a-8310-85e6758c083f	4/20/2022 12:59	4/20/2022 12:59		I vote yes for option B and no to Option A.	Ellis	Patti						
3500	e021fee5-1220-44c5-83a2-a1aaef7d934f	4/20/2022 13:28	4/20/2022 13:28		I vehemently oppose Plan B as it affects my home, its value, and all surrounding properties including the school and Manegait. Terrible idea all around.	Dezfulian	Shabnam						
3501	977c5ed7-aeb3-4fbc-8bfe-0b84ab5fcd9c	4/20/2022 13:47	4/20/2022 13:47		Segment b should be selected because of 1. Lower cost 2. Less impact of traffic to mckinney residential neighborhoods 3. No disrespect disruption to businesses along 380 which is critically important to business groups and taxes	Herbst	Greg						
3502	b6ef3bc9-3c71-44f8-8385-d96c4d4aa831	4/20/2022 14:19	4/20/2022 14:19		I support proposed B route	Hollar	Larry						
3503	bcdf0416-58e8-4ed7-80e1-c8494ea99fad	4/20/2022 14:20	4/20/2022 14:20		I believe it is irresponsible for a city, county, and other leaders to allow building and growth without laying in proper infrastructure. This 380 project is a prime example of improper infrastructure while knowing the potential growth explosion that would occur. Growth had to have been identified in the CIP and if it wasn't then it should have been. The 380 project needs to be laid in with as little impact to the community as possible. Purely from a displacement stand point I see that the BROWN line, B - E - C, will displace as few businesses as possible. I hate to uproot anyone from their home, but the numbers show that that cannot be avoided in any of your scenarios. I vote for the BROWN line, B - E - C. Let it be noted that this whole mess could have been avoided had 380 been improved years ago. Seems like a no-brainer!	Felker	Sierra						
3504	c5c29966-ca19-4269-8941-f66d7e8c851b	4/20/2022 14:21	4/20/2022 14:21		As a citizen of McKinney I strongly oppose option "A". The negative impacts it would have outweigh the benefits of the bypass. Especially those on the environment and reconfiguring 380/Custer intersection.	Laake	Justin						
3505	3a0c9507-31a9-4a6a-8ccc-a55977c15d53	4/20/2022 14:25	4/20/2022 14:25		I'm a property owner of land that Alternative B would run through. The alternative B makes no sense as it would go directly through at least three approved residential neighborhoods. By the time the TXDOT process is completed at least two of these, Ladera and Malabar Hills will have homes built in them with people living there. Ladera is an age-restricted (by law) community that serves our senior citizen community in Prosper and surrounding cities. Ladera is important because it is the only community of its kind in Prosper to support senior citizens, allowing citizens to buy an age-restricted appropriate home and stay in their neighborhoods near their family, friends, churches. Alternative B also cuts directly through ManeGait Horse Therapy, a wonderful organization that provides horsemanship therapy to children with disabilities. Lastly Alternative B runs directly adjacent to a brand new school, which will disrupt learning. Please abandon Alternative B. Thank you.	Works	James						
3506	3cc656e9-2011-47df-82af-c37c799107f6	4/20/2022 14:26	4/20/2022 14:26		I would like to register my strong APPROVAL for the building of SEGMENT B of the project. Choosing the SEGMENT B plan will cost Texas taxpayers less, and be far less disruptive to both businesses and residents along HWY 380. I strongly DISAPPROVE of the SEGMENT A plan, which represents a total disregard for the residents and businesses affected by that route of construction. Such a disruption will be duly noted in the next elections by the many people who reside in the affected areas. Thank you for your consideration.	Davis	Charles						
3507	381087c8-1c8c-4c33-8a04-e45ddbe0ff9a	4/20/2022 14:47	4/20/2022 14:47		Dear Mr. Endres, As a Texas voter and resident of McKinney, I would like to register my strong APPROVAL for the building of the SEGMENT B Plan of the HWY 380 bypass project being constructed through the McKinney area. Choosing the SEGMENT B plan will cost Texas taxpayers far less, and be far less disruptive to both current residents and existing businesses that live and operate along HWY 380. I strongly DISAPPROVE of the SEGMENT A plan, which represents a greater disregard for the residents and businesses affected by that route of construction. Thank you for your consideration. Sincerely, Elaine Davis	Davis	Elaine						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3508	d956266e-c284-48a6-88f6-818645d982bf	4/20/2022 14:49	4/20/2022 14:49	I am opposed to segment A.	I am opposed to segment A.	Heitter	Marc and Angel						
3509	bea67b7b-dd85-4ed0-8c02-ccf8853df7e9	4/20/2022 14:49	4/20/2022 14:49	Segment B cost the least amount of money and impacts business and ManeGait the least. ManeGait is so important to our community members with special needs. The therapy there is invaluable and shouldn't be touch.		Wright	Herbert						
3510	04b1b0a1-9cf2-40e5-8b6b-1ea61b3c8899	4/20/2022 14:54	4/20/2022 14:54	Choosing Section Red A would ram an 8 lane freeway right between 2 established neighborhoods that have been here for decades. This would lead to increased air pollution, noise, and traffic through existing residential neighborhoods where families have been living or have recently chose to move to, not expecting a massive freeway to one day be in their backyards. In addition, the proposed Section A costs much more and would displace many more existing businesses. Section B on the other hand, runs mostly through areas marked for future development. Both sections will affect someone negatively, but with the fact that Section B costs less, displaces less businesses, affects less existing public utilities, and runs through more open land and less through existing neighborhoods, it seems like Section B is the better choice. Obviously its not perfect, but the data points to it being the more logical of the two choices.	One would think that it would be obvious that a new freeway should be run through mainly open land if possible, instead of in the backyards of existing neighborhoods. Unfortunately, we all know what is going on. There are big pocket developers whose top line is being threatened. They are using their influence to push a narrative in the media that Section A is the only obvious choice, proclaiming that Section B will negatively impact schools, the growing Town of Prosper, and a non profit organization (which unsurprisingly is owned by the family of a big housing developer). They are attempting to tug on heart strings, proclaiming that veterans and people with disabilities are going to be negatively affected, even though the latest study has concluded that ManeGait could still operate with Section B. Since both sections are feasible, lets choose the option that displaces less, costs less, and serves existing home and business owners, rather than powerful developers. Choose Section B.								
3511	ef38d5d0-cf69-4708-8861-cc74e5bfb658	4/20/2022 15:15	4/20/2022 15:15	The judge in Tucker Hill deliberately abused his power to make the B option available in order to serve his self interests. Don't reward bad behavior and poor planning by doing this as it just serves for them to ignore any planning ahead and just leaving other people to clean up their mess.									
3512	b959239b-630d-4fe4-8506-54f511404a8f	4/20/2022 15:18	4/20/2022 15:18	Yes to plan B		Lowe	Tommy						
3513	c688e3c8-1909-4b55-88aa-6a0edd531039	4/20/2022 15:19	4/20/2022 15:19	Supporting Segment B routing.			Jay						
3514	4e69a48e-a9c4-4b5f-8f7e-f854c3bfbec3	4/20/2022 15:20	4/20/2022 15:20	Yes to plan B		Lowe	Kelley						
3515	d78af776-2fed-4386-842d-95eeb5f56166	4/20/2022 15:26	4/20/2022 15:26		I strongly support option B as the alternative route A has significantly more cost and unintended disruption to the residents of Stonebridge and Tucker Hill neighborhoods	Meiners	John						
3516	bd526e81-2266-427c-8176-c95c9f079318	4/20/2022 15:38	4/20/2022 15:38		I am in support of segment B and do not support segment A.	Meiners	Brenda						
3517	301ec3c8-9c99-404d-856b-52933785d49c	4/20/2022 15:45	4/20/2022 15:45	Looking and studying the data provided by Texas Department of Transportation, it is very clear based on cost and minimal interference to existing communities and business SEGMENT B is the option to go with. SEGMENT B-SEGEMENT E- SEGEMENT C		James	Abraham						
3518	adebc5ea-2f7d-4051-87a3-851d7f5eb3ec	4/20/2022 15:47	4/20/2022 15:47	Plan B is bad. I'm one of many land owners that Alternative B would run straight through. Alternative B would go directly through at least 3 approved residential neighborhoods. By the time the TXDOT process is completed at least two of these, Ladera Prosper and Malabar Hills will likely have homes built in them with people living there. Ladera Prosper is an age-restricted (55+) community that serves senior citizens in Prosper, McKinney and Frisco. It is the only community of its kind in Prosper allowing seniors to buy an age-restricted single story home – and stay in their neighborhoods nearby family, friends, churches rather than move miles away. Alternative B also cuts directly through ManeGait Horse Therapy, an organization that provides horsemanship therapy to children with disabilities. Alternative B also runs directly adjacent to a new school, which will disrupt children's learning. Please discard Alternative B. Thanks.	Plan B is bad. I'm one of many land owners that Alternative B would run straight through. Alternative B would go directly through at least 3 approved residential neighborhoods. By the time the TXDOT process is completed at least two of these, Ladera Prosper and Malabar Hills will likely have homes built in them with people living there. Ladera Prosper is an age-restricted (55+) community that serves senior citizens in Prosper, McKinney and Frisco. It is the only community of its kind in Prosper allowing seniors to buy an age-restricted single story home – and stay in their neighborhoods nearby family, friends, churches rather than move miles away. Alternative B also cuts directly through ManeGait Horse Therapy, an organization that provides horsemanship therapy to children with disabilities. Alternative B also runs directly adjacent to a new school, which will disrupt children's learning. Please discard Alternative B. Thanks.	S.	Kevin						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3535	01cd0fe1-ee06-4098-8fbed8002496f87	4/20/2022 17:54	4/20/2022 17:54	Residents of Prosper vehemently OPPOSE OPTION B and believe it should not be considered by TxDOT but rather expand 380 on 380 through the Town of Prosper and place the bypass in McKinney-Option A. McKinney is the 2nd largest suburb in DFW with a larger land mass/population than Prosper. Putting a bypass through smaller Prosper to solve McKinney's lack of future growth planing is NOT the solution. Segment B would put a 12 lane hwy within 45ft of ManeGait's facility seriously impacting the vulnerable populations it serves; grossly affect 3 Prosper ISD&1 Charter School resulting in MAJOR safety and environmental concerns; demolish the Ladera Community & portions of 3 others resulting in millions of lost tax dollar revenue & require a massive utility relocation for Prosper. Prosper has the space to expand along 380 to McKinney. Prosper citizens DO NOT WANT OR NEED OPTION B. If McKinney needs a bypass for 380, the bypass should be located in McKinney town limits - OPTION A IS THE ONLY WAY!	We say NO TO OPTION B and believe it should not be considered by TxDOT but rather expand 380 on 380 through the Town of Prosper and place the bypass in McKinney-Option A is the only way!								
3536	d3df2e92-daff-4073-8268-3ef622ea8d14	4/20/2022 17:54	4/20/2022 17:54	Residents of Prosper vehemently OPPOSE OPTION B and believe it should not be considered by TxDOT but rather expand 380 on 380 through the Town of Prosper and place the bypass in McKinney-Option A. McKinney is the 2nd largest suburb in DFW with a larger land mass/population than Prosper. Putting a bypass through smaller Prosper to solve McKinney's lack of future growth planing is NOT the solution. Segment B would put a 12 lane hwy within 45ft of ManeGait's facility seriously impacting the vulnerable populations it serves; grossly affect 3 Prosper ISD&1 Charter School resulting in MAJOR safety and environmental concerns; demolish the Ladera Community & portions of 3 others resulting in millions of lost tax dollar revenue & require a massive utility relocation for Prosper. Prosper has the space to expand along 380 to McKinney. Prosper citizens DO NOT WANT OR NEED OPTION B. If McKinney needs a bypass for 380, the bypass should be located in McKinney town limits - OPTION A IS THE ONLY WAY!	We say NO TO OPTION B and believe it should not be considered by TxDOT but rather expand 380 on 380 through the Town of Prosper and place the bypass in McKinney-Option A is the only way!								
3537	a1a0c61c-9e51-4715-87a8-9d508388d714	4/20/2022 17:57	4/20/2022 17:57	Residents of Prosper vehemently OPPOSE OPTION B and believe it should not be considered by TxDOT but rather expand 380 on 380 through the Town of Prosper and place the bypass in McKinney-Option A. McKinney is the 2nd largest suburb in DFW with a larger land mass/population than Prosper. Putting a bypass through smaller Prosper to solve McKinney's lack of future growth planing is NOT the solution. Segment B would put a 12 lane hwy within 45ft of ManeGait's facility seriously impacting the vulnerable populations it serves; grossly affect 3 Prosper ISD&1 Charter School resulting in MAJOR safety and environmental concerns; demolish the Ladera Community & portions of 3 others resulting in millions of lost tax dollar revenue & require a massive utility relocation for Prosper. Prosper has the space to expand along 380 to McKinney. Prosper citizens DO NOT WANT OR NEED OPTION B. If McKinney needs a bypass for 380, the bypass should be located in McKinney town limits - OPTION A IS THE ONLY WAY!	We say NO TO OPTION B and believe it should not be considered by TxDOT but rather expand 380 on 380 through the Town of Prosper and place the bypass in McKinney-Option A is the only way!								
3538	239fc15d-9eaf-4d78-86b1-42662f1e5e6d	4/20/2022 18:11	4/20/2022 18:11	Our family, neighborhood, and the town of Prosper are fully against Route B. This route will ruin our neighborhood, Whitley Place, and degrade our home value. We moved here to get away from the highways and city. Prosper should not be punished for the poor choices made by the city of McKinney. Route B will alter the Town of Prosper's culture and economics for the bad. Route B will also displace homes, push away business, and have a great impact on Main Gate (Therapy for Children with Disabilities). Route B more importantly brings danger to our kids because of its proximity to our schools (Cockrell Elementary, Walnut Grove High School - Prosper ISD, and Founders Academy Prosper. Prosper has done it's job by not building its businesses directly on the highway for 380 to be widened. Mckinney obviously did not and now they want to push their segment onto us. We will not have it! Please consider keeping 380 on 380. Raise or lower it, widen where necessary, but do not force option B!		McFarland	Lyndsay						
3539	b8e29994-4ab9-4e03-8942-dbf68b60bb91	4/20/2022 18:12	4/20/2022 18:12	I would like to add my general outrage to the idea that anyone could consider a plan to enlarge 380 through the middle of our town of Prosper. I find it outrageous that McKinney could suggest that the best plan for them is plan B which goes through Prosper!! Please help us by eliminating this plan. Dallas has added lanes to I35 and the Southern Gateway by elevating areas above the highways to create green spaces. Why couldn't lanes for 380 be elevated above the current highway to create more lanes? This would not tear down any businesses, homes, schools, churches, or any other existing structures. Please help us to alleviate this obscene proposition which would harm our community. Brenda Keener		Keener	Brenda						
3540	9342529f-6fdf-49ed-866e-d7d5ed999f28	4/20/2022 18:13	4/20/2022 18:13		I support Segment B	Lakotas	Aimee						
3541	41e4cb6b-9df9-480f-8c4e-94c098fb3172	4/20/2022 18:21	4/20/2022 18:21		As a resident of Stonebridge Ranch since 2011 I am opposed to US 380 Option A because of the following: 1) Option A will cost local taxpayers an estimated \$99 million more to complete than Option B, 2) Option A will cause significant business disruption with an estimated 17 businesses affected or closed. 3) Option A will have a higher impact of Utility Disruption, 4) Option A will create significant change and traffic to the Custer/380 interchange. Option B will affect fewer already established neighborhoods and businesses while providing a better traffic flow through the area. Thus, I support Option B. Thanks for your diligent work in support of our Community. Regards, Gary Reasons	Reasons	Gary						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3542	492e3b89-e165-4d05-8f22-90ce0b7c024a	4/20/2022 18:43	4/20/2022 18:43	<p>I support Segment B for the new US 380 divert route to be built because it will cost taxpayers 99 million dollars LESS than Segment-A.</p> <p>Also the Mane Gait property will remain untouched and no businesses on 380 will be destroyed. There are also zero sites with hazardous materials and only 2 major utility conflicts will need to be addressed.</p> <p>My concerns with Segment A are listed below: I want to express my concern with Segment A as follows below If Segment-A is built – It will cost taxpayers 99 million dollars MORE than Segment-B. At least 17 businesses on 380 will be destroyed. 8 lanes of traffic plus four lanes of access roads (two on each side of the freeway) will be constructed near Tucker Hill at Stonebridge Drive. 11 sites with hazardous materials and 7 major utility conflicts will need to be addressed.</p> <p>Thank you, Douglas & Leslie Reeves ██████████ ██████████</p>		Reeves	Douglas						
3543	21bfc85a-c390-4604-890f-02c07998bc3a	4/20/2022 18:43	4/20/2022 18:43	<p>We just build a new home and garage at this site because we were told 2 years ago that you wouldn't be coming thru our land. We had waited for 25 years to build the house now you're thinking of changing your minds and going thru here. Unbelievable. Others in the same neighborhood would have their new homes and land destroyed. Also this land has a historic cemetery next to it and a creek that is spring fed. Please don't destroy our dreams and those of our neighbors.</p>		Gibson	Gary						
3544	d209e312-7655-41cb-868b-35854f37fabf	4/20/2022 18:56	4/20/2022 18:56	<p>I support Segment B. 380 Traffic is already so horrible between Independence and 75. Allowing it to continue beyond Coit to Custer or further is not eliminating the burden on that section of Road that is ridiculously busy and dangerous. My kids have to drive 380 everyday to and from McKinney North HS. I am terrified having them do that knowing the number of people who speed, wrecks that occur and just the overall amount of traffic. Additionally, we do not want Stonebridge to become a major pass through for traffic that wants to get off 380 and divert to Virginia. That road is not meant to handle that kind of traffic.</p>		Remus	Katherine						
3545	e306c426-ccb5-4f4e-8aba-ed61b6e2438d	4/20/2022 18:58	4/20/2022 18:58	<p>As the mom of a teenager who has to drive 380 everyday to get to McKinney North High School, I strongly oppose Segment A. I hate to think of all the teenagers (new drivers) who would have to drive this major highway to get to and from school everyday. The same goes for all the moms driving there and to Cockrill Middle School too. This would be horrible for all of us that live in the Stonebridge and 380 area that are zoned for those schools. It is simply dangerous and not necessary.</p>	<p>In addition to my concerns voiced above about our teens driving to school on 380, I also am opposed due to the amount of businesses that it will negatively impact if Option A were to happen. There is a huge retail/apartment complex being built on 380 between Custer and Stonebridge, as well as all the other business that already exist. Option B will be much less disruptive to this major shopping/entertainment area of McKinney. 380 has built up so much in recent years, it is not right to harm those businesses. And lastly, the noise and negative impact it will have on our Stonebridge Ranch community is hard to think about. We all chose this area because of the peaceful location and beauty of the nature in this area. Please don't ruin it by building a huge freeway so close to our front door. PLEASE CHOOSE OPTION B! Thank you!</p>	Tripp	Holly						
3546	fe3b9dc7-fd4a-4238-8ead-50bb797d61b5	4/20/2022 19:03	4/20/2022 19:03	<p>Residents of Prosper vehemently OPPOSE OPTION B and believe it should not be considered by TxDOT but rather expand 380 on 380 through the Town of Prosper and place the bypass in McKinney-Option A. McKinney is the 2nd largest suburb in DFW with a larger land mass/population than Prosper. Putting a bypass through smaller Prosper to solve McKinney's lack of future growth planning is NOT the solution. Segment B would put a 12 lane hwy within 45ft of ManeGait's facility seriously impacting the vulnerable populations it serves; grossly affect 3 Prosper ISD&1 Charter School resulting in MAJOR safety and environmental concerns; demolish the Ladera Community & portions of 3 others resulting in millions of lost tax dollar revenue & require a massive utility relocation for Prosper. Prosper has the space to expand along 380 to McKinney. Prosper citizens DO NOT WANT OR NEED OPTION B. If McKinney needs a bypass for 380, the bypass should be located in McKinney town limits - OPTION A IS THE ONLY WAY!</p>	<p>We say NO TO OPTION B and believe it should not be considered by TxDOT but rather expand 380 on 380 through the Town of Prosper and place the bypass in McKinney-Option A is the only way!</p>								
3547	cae2c9d7-7f7a-4688-877d-1f4592d41bf5	4/20/2022 19:08	4/20/2022 19:08	<p>Residents of Prosper vehemently OPPOSE OPTION B and believe it should not be considered by TxDOT but rather expand 380 on 380 through the Town of Prosper and place the bypass in McKinney-Option A. McKinney is the 2nd largest suburb in DFW with a larger land mass/population than Prosper. Putting a bypass through smaller Prosper to solve McKinney's lack of future growth planning is NOT the solution. Segment B would put a 12 lane hwy within 45ft of ManeGait's facility seriously impacting the vulnerable populations it serves; grossly affect 3 Prosper ISD&1 Charter School resulting in MAJOR safety and environmental concerns; demolish the Ladera Community & portions of 3 others resulting in millions of lost tax dollar revenue & require a massive utility relocation for Prosper. Prosper has the space to expand along 380 to McKinney. Prosper citizens DO NOT WANT OR NEED OPTION B. If McKinney needs a bypass for 380, the bypass should be located in McKinney town limits - OPTION A IS THE ONLY WAY!</p>	<p>We say NO TO OPTION B and believe it should not be considered by TxDOT but rather expand 380 on 380 through the Town of Prosper and place the bypass in McKinney-Option A is the only way!</p>								
3548	d6d4e5a8-40b8-4706-8ccf-b6f589b16a4b	4/20/2022 19:09	4/20/2022 19:09	<p>Residents of Prosper vehemently OPPOSE OPTION B and believe it should not be considered by TxDOT but rather expand 380 on 380 through the Town of Prosper and place the bypass in McKinney-Option A. McKinney is the 2nd largest suburb in DFW with a larger land mass/population than Prosper. Putting a bypass through smaller Prosper to solve McKinney's lack of future growth planning is NOT the solution. Segment B would put a 12 lane hwy within 45ft of ManeGait's facility seriously impacting the vulnerable populations it serves; grossly affect 3 Prosper ISD&1 Charter School resulting in MAJOR safety and environmental concerns; demolish the Ladera Community & portions of 3 others resulting in millions of lost tax dollar revenue & require a massive utility relocation for Prosper. Prosper has the space to expand along 380 to McKinney. Prosper citizens DO NOT WANT OR NEED OPTION B. If McKinney needs a bypass for 380, the bypass should be located in McKinney town limits - OPTION A IS THE ONLY WAY!</p>	<p>We say NO TO OPTION B and believe it should not be considered by TxDOT but rather expand 380 on 380 through the Town of Prosper and place the bypass in McKinney-Option A is the only way!</p>								

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3558	da9ce72a-6932-458b-8a53-449354682b8e	4/20/2022 21:00	4/20/2022 21:00	Residents of Prosper vehemently OPPOSE OPTION B and believe it should not be considered by TxDOT but rather expand 380 on 380 through the Town of Prosper and place the bypass in McKinney-Option A. McKinney is the 2nd largest suburb in DFW with a larger land mass/population than Prosper. Putting a bypass through smaller Prosper to solve McKinney's lack of future growth planing is NOT the solution. Segment B would put a 12 lane hwy within 45ft of ManeGait's facility seriously impacting the vulnerable populations it serves; grossly affect 3 Prosper ISD&1 Charter School resulting in MAJOR safety and environmental concerns; demolish the Ladera Community & portions of 3 others resulting in millions of lost tax dollar revenue & require a massive utility relocation for Prosper. Prosper has the space to expand along 380 to McKinney. Prosper citizens DO NOT WANT OR NEED OPTION B. If McKinney needs a bypass for 380, the bypass should be located in McKinney town limits - OPTION A IS THE ONLY WAY!	We say NO TO OPTION B and believe it should not be considered by TxDOT but rather expand 380 on 380 through the Town of Prosper and place the bypass in McKinney-Option A is the only way!								
3559	34521aac-0c37-4928-8101-69a1d1ab588f	4/20/2022 21:07	4/20/2022 21:07	I am opposed to proposed option A for this bypass and support option B. Option A will cost significantly more and will disrupt a wetland area that does not need further encroachment.		SHUTT	WILLIAM						
3560	0d4f97b0-6008-4c85-85f1-7e71497c2cf9	4/20/2022 21:41	4/20/2022 21:41	Please do not approve Segment B. That will, in effect, reduce all of Prosper's home values by creating a major highway through residential areas. Prosper will be less of a destination for home buyers.									
3561	c6690e63-de2f-489a-802d-8670881a32ec	4/20/2022 21:59	4/20/2022 21:59	I fully support Segment-B proposal - please move forward with Segment B versus any other option, thank you!		Muchacho	Shawn						
3562	9f884428-5438-41d1-80ad-297b058db6bd	4/20/2022 22:00	4/20/2022 22:00	Reject both option A&B! Both options don't provide good options for either city and causing a large divide between the two cities.	Reject both option A&B! Both options don't provide good options for either city and causing a large divide between the two cities.	T	J						
3563	5f4fe9ad-4654-4a21-87a9-54e7d8add19f	4/20/2022 22:09	4/20/2022 22:09	I am opposing section B.		Gungu	Sandeep						
3564	dc69a198-043a-44da-84a5-27a6e70c1669	4/20/2022 22:09	4/20/2022 22:09	I oppose section B... sections C and A look the best routes		Johnson	Michael						
3565	4f6af5e2-2183-40d7-81b1-d1fe6a4535b4	4/20/2022 22:10	4/20/2022 22:10	The location of Segment E at the top of Sequoia St, in the Timber Creek neighborhood is approximately 500 ft from the neighborhood. The EPA considers that the range for maximum air pollutants. See https://www.epa.gov/sites/default/files/2015-11/documents/420f14044_0.pdf Serious thought needs to be put into sound barriers, vegetative barriers. There are serious health risks associated with being that close to a freeway, especially to children. See: https://www.atsjournals.org/doi/full/10.1164/rccm.200403-2810C The area right now is very quiet and this bypass will add excessive noise pollution also. Best regards, Tom Keenan		Keenan	Tom						
3566	d5ef24b4-0b5e-41bb-88aa-0589acfe8b27	4/20/2022 22:16	4/20/2022 22:16		Option B should not even be considered given that this McKinney is trying to offload their lack of infrastructure planning on Prosper. They continually chose to take development dollars over planning for future growth. Prosper and all the towns West of McKinney planned for growth using proper setbacks for road expansion. Prosper should NOT have their valuable land taken because McKinney failed their residents. The original plan to have the bypass land back on 380 in McKinney opposite Ridge Road had already been approved. Only after the residents of Tucker Hill complained did they try to reverse course and send the Bypass through Prosper. Either Option is really just a Band-Aid. The focus should really be on the Outer Loop. Having a bypass land back on 380 helps no one. The Bypass should really connect 75 to the Tollway. Anything short of that is simply creating another problem in 5-10 years. If a Bypass has to land back on 380 it needs to fall within the City of McKinney. NO 2 Option B	Flattery	Eric						
3567	0e53cea1-562f-43ba-8824-e572381a175e	4/20/2022 22:20	4/20/2022 22:20	I support to move forward with Segment B please, thanks!		Muchacho	Maren						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3568	ffca0942-9bbd-4136-8ce1-5182fab9ae1f8	4/20/2022 22:26	4/20/2022 22:26		This plan would cost more in taxpayer dollars, and would have a significant impact on current businesses (many of which have already struggled due to Covid). McKinney encourages small business growth and allowing this bypass would be in opposition to that. Growth is happening to our north, so plan B is a better optimized route for the future.	Smith	Christine						
3569	f8d22e4d-81a0-4a0a-8add-e7d6c56d0f5d	4/20/2022 22:30	4/20/2022 22:30	I wish the same consideration & uproar over segment A & B would have been given to Segment E. If option E must be a reality. It is the duty of TxDOT to protect the Heatherwood neighborhood with distance, sound barriers, explore elevation options, and extensive landscaping. Heatherwood Residents moved AWAY from the highway. What changed? https://communityimpact.com/dallas-fort-worth/mckinney/city-county/2017/03/02/inadequate-roadways-become-top-priority/ "Two of three routes originally proposed by city staff have been opposed by the City Council. No routes along Wilmeth and Bloomdale roads will be considered in the future because of the potential impact to existing residential development, according to City Manager Paul Grimes in a March 3 email. Grimes said city staff will be evaluating the Laud Howell Parkway corridor as a potential bypass option, but acknowledged that there are "a number of issues that must be explored, including potential connection points back to US 380."		Westbury	Bri						
3570	d9634984-728c-40f6-8bfc-dcc0e36824b4	4/20/2022 22:35	4/20/2022 22:35	Please don't do this to our beautiful town! We moved our family here to be AWAY from Highways! Since McKinney is wanting this, they need to find a solution within THEIR City Limits, not the neighboring city! To save 15 minutes? Please... no Seg B!		SARFARAZ	KYLE						
3571	78255081-b9ce-40d1-84c5-52f625ee34a1	4/20/2022 22:52	4/20/2022 22:52	There's no reason to run a freeway through our beautiful town and disrupt the country and scenic feel. A solution over 380 with a raised express lane configuration keeps the traffic and noise isolated to an already busy area without rerouting it through our beautiful town of Prosper. Sometimes the ideal solution isn't always the easiest solution, this is one of those cases.		Scott	Jeff						
3572	570a7538-1c80-4df1-8df2-dcb0eb39216a	4/20/2022 22:54	4/20/2022 22:54	Why can't the overpass go on 380 or somewhere north of this design - E.	Please do not put this thru Prosper TX.	Jackson	Damon						
3573	be869954-6657-469b-8d8b-ef151d22d763	4/20/2022 23:02	4/20/2022 23:02		Please choose option B as it impacts less houses, businesses and natural habitat.	Sequenzia	Madison						
3574	64aea53e-682f-468b-8337-f21f24588a9e	4/20/2022 23:12	4/20/2022 23:12	Segment B is the best option as it is \$99 million less to build, less homes are affected. Segment A will affect the price of my home in Stonebridge if there is an increase in traffic. Which will then cause the current roads to be expanded and trees removed. This is what we have seen on Virginia and trees were removed which add to the uniqueness of the Stonebridge community. There would also be increased pollution along with noise and many other issues.		M	Leslie						
3575	4cadda85-fb2d-4665-8d24-5e8acee25ad8	4/20/2022 23:19	4/20/2022 23:19	I oppose Segment A as it would have the biggest economic impact for taxpayers, affect more natural wetlands and wildlife, and negatively impact neighborhoods and businesses along US380.		Fuller	Krista						
3576	a5e12b1e-f144-4cf0-8c22-0231eec3aaa7	4/20/2022 23:26	4/20/2022 23:26		I would like to oppose the alignment B that cuts through Prosper because of all the negative impact on the town of Prosper. I kindly ask for other alignment to be selected.	Karl	Andrzejewski						
3577	e889db25-d594-410b-8138-aaf28b8cc9f6	4/20/2022 23:34	4/20/2022 23:34			Ransom	Byron						_am_a_business_owner_
3578	e77075a3-df90-4a95-8447-54a0a9f2cf0d	4/20/2022 23:37	4/20/2022 23:37	This segment cuts through developed/currently being developed land. Founders Academy, senior living community and a new single family home neighborhood to name a few. It also runs by Main Gate Horse Therapy which I am certain will be jeopardized. McKinney's poor planning should not be Prosper's problem to fix. The self interests of the former county judge that lives in Tucker Hill should not have influenced TxDOT to explore this option in the first place.		Farlow	Kevin						
3579	a8824fae-4a57-4276-889c-123058df9341	4/20/2022 23:38	4/20/2022 23:38	Please do not extend 380 any further north into Prosper. If you do so then in 10 years we will be like the intersection of DNT and Sam Rayburn. Full of some commercial stuff but otherwise a place everyone avoids if they are not shopping or commuting.	Please do not extend 380 any further north into Prosper. If you do so then in 10 years we will be like the intersection of DNT and Sam Rayburn. Full of some commercial stuff but otherwise a place everyone avoids if they are not shopping or commuting.	Ransom	Byron						
3580	279d2e51-07e4-419f-8a1f-0031623e94a5	4/20/2022 23:49	4/20/2022 23:49	Reject both option A&B! Both options don't provide good options for either city and causing a large divide between the two cities.		Alston	Bob						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3581	fc8d37b4-d15c-4af5-8a7c-380ead5114ae	4/20/2022 23:58	4/20/2022 23:58	Terrible idea, will be going through a therapeutic horse therapy center, by a brand new high school with student drivers and directly through neighborhoods with kids everywhere. Keep 380 On 380!!!		Arrington	Ashley						
3582	4a80b705-aac4-405d-8d72-e44262300d95	4/21/2022 0:04	4/21/2022 0:04		I believe route B is a much better option for the 380 bypass as it is a gradual traffic diversion west of Custer ahead of more congested areas. It also would be completely disastrous and I believe more costly for the established neighborhoods of Tucker Hill and Stonebridge Ranch as well as all businesses along 380 to build route A.	Scott	Rune						
3583	0df5f6e6-637f-4d27-84fc-b8e10f4c590a	4/21/2022 0:14	4/21/2022 0:14	The B route in general would be the best one for the over all project.	We believe Route B would better serve all requirements. It makes better sense than the others.	Scott	George						
3584	00fb3f53-5443-40d5-8bb0-29f93d5d1435	4/21/2022 0:15	4/21/2022 0:15	No to segment B.	No to segment B.								
3585	bfb5c5ff-db8a-45e8-824a-b56c39a26260	4/21/2022 0:43	4/21/2022 0:43		Any of the proposed improvements are necessary for the health of traffic flow in the area. It must be done! Some residents are going to be upset either way.	T	C						
3586	8f103d3d-d30f-4ff2-81c4-2f86655f5eb9	4/21/2022 0:49	4/21/2022 0:49	As a resident of Prosper (Rhea Mills Estates), a parent of children at Founder's Classical Academy-Prosper, and also as a parent of a child with special needs that could benefit from services offered by Mane Gait, I adamantly oppose any option that would impact my home and/or these locations listed previously.		E	Stacey						
3587	9cbaf908-754c-499c-83d5-ecd30cb76d16	4/21/2022 0:50	4/21/2022 0:50	Please do not do segment B. It is going to ruin Prosper. There is a therapeutic center there that helps disabled children and adults as well as veterans. Plan b would ruin that. Keep 380 on 380! It's the only thing that makes the most sense!		G	L						
3588	26614757-5bca-4679-81bf-c063533a56ed	4/21/2022 0:52	4/21/2022 0:52	As a resident of Prosper (Rhea Mills Estates), a parent of children at Founder's Classical Academy-Prosper, and also as a parent of a child with special needs that could benefit from services offered by Mane Gait, I adamantly oppose any option that would impact my home and/or these locations listed previously.		B	Britten						
3589	60a0feb6-2546-49c4-83a6-350c6a0b3919	4/21/2022 0:55	4/21/2022 0:55	The proposed A route will pass right by my home. It will ruin the property values and environmental landscape and view. This is a city of McKinney issue and Prosper should NOT have to bear the burden. Keep 380 on 380. We strongly oppose option A. Thank you.		Davis	Celeste						
3590	082977bd-e027-4f8f-889c-2b010687e91c	4/21/2022 1:12	4/21/2022 1:12	Route A and E is too close to existing residential property. Furthermore Route E and A put a heavy burden on McKinney homeowners particularly Tucker Hill residents and those adjacent to the new Ridge Road extension. Route B would at least shift some of that burden into Prosper thus making that choice a bit more equitable for both townships. The bypass should have been place further north away from existing residential property. The Collin Co. loop should have been considered and integrated in to the plan.	This whole thing has been ill conceived from the get go. This should have been planned out long before the unmitigated development along 380 was allowed to take place. The increase in traffic on 380 is largely do to the increase in housing and business development on or adjacent to 380 and therefore most of the heavy traffic as a result of this development is local to the existing 380. A bypass would not alleviate any of this traffic local. Continued business and residential development along the existing 380 and in the vicinity of the new bypass which seems to be inevitable will negate benefit hoped to be gained.	Skorz	Mike						
3591	f77d8797-0892-4937-8942-6bb06751b7ad	4/21/2022 1:28	4/21/2022 1:28	I am in opposition to proposed section B. I feel this proposed route doesn't reflect the best alternative for both Prosper and McKinney and Collin County overall. Expansion of 380 in its existing configuration would be best overall for the county.	Expansion of 380 in its existing path is the best option overall for Prosper, McKinney and the surrounding areas. This 380 expansion plus accelerated construction of the proposed Outer Loop would serve the communities best.	Van Blarcum	Gerald						
3592	d6901222-f2f1-4217-8f87-d03793bf52bd	4/21/2022 1:32	4/21/2022 1:32	This area of Segment A requires eastbound trucks to ascend more than 60 feet, while turning more than 90 degrees. This coincides with an exit for the existing University Dr, which is vastly undersized for the traffic. The combination of high speed grade and heading changes with exiting traffic is a dense and unsafe traffic condition. Moreover, the road would be elevated over a waterway, this will be prone to freezing over, creating a hazard during winter.		Baumgarten	Erik						
3593	e965be6c-8026-4ba5-8cbb-885f7d7b18fc	4/21/2022 1:41	4/21/2022 1:41	I am against segment A / Ridge option . I'm for Segment B		Owen	Christy						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3594	5c985140-aac7-4a94-8e99-8330fdd89507	4/21/2022 1:44	4/21/2022 1:44	I am against segment A / Ridge option . I'm for Segment B		Owen	Wayne						
3595	61296806-e85e-4f66-8cca-3aab8b707f7f	4/21/2022 1:56	4/21/2022 1:56	Please keep 380 on 380. This section will greatly impact the current charter school and the high school my son will attend. Prosper planned. It's not fair to punish our residents for the poor planning of others.		Riddle	Vicki						
3596	a1e8bb40-36d5-4053-8465-3136a6ea2417	4/21/2022 2:05	4/21/2022 2:05	Choosing segment B would negatively impact Maine Gait Horse Therapy and put a busy highway too close to homes already built. In addition, it would put traffic too close to the Walnut Grove High School and new student drivers.	Keep 380 on 380. McKinney's traffic problems should not negatively impact Prosper's home values and business. Build a raised overpass.	Castleberry	Andrea						
3597	aa91314c-0b7a-4701-81c4-9916748969a0	4/21/2022 2:11	4/21/2022 2:11	I am against option B.		Yeaster	Michael						_am_a_resident_
3598	71a36c5e-b718-4da3-887a-de4bff680651	4/21/2022 2:12	4/21/2022 2:12	Mckinney lack of planning for needed 380 expansion should not suddenly become Prosper's problem. Many of us have purposely bought homes well north of 380 knowing that 380 is a highway and will continue to need to be a highway. Proposed bypass A makes the most sense if 380 cannot be corrected on 380 through Mckinney as it was due to Mckinneys poor planning that got us to this point. Alignment A would not disrupt the only therapeutic horse location in the area for many disabled and autistic kids who so desperately need this care. The kids and the horses would be drastically impacted by any alignments which would push further west as well as the construction currently about to start in Prosper on retirement communities and the schools (Founders academy and walnut grove high school) recently built or currently under construction. Would you want your child to be attending school w/in 400 yards or less of a major highway? Please remove Segment A from any further consideration.		Nordman	Sarah						
3599	e482309e-fdcc-48ae-837f-4754abfba5ca	4/21/2022 2:12	4/21/2022 2:12	I strongly oppose segment B.		Porter	Mike						
3600	8034d5ea-499a-4b45-8ece-27a18d29a6fe	4/21/2022 2:13	4/21/2022 2:13	Mckinney lack of planning for needed 380 expansion should not suddenly become Prosper's problem. Many of us have purposely bought homes well north of 380 knowing that 380 is a highway and will continue to need to be a highway. Proposed bypass A makes the most sense if 380 cannot be corrected on 380 through Mckinney as it was due to Mckinneys poor planning that got us to this point. Alignment A would not disrupt the only therapeutic horse location in the area for many disabled and autistic kids who so desperately need this care. The kids and the horses would be drastically impacted by any alignments which would push further west as well as the construction currently about to start in Prosper on retirement communities and the schools (Founders academy and walnut grove high school) recently built or currently under construction. Would you want your child to be attending school w/in 400 yards or less of a major highway? Please remove Segment A from any further consideration.	Mckinney lack of planning for needed 380 expansion should not suddenly become Prosper's problem. Many of us have purposely bought homes well north of 380 knowing that 380 is a highway and will continue to need to be a highway. Proposed bypass A makes the most sense if 380 cannot be corrected on 380 through Mckinney as it was due to Mckinneys poor planning that got us to this point. Alignment A would not disrupt the only therapeutic horse location in the area for many disabled and autistic kids who so desperately need this care. The kids and the horses would be drastically impacted by any alignments which would push further west as well as the construction currently about to start in Prosper on retirement communities and the schools (Founders academy and walnut grove high school) recently built or currently under construction. Would you want your child to be attending school w/in 400 yards or less of a major highway? Please remove Segment A from any further consideration.	Nordman	S						
3601	3822f87b-98bd-43df-81f3-5642bdc61b49	4/21/2022 2:40	4/21/2022 2:40	Do not want to have this project	Vite No to project !								
3602	9cc1324a-e97b-448c-82e7-86b9b21c0256	4/21/2022 2:55	4/21/2022 2:55		I oppose the proposed segment B.								
3603	1fd6ce2-e9cf-4291-883e-0c5a2fc26c61	4/21/2022 3:01	4/21/2022 3:01	No option B for US 380 bypass.		Priddy	Erin						
3604	d29b9f51-5215-4d41-8b3e-1a49ac86d3f1	4/21/2022 3:21	4/21/2022 3:21	Oppose alignment B because such location will: 1. Financial Disaster to Town of Prosper based on our limited size. 2. Devastates Mane Gate 3. Causes harm and disruption to Parks and Protected Wildlife.		Catarineu	Silvia						
3605	5dbdb2ea-3098-4866-8b7a-7263fd462a6c	4/21/2022 3:22	4/21/2022 3:22	Please accept my comment opposing the proposed 380 bypass (Segment B) from running through Prosper!		CC	CC						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3606	274d07c3-a380-42df-80f5-35488311ba00	4/21/2022 3:32	4/21/2022 3:32	I oppose segment B. Fix 380 on 380. It would adversely affect children at the new Founders Academy and the clients of the Main Gate horse therapy.		Wysor	Jackson						
3607	66a19c05-2529-4dc3-82f9-6fdaad2b636d	4/21/2022 3:47	4/21/2022 3:47	We oppose option B for the reroute of 380 traffic through Prosper. Prosper citizens should not be penalized for McKinney failing to plan ahead for the expansion of 380 like Prosper did. That said, 380 should not be rerouted at all but rather widened and developed with a proper overpass and service road system.		J	V						
3608	f9dc354a-7581-4f4f-8123-f87a2084bdca8	4/21/2022 3:50	4/21/2022 3:50	I am completely opposed to segment B, It will take away so much of our city's land and prevent its full growth potential-		Battle	Tamara						
3609	7aa41460-a208-4151-8864-22b58f3d8fca	4/21/2022 3:52	4/21/2022 3:52	I am totally against segment A	I am totally against segment A. I am one house away from Ridge Road.	Cashdollar	Craig						
3610	57fcd80-063d-442b-8bcf-eed439837e08	4/21/2022 3:53	4/21/2022 3:53	Segment B will be a huge eyesore and imposition to our community!		Battle	Stephen						
3611	113eb5e3-134c-4288-8d68-b36d9c9402df	4/21/2022 3:55	4/21/2022 3:55	As a Prosper resident, I strongly oppose Option B slicing off a chunk of my city. It's simply not right and should not be supported.		Prosser	John						
3612	398c7854-3603-43ad-8621-a8afe7a5b758	4/21/2022 4:01	4/21/2022 4:01	I am not in favor of and oppose improvements to 380 from Coit to FM 1827.		Haight	Katelyn						
3613	07a1f8b4-d7e7-40e8-8a44-2139ed31251b	4/21/2022 4:08	4/21/2022 4:08		I strongly oppose Option B	M	Claire						
3614	c2c6ed42-5d52-4ca5-89de-91777900ac0f	4/21/2022 4:16	4/21/2022 4:16	I am opposed to proposal B for what that will do to Main Gate and plan for Prosper's roads and neighborhoods.		Chapman	Michael						
3615	c7b72af5-b4a3-4d7d-8093-a6817c8f2407	4/21/2022 4:25	4/21/2022 4:25	I oppose segment B in Prosper.		Vasquez	Kim						
3616	c6322273-eea9-4cae-835c-5d2802df402a	4/21/2022 4:33	4/21/2022 4:33		Please do not build segment A; Segment A costs \$98.8 million more for taxpayers, impacts 57% more natural wetlands and wildlife, and negatively impacts the neighborhoods and businesses along U.S. 380. Preserve our wildlife! We only have it once. Thank you for your consideration	Wesley	Smith						
3617	494bdf77-6a6f-42b2-8a2d-26d8e710adfd4	4/21/2022 4:36	4/21/2022 4:36	I support the building of segment B, as segment A will negatively impact those who live in McKinney and the wildlife there as well. Please listen to the citizens!		Ruth	Jones						
3618	bfe120e0-9181-45ff-8204-a317aebbc741	4/21/2022 4:37	4/21/2022 4:37	I support the building of segment B, as segment A will negatively impact those who live in McKinney and the wildlife there as well. Please listen to the citizens!		Ruth							
3619	a1f34aaa-1031-4eaf-85ab-4a77c79f822b	4/21/2022 4:38	4/21/2022 4:38	It is wrong to cost tax payers more money and to facilitate even more construction and destroy the wildlife please build segment B over segment A!		Moore	Eugene						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3620	abb136b9-a1dd-4ef0-812e-ae5608537111	4/21/2022 5:07	4/21/2022 5:07	We, Mary Borchard, Joseph Borchard, and Paul Borchard, live at [REDACTED] next to CR 338. WE oppose Segment C - 380 bypass. We have lived here for over a quarter century. We also object to the discontinuity of County Rd 338. The bridge over the proposed 380 bypass bisects CR 338, but does not reconnect it. Driving North to our home via 338, we must turn right from 338 onto the access road, go south until we find a u-turn and then north to access our property. Why does the bridge not connect the north and south portions of County Rd 338 (currently one continuous road)? Segment C goes directly through neighbors' homes and properties. It would cross our property forcing us to enter/exit our property via the new freeway/frontage rd. Turning onto a 50-60 mph frontage road to exit or enter our property is definitely not an ideal for aging drivers. Segment D will affect fewer homeowners and residents. Noise, view and sense of safety are all negative impacts of Segment C.		Borchard	Mary	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	
3621	7e8ccf48-b6c0-435f-833b-23a19a9eeb20	4/21/2022 5:37	4/21/2022 5:37	I oppose segment B, it would be a major economic impact to the town of prosper and cause the future displacement of MainGate, a major community resource.		JA	JA	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	
3622	882c465e-1772-4832-8f1d-5420b98dba43	4/21/2022 8:24	4/21/2022 8:24	I oozed segment B. There are existing homes and businesses that will be impacted negatively. Prsoper has a noise and business friendly corridor already established that will be less disruptive and less costly.		Riddle	Mark	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	
3623	4e3887d3-9b3b-4753-8fd0-159e2b764d0a	4/21/2022 10:59	4/21/2022 10:59	I am against Plan B. I want 380 to stay on 380. Going thru housing neighborhoods, schools, etc is not the best plan. It would destroy Prosper's tax base which is not that big to begin with.		Schmalzried	E	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	
3624	fd797e6f-e2d8-4a0f-85dd-43d4f8afb1df	4/21/2022 11:07	4/21/2022 11:07	Take the lights off of 380. Make it a real highway. Overpasses, underpass, and service roads. As I sit here on 380 I'm traffic, it is all wasted time and inefficiency. Do us all a favor and save us time Also, keep 380 on 380, don't cut through Prosper.		Hunter	Angela	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	
3625	3e4d51e3-48d9-41a1-8285-767539427930	4/21/2022 11:07	4/21/2022 11:07	NO I am against option B. Keep 380 on 380		Schmalzrief	Jayne	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	
3626	e66ec3fe-f44f-4139-8fec-346c869c8c39	4/21/2022 11:10	4/21/2022 11:10	NO I am against option B. Keep 380 on 380		Schmalzrief	Dustin	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	
3627	6446f2d4-647f-4161-89fb-d640171da898	4/21/2022 11:13	4/21/2022 11:13	NO I am against this Keep 380 on 380		Schmalzrief	Michael	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	
3628	4c32335d-8265-4390-85ac-85fc9a95ee10	4/21/2022 12:09	4/21/2022 12:09	WE OPPOSE SEGMENT B: TxDOT We share the opposition to the 380 bypass "Segment B." due to the affect it will have on homeowners, developers, 55+ active living, the equestrian center and the many more economical impacts it will have in this area. It is also my opinion that this area will see an increase in criminal activity due to the accessible Highway that will cut through the affluent area.		J	A	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	
3630	7a8142bbe727-4e66-838d-96d030efd6aa	4/21/2022 12:09	4/21/2022 12:09	WE OPPOSE SEGMENT B: TxDOT We share the opposition to the 380 bypass "Segment B." due to the affect it will have on homeowners, developers, 55+ active living, the equestrian center and the many more economical impacts it will have in this area. It is also my opinion that this area will see an increase in criminal activity due to the accessible Highway that will cut through the affluent area.		J	A	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	
3631	f6322210-1763-4334-8f0b-62b13415beb9	4/21/2022 12:59	4/21/2022 12:59	Vote no for options A &B! Both options destroy part of the city and cause divide. Neither of these options are suitable.	Vote no for options A &B! Both options destroy part of the city and cause divide. Neither of these options are suitable.	F	Ron	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	
3632	85e3e4c0-8f4e-4bc0-8357-5341060765bc	4/21/2022 13:19	4/21/2022 13:19		Prosper is a special small town community. Please, please, please keep the 380 bypass out of Prosper! We live here and people move here because it is one of the few places in the metroplex that has retained as sense of community, connection, and refuge from the crazy hustle and bustle of city life. We all need a place to retreat to - for the health of our bodies and spirits. Don't take that away!	H	L	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	
3633	529a4ed8-b73d-4f62-886a-a6ed0f9180a7	4/21/2022 13:35	4/21/2022 13:35	When looking at option A vs. B, I see the loop running through Prosper more viable than turning 380 through McKinney into a freeway. The only downside for Prosper, option B, is the emotional tool they are using by claiming the horse therapy ranch (Maingate) will be affected. If you widen 380 to 75, it will affect many businesses, which also affects McKinney's tax base. The existing businesses on 380 (both sides of 75) will be harmed by limited access and/or demolition. Both options A & B will affect residential areas, but more so in McKinney. The area for option B is less developed than option A - please consider my vote FOR B		Taylor	D	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	

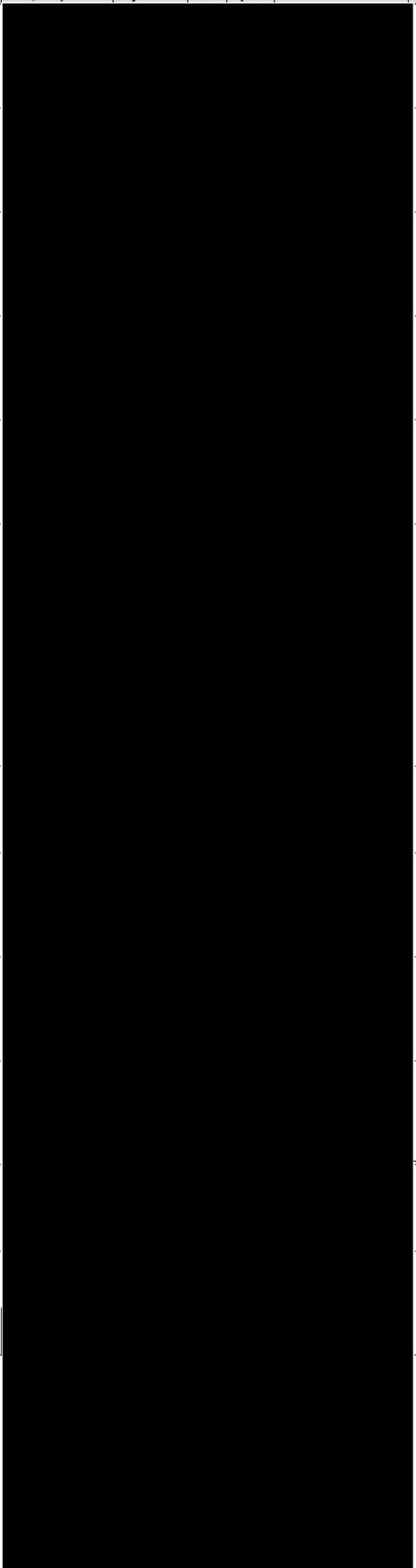
ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3634	3ccc54f-53b3-435e-89e8-bf1814ab8677	4/21/2022 13:49	4/21/2022 13:49	I strongly oppose segment B! I have lived in Prosper for 11 years and moved here due to its country feel. Segment B will ruin our community! Please consider keeping 380 on 380!!		Lepple	Jody						
3635	4625d96c-7a45-44c0-8274-56f10690255e	4/21/2022 13:56	4/21/2022 13:56	I support segment B and oppose segment A.		Sanchez	Jose						
3636	e5b6fff0-46d9-4df2-8922-a3be0ae78ca5	4/21/2022 13:56	4/21/2022 13:56	Please reject option B. It disrupts schools, neighborhoods and would destroy ManeGait.		McKenzie	Johnna						
3637	e1509759-a03c-4069-808f-70a3691d67b3	4/21/2022 14:00	4/21/2022 14:00	I am not for segment B because it causes many disruption for homes, school and business. This segment just pushes the traffic to Hwy 380 in Prosper. This is just moving the bottle neck traffic and not really resolving the traffic issue on Hwy 380. Why not create a express lane like on 635 for those who are traveling east and west that does not need to exit. Segment A & B only pit residents of McKinney and Prosper against one another, not really solving issue and causing contention among the cities.		Yeo	Mike						
3638	5289660d-b3d9-4b38-8dd7-b5d906b3d171	4/21/2022 14:01	4/21/2022 14:01	I oppose segment B as this will greatly impact the Town of Prosper.		Hegmann	Andrew						
3639	f9127ccd-2c62-40fa-8c9e-19d88611c944	4/21/2022 14:05	4/21/2022 14:05	I completely oppose option B! The loss of Manegait will impact children with disabilities negatively in ways that can't even be expected. The safety concerns for high school new drivers having to navigate a large highway- will lead to more injuries and deaths. Keep 380 on 380.		Zebroski	Cindy						
3640	26872653-bd44-4a95-8ff5-6ce9894de567	4/21/2022 14:09	4/21/2022 14:09	Section A and B		W	A						
3641	7e57ab7f-e66e-4698-88f8-087c75c35f55	4/21/2022 14:10	4/21/2022 14:10		I am a McKinney resident and I oppose segment A and support segment B.	B	Drew						
3642	238bab8b-4f0a-45d6-868d-3c1a8b8c4a19	4/21/2022 14:13	4/21/2022 14:13	Yay for option B. Boo option A.									
3643	5b20245e-dbea-490c-84e9-0932c053681a	4/21/2022 14:14	4/21/2022 14:14	Prosper needs to remain the way it us. Spitting it thru the middle to have this road go thru changes the wonderful area that has been created. Please vote it down.		Kopa	Donna						
3644	2ada55e2-de8c-4956-853e-3268ea5762d0	4/21/2022 14:20	4/21/2022 14:20	I am opposes to this new bypass. I feel that it will effect not only the small town feel of Prosper, but will divide our town. The huge highway would not only bring noise and pollution but I about our families, school, and children's safety. It will most certainly affect businesses and families from moving into our town.									
3645	3cedee46-6e05-4dc9-8f7c-36e498cd8a82	4/21/2022 14:22	4/21/2022 14:22	There's no way segment A is a better option than B. It's more expensive and impacts more businesses. B is shorter and just makes more sense.		Smolenyak	Nicole						
3646	ba5759b4-0e11-420c-82dc-d4ada3b01c9e	4/21/2022 14:23	4/21/2022 14:23	I am in favor of Segment B as it will save energy due to its shorter length (hypotenuse of a triangle is shorter than the 2 legs making up Segment A ($a^2 + b^2 = c^2$)) also it is a straighter route resulting in less braking for the curve in Segment A (see how similar curves absolutely slow traffic on the Dallas North Tollway between 635 and the GWB). Segment B is the smart and natural choice for this segment.		Cameron	Michael						
3647	00a69199-c856-482c-85dd-810d4720594c	4/21/2022 14:26	4/21/2022 14:26		I think it's ridiculous Prosper has to be punished for McKinney's mistake of allowing businesses to build up close to 380. If you want to redirect 380 so businesses won't have to shut down, why not let it run through McKinney? What? Because McKinney is bigger and Prosper isn't as big compared to McKinney. Prosper is growing and is going to keep growing. The community wants us to grow just not with a big street coming straight through it for just drive by and for there to be even more traffic than there already is.								

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3648	dacd183a-d707-4365-8325-639c7f400945	4/21/2022 14:27	4/21/2022 14:27	Keep 380 on 380. A twelve lane road through Proser will crest undo harm to the town and the families and businesses it impacts. Let's keep Prosper The way it is.		Price	Katrena						
3649	c41fb792-6641-48d3-8aa3-dd8eed01673a	4/21/2022 14:28	4/21/2022 14:28	As a Prosper resident, I adamantly oppose plan B. It would destroy the wonderful city of Prosper. Keep 380 on 380. Doug		Hoye	Doug						
3650	ee2577e3-f8b8-42d7-85eb-96c68591fa11	4/21/2022 14:33	4/21/2022 14:33	Please choose option B. It is the straightest, safest and most cost efficient route.									
3651	9ce19dff-2804-48cf-8c33-320324cbe0a3	4/21/2022 14:34	4/21/2022 14:34		I'm concerned about the entire project. There is already too much construction in McKinney, but if this is going forward I have comments about two of the sections. First how close does section E go to Erwin Park? Concerned about effect on wildlife etc. With all the building already going on so many animals are being displaced. Next, bypass B would seem to be the better option over A - less impact to current homes etc. Also, has an elevated freeway along the current 380 been considered? Seems like to me that would be the best option.	Duran	G						
3652	33fcc87f-d8bb-4849-88bf-e5dc1c7f27b2	4/21/2022 14:43	4/21/2022 14:43	This route B is the best overall choice for the Highway Bypass as it has less impact overall on existing buildings and operations.		Flippen	Celeste						
3653	eefa719b-b0ef-4013-89f1-2f6f042c62ba	4/21/2022 14:43	4/21/2022 14:43	This section goes directly through ManeGait Therapeutic Horsemanship and would be detrimental to this business. They have provided care and therapy to both children and adults with special needs throughout our community and surrounding areas for YEARS and it would be horrible if their property was ruined due to this highway expansion.									
3654	6c5590e8-b7f1-4d37-804a-3716b53145ad	4/21/2022 14:43	4/21/2022 14:43	Opposition for Segment B		Desai	Neha						
3655	bb811e1a-4e79-44b4-8f58-c3d20c52df8b	4/21/2022 14:51	4/21/2022 14:51	I oppose segment B		McCool	Christine						
3656	91b71bcd-4137-4e70-8865-283c9f756211	4/21/2022 14:54	4/21/2022 14:54	None of these segments make sense, but it makes even less sense to build 4 - 90 degree turns into the road. So I support segments B and C		Davis	Brad						
3657	b9720730-2f8d-4dc7-8ba2-c545060b289f	4/21/2022 14:56	4/21/2022 14:56		Option B makes much more sense. It take traffic from a heavily travelled section of 380 between Coit and Ridge and diverts it to the north. It costs less and disrupts fewer homes. Option B is the best choice!	DuPriest	Yvonne						
3658	3db5e343-9f46-44d7-8328-f0a097cd387e	4/21/2022 14:58	4/21/2022 14:58	Please choose option B instead of A. Starting the bypass after Custer Road ignores the fact that the intersection is growing rapidly in traffic and business. To be fully effective, the bypass should start prior to Custer Road.		Swierk	Micha						
3659	cdba3715-5816-495f-8f23-421b27ebf5ad	4/21/2022 14:59	4/21/2022 14:59		Can we try to be proactive about infrastructure projects next time?	Macabuhay	Chris						
3660	3fb8b93d-b73c-425c-8aa0-f6ca6f16ec62	4/21/2022 15:00	4/21/2022 15:00	McKinneys failure to plan for a KNOWN HIGHWAY is irresponsible and should not be pushed into prosper who did plan accordingly. McKinney continued to allow businesses build to build in the projected path even when it was the settled route in the last couple of years. Revisiting the route just because the mayor lives in tucker hill reeks of cronyism.		K	Scott						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3661	87041074-1f2c-44ec-841e-54d1874808e7	4/21/2022 15:08	4/21/2022 15:08		We live in Prosper and are opposed to this bypass. This is wrong on so many levels from housing to children.	Johnson	Brian						
3662	59e5f165-5cd1-47bc-88fa-1042887f6535	4/21/2022 15:09	4/21/2022 15:09	I strongly oppose segment B as it would greatly impact the Town of Prosper, and specifically, the neighborhood in which I live, Lakewood at Brookhollow. Not only would segment B bring a freeway much closer to my home, it would also greatly impact that access to my neighborhood and would likely increase cut-through traffic through my neighborhood. (Segment A would also alter the access to my neighborhood, and I oppose the access being altered in that option as well.). Adding this freeway as proposed in segment B would drastically change the Town of Prosper and the reason why so many of us have moved to this suburban area by significantly increasing the volume of traffic directly near my neighborhood. I respectfully and strongly oppose segment B in its entirety and the alteration that segment A would create at the entrance to my neighborhood and request alternate options be considered.		Rogan	Jodie						
3663	08cc7d2f-f60c-4c7b-8456-4c35aadd0371	4/21/2022 15:09	4/21/2022 15:09	I want segment B		Marcie	Stanley						
3664	a1ada39f-92c9-4e5c-82d5-47f8a471d4af	4/21/2022 15:10	4/21/2022 15:10	I oppose proposal B as a McKinney resident. Keep 380 on 380.		Billings	Justin						
3665	561720bc-740a-4182-8da5-0c1ba613248a	4/21/2022 15:10	4/21/2022 15:10	I strongly oppose segment B as it would greatly impact the Town of Prosper, and specifically, the neighborhood in which I live, Lakewood at Brookhollow. Not only would segment B bring a freeway much closer to my home, it would also greatly impact that access to my neighborhood and would likely increase cut-through traffic through my neighborhood. (Segment A would also alter the access to my neighborhood, and I oppose the access being altered in that option as well.). Adding this freeway as proposed in segment B would drastically change the Town of Prosper and the reason why so many of us have moved to this suburban area by significantly increasing the volume of traffic directly near my neighborhood. I respectfully and strongly oppose segment B in its entirety and the alteration that segment A would create at the entrance to my neighborhood and request alternate options be considered.		Rogan	Donald						
3666	68f25ceb-1dc2-4d1c-84fa-e8733f6840c9	4/21/2022 15:11	4/21/2022 15:11	I can only comment on A or B section of the plan. Obviously the plan is to bypass McKinney not Prosper. The good folks of McKinney should be responsible for removing traffic from their city and not infringing on their neighbor city unless the neighbor city is willing to be infringed upon. In this case Prosper isn't willing, McKinney, you need to figure out your own problem.		Gipson	Dennis						
3667	94af040d-024b-4691-8549-11c776691002	4/21/2022 15:11	4/21/2022 15:11	*1789 CR 338 & 1855 CR 338 (unable to flag map) Preferred bypass: D Hello, We own La Cour Venue, located at [REDACTED] and our family home is also located on this property. Our venue has been open since Jan 2015 and has hosted hundreds of outdoor weddings and special occasions for McKinney and DFW residents. Most entertaining at our venue is outdoors on the courtyard, terraces, and ceremony space. A highway along route C would put us out of business, as the noise of the highway being so close would deter clients from celebrating a ceremony, dining and dancing outside. Video of our spaces for visual: https://tour.mytownpass.com/sites/lacour/ Our neighbors along route C have beautiful family land, homes, and farm animals. It is a tranquil area that we cherish. We're currently building a 2nd home on our land for our in-laws to move into at [REDACTED] This land, our home and business is our life dream. Please consider route D, as it has less impact on homes. Thank you kindly.		Teague	Amy						
3668	9b35bdd8-9e21-42c8-8fc8-88844fc7d59c	4/21/2022 15:28	4/21/2022 15:28	B is better than A. B is more efficient and will result in less slowdowns than the steep curves in A. ManeGait can be moved, concerns about a prosper isd high school are overblown, and these are necessary compromises for a better route. Please make sure the neighborhoods close to E have mitigating controls put into place (lowered roads, increased distances) as original plans did not have a freeway there.		Schultz	Logan						
3669	4af3c619-c99a-4fa0-82ba-0024ea108e62	4/21/2022 15:31	4/21/2022 15:31	Our Family oppose option A.		Valdez	Jose						_work_for_TxDOT_
3670	f141a54c-6e96-46ad-81cb-e54259bf7a20	4/21/2022 15:34	4/21/2022 15:34	I am against option B taking 380 through Prosper. A therapy ranch should not be destroyed for this. Keep 380 on 380		J	A						
3671	2270959b-9186-4607-8e0f-720c88abd5bb2	4/21/2022 15:38	4/21/2022 15:38	I oppose option A but also wish E and D didn't come so close to my house.		Greer	M						
3672	7f60b522-5738-46e4-8618-5c9c25140028	4/21/2022 15:50	4/21/2022 15:50	I am apposed to Segment A and Support Segment B.	I am apposed to Segment A and Support Segment B.	Monroe	Robert						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3673	b3a1143c-c995-48a2-86d8-37b9da02596a	4/21/2022 15:55	4/21/2022 15:55	I support segment B to displace fewer homes and businesses and save tax money.		NG	Nick						
3674	0dbc8964-2e5c-495e-88f5-979653fbef2a	4/21/2022 15:57	4/21/2022 15:57	I oppose segment B of US Highway 380 Bypass		N	S						
3675	45d8f61a-a0b1-4511-889d-ad01e7153697	4/21/2022 15:58	4/21/2022 15:58	I support Option B. Option A is the most expensive, and would result in condemning much more already developed city infrastructure, as well as commercial and residential property than would be impacted by Option B. Option B makes the most sense as a "loop".		Shaw	Teresa						
3676	5ca5965a-b0b6-4945-8bcc-96b629570f1c	4/21/2022 16:04	4/21/2022 16:04	I am in support of B and in opposition to A.		Michel	Elizabeth						
3677	76fb0d1e-fb1c-4765-88bd-52aa8b261b51	4/21/2022 16:15	4/21/2022 16:15	I am against segment B. 380 should stay on 380.		Debbie	Lindstrom						
3678	8b5d7ea5-0b89-4152-8c21-a319a2813b4a	4/21/2022 16:16	4/21/2022 16:16	Section B will impact fewer residents and businesses. It is also comes at a lower cost to tax payers. The route will be shorter moving traffic out of McKinney at a faster rate. I fully support Segment B.		Delgado	Jose						
3679	509e06f0-b2b8-4ce8-8f57-8fdaca858cee	4/21/2022 16:19	4/21/2022 16:19	I OPPOSE OPTION A, AS IT IS MORE COSTLY & WILL AFFECT MORE RESIDENTS. B IS THE PREFERRED OPTION AS IT IS SHORTER & IS LESS COSTLY.		CALLAHAN	GERALD						
3680	9896dd96-b296-489a-8cf1-0eed787f1d2c	4/21/2022 16:32	4/21/2022 16:32		I am in support of Option B and am strongly opposed to Option A.	Gonzalez	Davina						
3681	391cdf76-7611-422b-8885-615afc50177c	4/21/2022 16:41	4/21/2022 16:41	SUPPLEMENT: TxDOT representatives revealed in a meeting with MainGait that the comparable equestrian facility closest to a highway they found was separated from the highway by 1.5 miles. ManeGait serves the protected class of children and adults with disabilities and disabled veterans. The law protecting ManeGait and their clients has not changed since 2019 feasibility study. ManeGait cannot operate squeezed between a 12-lane highway and a 6-lane road. Segment B would displace ManeGait. I oppose Segment B.		Costa	Fred						
3682	8d9db13a-f25b-4c2c-8313-d36b38f21f30	4/21/2022 16:46	4/21/2022 16:46	Properties along Bloomdale rd will be suffering from segment B freeway. Keep 380 to 380. Build a better world and keep a clean environment.	No segment A or B. Keep 380 on 380. No need for another freeway. Please stop destroying our beautiful city. Peace!	C	C						
3683	8c6df527-1ff0-4d42-8266-e24281675765	4/21/2022 16:50	4/21/2022 16:50	My family resides in the area being proposed for the B route. We strongly object to this proposal as it will adversely impact our family community and interfere with our schools. It's a shame that the planners did not actually "plan" 6 to 10 years ago when it was evident that this region was on pace to grow rapidly. I was here in 2014 when 380 could have easily been modified to account for the transportation needs. Now, it seems they are asking the families of Prosper to bare the burden of their neglecting to plan. This is unacceptable. Plan A was the original plan and will impact fewer people. It seems that we have a politician abusing his power to try to change the plan for his personal gain. Again, we object to route B.		Larson	R						
3684	eff97f3e-74d7-4795-848b-8da5434545cb	4/21/2022 16:54	4/21/2022 16:54	Using outdated surveys and referring to property that isn't even near the proposed path. Shame on you ! Shame on you for undoing what was originally decided and inflicting this undue stress on the community of Prosper.	Proposed path B Using outdated surveys and referring to property that isn't even near the proposed path. Shame on you ! Shame on you for undoing what was originally decided and inflicting this undue stress on the community of Prosper.								
3685	e8efe812-dd10-41e2-8bc1-3376bf0ff181	4/21/2022 17:02	4/21/2022 17:02	The proposed segment A should be the path of the 380 bypass. The current congestion on 380 and failure to account for it lies almost wholeheartedly by the City of McKinney. Had they planned for growth responsibly, this would not have been an issue today. Segment B is their attempt to make Prosper pay for their mistakes.		Thomas	J						
3686	98cf7232-efd7-41b8-876b-9cc044bdd578	4/21/2022 17:16	4/21/2022 17:16	I strongly oppose any 380 bypass through the Town of Prosper. Option B is simply not an option. The proposed route runs too close to current and future schools. It poses a risk to students and their families. The route also threatens a vital non-profit organization, Mane Gait. This organization provides an unmeasurable resource to people with disabilities in our community and the surrounding areas. As a horse person myself, I understand how valuable a resource this is and how the horses and the riders need a peaceful environment to do this important work. As a homeowner close to the proposed route I object to having an 8 lane highway in my backyard. Please do not ruin our small town. I did not buy a house off of 380 for a reason. 380 needs to stay on 380.		Bristing	Janna						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3687	524da9bd-26b9-45eb-869f-f47a48edf16d	4/21/2022 17:16	4/21/2022 17:16	I oppose the bypass through Prosper and McKinney northern areas. We should look at alternatives for expanding existing 380 and not building roadways through established businesses and neighborhoods.		C	M						
3688	580ff35a-2d22-46a3-8118-1bf7d484568f	4/21/2022 17:19	4/21/2022 17:19	I support the widening of the current 380 through McKinney. Segment A.		Shertzer	Matt						
3689	60ceeb4a-4904-44a5-8bce-1f5f2bd6a60f	4/21/2022 17:24	4/21/2022 17:24	I am a resident of McKinney and I support option B for 380 expansion. Option A is going to destroy McKinney and will cause a lot of disruption for the residents here and already established businesses.		George	Elizabeth						
3690	90340a23-ada1-420b-8924-6f2384184dbb	4/21/2022 17:26	4/21/2022 17:26		I oppose the bypass running through Prosper. It would be detrimental to the community and the residence and businesses that call Prosper home.	Yeaster	Anne						
3691	92b5f11d-466e-44e9-83be-6a198d12541b	4/21/2022 17:37	4/21/2022 17:37		NO to option B!! Keep 380 on 380!	Graham	Thomas						
3692	ec7189ba-44ea-403f-8182-ca32c9b53679	4/21/2022 17:40	4/21/2022 17:40		Northbound access points from 380 in Prosper, TX include the Dallas North Tollway (DNT), Preston Rd (289), Coit Rd., and Custer Rd. within a 4 mile stretch. These projects appear to be missed opportunities for high volume east/west connections but these roadways still exist nonetheless. In Prosper, we look forward to the future continuation of the DNT and Outer loop projects. East of Custer Rd and North of 380 to Interstate 75, McKinney, TX has very limited North/South and East/West transportation infrastructure. Option A would support the bypass project as well as future transportation infrastructure projects north of 380 in McKinney.	Rumbaugh	Joe						
3693	92ff4344-69e9-4f8d-81ae-5655ca7892e4	4/21/2022 17:42	4/21/2022 17:42	We have been in our home for nearly 14 years and have loved it. Seeing this option D & E so close to not only our home but also the Elementary School is giving me a great deal of concern. We don't want it that close!		Marek	Kerstin						
3694	56884d28-b451-47fc-8105-0c14ec9040c2	4/21/2022 17:48	4/21/2022 17:48			Ryan	O						
3695	fa6dd55e-283a-4645-89f3-48374a18d89e	4/21/2022 17:49	4/21/2022 17:49	No to segment B		Yoste	Amy						
3696	aef9b9a1-6a70-487f-88b6-81db8e0bbf2b	4/21/2022 17:55	4/21/2022 17:55	I oppose section B		B	Bradley						
3697	60049fbe-1ffa-4e20-8ce6-2bc64e239498	4/21/2022 17:59	4/21/2022 17:59		I think the proposed redirect of 380 is ridiculous and would put an undue burden of businesses and residential areas. Why can't 380 simply become a two level highway with upper going one direction and lower the opposite direction? Why do you have to completely redirect? The proposal makes zero sense.	Gonzalez	Michelle						
3698	f748a86e-609c-4411-830c-53cbc9752a52	4/21/2022 18:02	4/21/2022 18:02	Segment B is not a feasible option for prosper. As a resident that would be impacted by the segment it is going to reduce property value, increase noise pollution and environmental concerns for new and existing neighborhoods. You can do better!!!		Heckler	Janell						



_work_for_TxDOT_

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3699	28ade92f-9575-4966-83ba-b23ce6a49a0	4/21/2022 18:13	4/21/2022 18:13	Residents of Prosper vehemently OPPOSE OPTION B and believe it should not be considered by TxDOT but rather expand 380 on 380 through the Town of Prosper and place the bypass in McKinney-Option A. McKinney is the 2nd largest suburb in DFW with a larger land mass/population than Prosper. Putting a bypass through smaller Prosper to solve McKinney's lack of future growth planning is NOT the solution. Segment B would put a 12 lane hwy within 45ft of ManeGait's facility seriously impacting the vulnerable populations it serves; grossly affect 3 Prosper ISD&1 Charter School resulting in MAJOR safety and environmental concerns; demolish the Ladera Community & portions of 3 others resulting in millions of lost tax dollar revenue & require a massive utility relocation for Prosper. Prosper has the space to expand along 380 to McKinney. Prosper citizens DO NOT WANT OR NEED OPTION B. If McKinney needs a bypass for 380, the bypass should be located in McKinney town limits - OPTION A IS THE ONLY WAY!	Additionally : TxDOT previously announced its PREFERRED ROUTE, which is Option A - The "B" route that was proposed through the Town of Prosper was requested AFTER the announcement of the "A" preferred route by TxDOT, and furthermore, it was requested by a former member of the court who lives in an affected community (Tucker Hill). This alone should put Option B out of consideration.								
3700	8a469916-efa6-4024-8bad-e49cf7439e66	4/21/2022 18:14	4/21/2022 18:14	Residents of Prosper vehemently OPPOSE OPTION B and believe it should not be considered by TxDOT but rather expand 380 on 380 through the Town of Prosper and place the bypass in McKinney-Option A. McKinney is the 2nd largest suburb in DFW with a larger land mass/population than Prosper. Putting a bypass through smaller Prosper to solve McKinney's lack of future growth planning is NOT the solution. Segment B would put a 12 lane hwy within 45ft of ManeGait's facility seriously impacting the vulnerable populations it serves; grossly affect 3 Prosper ISD&1 Charter School resulting in MAJOR safety and environmental concerns; demolish the Ladera Community & portions of 3 others resulting in millions of lost tax dollar revenue & require a massive utility relocation for Prosper. Prosper has the space to expand along 380 to McKinney. Prosper citizens DO NOT WANT OR NEED OPTION B. If McKinney needs a bypass for 380, the bypass should be located in McKinney town limits - OPTION A IS THE ONLY WAY!	Additionally : TxDOT previously announced its PREFERRED ROUTE, which is Option A - The "B" route that was proposed through the Town of Prosper was requested AFTER the announcement of the "A" preferred route by TxDOT, and furthermore, it was requested by a former member of the court who lives in an affected community (Tucker Hill). This alone should put Option B out of consideration.								
3701	d4891d76-7ee4-4ec7-8f5d-618a8b5b7f35	4/21/2022 18:14	4/21/2022 18:14	Residents of Prosper vehemently OPPOSE OPTION B and believe it should not be considered by TxDOT but rather expand 380 on 380 through the Town of Prosper and place the bypass in McKinney-Option A. McKinney is the 2nd largest suburb in DFW with a larger land mass/population than Prosper. Putting a bypass through smaller Prosper to solve McKinney's lack of future growth planning is NOT the solution. Segment B would put a 12 lane hwy within 45ft of ManeGait's facility seriously impacting the vulnerable populations it serves; grossly affect 3 Prosper ISD&1 Charter School resulting in MAJOR safety and environmental concerns; demolish the Ladera Community & portions of 3 others resulting in millions of lost tax dollar revenue & require a massive utility relocation for Prosper. Prosper has the space to expand along 380 to McKinney. Prosper citizens DO NOT WANT OR NEED OPTION B. If McKinney needs a bypass for 380, the bypass should be located in McKinney town limits - OPTION A IS THE ONLY WAY!	Additionally : TxDOT previously announced its PREFERRED ROUTE, which is Option A - The "B" route that was proposed through the Town of Prosper was requested AFTER the announcement of the "A" preferred route by TxDOT, and furthermore, it was requested by a former member of the court who lives in an affected community (Tucker Hill). This alone should put Option B out of consideration.								
3702	4c49e79d-fcb1-438c-8383-eba68dc1a825	4/21/2022 18:15	4/21/2022 18:15	Residents of Prosper vehemently OPPOSE OPTION B and believe it should not be considered by TxDOT but rather expand 380 on 380 through the Town of Prosper and place the bypass in McKinney-Option A. McKinney is the 2nd largest suburb in DFW with a larger land mass/population than Prosper. Putting a bypass through smaller Prosper to solve McKinney's lack of future growth planning is NOT the solution. Segment B would put a 12 lane hwy within 45ft of ManeGait's facility seriously impacting the vulnerable populations it serves; grossly affect 3 Prosper ISD&1 Charter School resulting in MAJOR safety and environmental concerns; demolish the Ladera Community & portions of 3 others resulting in millions of lost tax dollar revenue & require a massive utility relocation for Prosper. Prosper has the space to expand along 380 to McKinney. Prosper citizens DO NOT WANT OR NEED OPTION B. If McKinney needs a bypass for 380, the bypass should be located in McKinney town limits - OPTION A IS THE ONLY WAY!	Additionally : TxDOT previously announced its PREFERRED ROUTE, which is Option A - The "B" route that was proposed through the Town of Prosper was requested AFTER the announcement of the "A" preferred route by TxDOT, and furthermore, it was requested by a former member of the court who lives in an affected community (Tucker Hill). This alone should put Option B out of consideration.								
3703	cf90debe-64a9-4369-81bc-4c4550322533	4/21/2022 18:34	4/21/2022 18:34	I oppose option B. Propser is a much smaller community and option B would compromise a current business and future homes and revenue for the city. Also when looking at the traffic issues on 380, they are very minimal on the stretch that runs along the Propser city line. They are a problem further down 380 towards 75 and out West after the Tollway.		McKee	Sheila						
3704	caaddc70-52b5-4a44-8074-5c2cea2327a3	4/21/2022 18:36	4/21/2022 18:36	My home is here. I bought my forever home to raise my children in prosper because it was a small tight knit community and we were settling out roots. Out of the city. Out of the way of big highways. Now this is a potential highway right next to my home. Forget about quiet nights and weekends outside in our yard, safety of letting my kids experience a small town feel. This road. Option B. Will bring noise, so much traffic to our backyard, more crime, more accidents. We didn't sign up for this when moving here. We want to preserve the small town of prosper. We don't deserve to have this highway ruin our town, one that has so much potential to be great. This highway will completely ruin the town.		Ramsey	Krystle						
3705	0a4a19a4-0846-406c-8068-6de46dda05ab	4/21/2022 18:38	4/21/2022 18:38		I support Option B as it is less expensive and disrupts fewer homes.	Neville	Bruce						
3706	20bae158-25b0-4194-808a-c3c5ac78a178	4/21/2022 18:49	4/21/2022 18:49	I oppose any proposed US 380 Bypass alignment changes, including all proposed Alternative Segment B Alignments.The Town of Prosper has passed seven Town Council-approved Resolutions since 2017 strongly opposing any proposed alignment for the widening of US 380 not located along the existing US 380 corridor.The Town of Prosper has been thoughtful in its planning of its existing and future development, all of which will be harmed if any of the segment B options are adopted.Additional detrimental impacts to Prosper include 12+lanes dividing Prosper with the magnitude equal to US 75;Segment B options+approved Collin Outer Loop would sandwich NE & SE Prosper in between 2 major highway thoroughfares;Directly impacts current and future planned neighborhoods; Materially impacts ManeGait and the vital therapy they provide to children and adults with disabilities;Directly impacts multiple schools in Prosper ISD;Decreased home values;Substantial lost tax revenue to the Town & Prosper ISD.		P	K						
3707	5ad72b99-3b7d-47df-8aea-6c91f0d33e40	4/21/2022 18:51	4/21/2022 18:51	I am opposed to segment B. It will affect our personal lives and it should not be built.		Hall	C						
3708	8f856c14-07c2-4b2d-898b-2a439b887c6b	4/21/2022 19:05	4/21/2022 19:05	Prop B would impact FAR less businesses, homes, and natural surroundings. Pretty simple, if you ask me.		Nguyen	N						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3709	fd0124ce-1df8-48ef-8ca9-3e8eb6672252	4/21/2022 19:16	4/21/2022 19:16	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Project 380 Segment-B bypass alignment option. This option is the least disruptive to businesses with no displacements, minimal impact on existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option by nearly \$99 million when compared to the cost of the Segment-A alignment.</p> <p>I also strongly oppose Segment-A. It should not be considered for the following reasons:</p> <ul style="list-style-type: none"> *It destroys and removes 17 small businesses *The cost of Segment-A is \$99 million more *It will create an overpass on 380 over Stonebridge Drive and Custer Road. *It will decrease traffic safety, increase traffic on Stonebridge neighborhood streets. Increase noise & pollution in our neighborhoods, & reduce our property values. <p>Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community.</p>		C	L						
3710	5ff95039-113a-4953-86c5-df3efe3ffb7e	4/21/2022 19:33	4/21/2022 19:33	<p>I represent the Owners of Ladera Prosper and am attaching our comments along with documentation which we are requesting to abandon Segment B</p> <p>Best, John Delin, CEO</p>		Delin	John						_work_for_TxDOT_
3711	ad9c427f-f6cd-4dc4-8b10-bde3c850fc1	4/21/2022 19:37	4/21/2022 19:37		I support segment B! Segment B is \$99M less expensive, impacts fewer homes, businesses, wetlands and wildlife. Segment B is shorter, saves time and money.	Davenport	Kaci						
3712	e712bfb6-e3de-4b0f-8290-13e4bca81531	4/21/2022 19:38	4/21/2022 19:38	I live in Melissa so would personally benefit from any of the proposed options. I don't understand why we don't add an extra lane to 380 and put more investment into Collin County Outerloop Road. Freeways aren't the answer to everything and can divide communities. If you absolutely must create a 380 bypass then my suggestion is to keep it as close to the existing highways as possible, keep as many miles of the road on its current path as possible.		Schweitzer	Cary						
3713	9ea19760-7475-4be7-8a4d-08e2698d5fac	4/21/2022 19:38	4/21/2022 19:38	NO to Option B - due to proximity to ManeGait, Prosper ISD schools, Prosper neighborhoods, current & future developments, & local businesses		Darby	Gretchen						
3714	c13fc432-ebac-4e99-8a1c-f361bc7db39b	4/21/2022 19:47	4/21/2022 19:47		This is McKinney mess that they had to have seen coming for YEARS and yet continued to allow builds close to 380. We saw the signs 11 years ago! Its also not a new issue in McKinney... having to foot the bill for their mistakes (i believe they built a library on donated land). As a resident, I dont support the city's stance on these options. AT ALL.	Tuggle	Rebecca						
3715	3f87b405-588e-4fa8-8b16-8c44e52b4a6e	4/21/2022 19:52	4/21/2022 19:52		Please do not use option B! Our children go to school there and don't need to be subjected to the noise and air pollution that a bypass over their school will bring. It's unfair to Prosper- which is small enough already- this basically cuts out town in half. Why cut through residential, schools, and equine therapy locations when there are other viable options? This would be a huge detriment to our community. Thank you so much for listening.	G	Sonya						
3716	d67cf9e9-351d-4ace-8ad2-1f0a53e41556	4/21/2022 19:57	4/21/2022 19:57	I am opposed to plan B and the impact it will have on the area, city and development of Proaper.		Fields	Joseph						
3717	48a00bc1-5a92-43d8-8ce6-ce7d86adede1	4/21/2022 20:03	4/21/2022 20:03	<p>This route (B) should not even be a consideration. The value of ManeGait alone outweighs any other area that would be impacted by the bypass location. You cannot put a price on what they have provided to the citizens of ALL the surrounding cities. If it was your spouse, child, parent, if friend that had been given the empowerment that their clients experience daily, this would be a clear decision for all involved. This is not about a developer or city that would be impacted (although I have an opinion about that as well).</p> <p>Forcing closure due to proximity of a major highway is unjust. The environmental impact on the horses & clients would be beyond adaptable and unacceptable to expect them to attempt when there are so many other options. Relocating would not be feasible due to the massive land market value increases in the last 2 years.</p> <p>I highly suggest you remove Option B immediately and exclude this area by at least 1 mile radius on any proposed routes.</p>		Phillips	Krystal						
3718	36c422ad-a92c-4240-8f4c-92bfc24b651b	4/21/2022 20:07	4/21/2022 20:07		Why is Prosper affected by the lack of planning of Mckinney, this is not right nor fair. I oppose to this. Prosper resident	Brutton	Tata						
3719	c2ebf9f9-5ed4-4dab-8fa4-b729190e177f	4/21/2022 20:09	4/21/2022 20:09	<p>Please use Segment B for the 380 project, as it is less expensive and significantly less impactful to homes and businesses.</p> <p>We live in Stonebridge Ranch and do not want a major intersection so close to our homes and schools.</p>		Clark	Tina						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3720	2dcaea29-819e-4c9d-8405-a9185396deeb	4/21/2022 20:09	4/21/2022 20:09		As a long time McKinney resident, I strongly oppose segment A. Besides the fact that it closely impacts my home and neighborhood, option A does not make financial sense for our tax dollars or the impact on McKinney businesses and families. Prosper politics should not play a part in this decision. McKinney should not have to absorb all physical impacts for something that other Collin county cities will ultimately benefit from. Thank you.	Raspberry	Nick						
3721	484a1a07-844f-4ded-80b2-482ab296d90c	4/21/2022 20:14	4/21/2022 20:14	I am 100% opposed to segment B of the proposed 380 Improvements.	I am 100% opposed to segment B of the proposed 380 Improvements.	Johnson	George						
3722	ad9b5fa8-0aac-4546-84cf-e0e74379eb3a	4/21/2022 20:20	4/21/2022 20:20	Opposing option B. While it makes sense for the City of McKinney to solve their traffic problem, it does not make sense to solve it through a sovereign town, disrupt a campus serving the special needs community and Prosper schools. McKinney needs to solve their traffic problem within McKinney. In looking at the map, Option A makes the best sense for McKinney or create an elevated structure like downtown Dallas and downtown Austin.		Crouch	Barbara						
3723	370eaafd-3b2e-4ffc-8e9c-1e4575ab52c0	4/21/2022 20:23	4/21/2022 20:23	Stephen, just a note recommending TXDOT to choose Segment B for the Project 380 bypass route. Because there are developments on the land running across segment B and the cost of Segment B is \$99 million less than Segment-A the decision should be easy for TXDOT to make. In addition, the Segment A choice will be adding a tremendous amount of additional noise to the already busy StoneBridge Ranch area. Please choose the Segment B option. Thank You, Jim Jim Hysaw [REDACTED] [REDACTED] [REDACTED]		Hysaw	Jim						
3724	8291f7ae-c2b3-41ec-8b59-97ba9e591ba6	4/21/2022 20:29	4/21/2022 20:29	I oppose segment A due to its impacts to the businesses in the city of McKinney and the Stonebridge Ranch neighborhoods. This coupled with the higher costs of Segment A make Segment B a more logical choice.		Massad	Marc						
3725	d086d8e7-416a-4bbc-8e3a-89dc9ac20988	4/21/2022 20:30	4/21/2022 20:30	I am offering feedback on the "B" option of the 380 bypass considerations. I am opposed to this alignment (noted as Option B). There are other options to accomplish improved traffic flow without having to cut thru Prosper, Texas and the many areas this option will negatively impact. I believe that 380 should be kept on 380. Expand on this already commercial route. Even with a bypass circle around McKinney, it will not alleviate the traffic jam around Raytheon and 75 on 380. Thank you for considering my input on this issue. Trusting you will make the right, common sense decisions. Keep 380 ON 380.		Bridgeman	Wes						
3726	9d3fbfb1-4b64-4e2c-8fa9-255f9fbe6f3e	4/21/2022 20:43	4/21/2022 20:43	I oppose Segment B. Why should Prosper suffer many losses because McKinney could not plan accordingly. Their Mayor should not be in charge of economic development. We meant B would go right through ManeGait, which is an outstanding facility that serves a vulnerable population. Actual residents would be displaced. KEEP 380 on 380!!!!!! McKinney should have to widen 380 just like Prosper is doing. They can offer alternatives for their businesses and residents if they are so proud of their community. It is not Prosper's responsibility to make up for McKinney's mistakes.		AS	AS						
3727	50d3d1c4-2ad0-4f1a-817a-d0e4392bd6f	4/21/2022 20:46	4/21/2022 20:46	Option A is the one that continues to show up on all choices over the last few years of these surveys and studies as it was the initial one designated for 380 loop expansion. Homes in Tucker hill were sold with the information and perspective home buyers were well aware. Moving to Option B after Prosper and Frisco have already expanded 380 fulfilling the needs of their communities does not make sense and only adds to more contention. Stay with option A and stop opening up more time, options, and issues for people to complain.		Marc	Dondero						
3728	8a7e20a2-1530-4004-8af8-144b752c4bb5	4/21/2022 20:51	4/21/2022 20:51	I strongly opposed to the proposed SH380 bypass Plan B. Under it the presenting issues will not be mitigated. They will be replicated into our communities. I drive SH 380 often and it appears to me that the greatest issues are east of Custer Road yet Prosper is being targeted for the fix. Fix the issues of SH380 on SH380. Plan B in specific has unacceptable elements including but not limited to environmental and health issues. It impedes our long-planned community development master plans. > The Ladera development will be decimated. Resulting in an annual loss of 1.4 million to PISD. > PISD will be directly impacted at three sites, including daily operations, traffic, safety, and lost sites. > The impact on the ManeGait therapeutic facility is most disturbing. It serves the disabled, veterans and provides the Gateway to the Brian Program. Plan B is more intrusive. Plan B will force the it to close.		Keener	Robert						
3729	92d769f8-6aa7-4f0a-84e2-325d6e84ae6e	4/21/2022 21:03	4/21/2022 21:03		I choose option b - no expansion- because A would be loud and intrusive for our neighborhood and would affect so many businesses and homes negatively	Clark	Garrett						

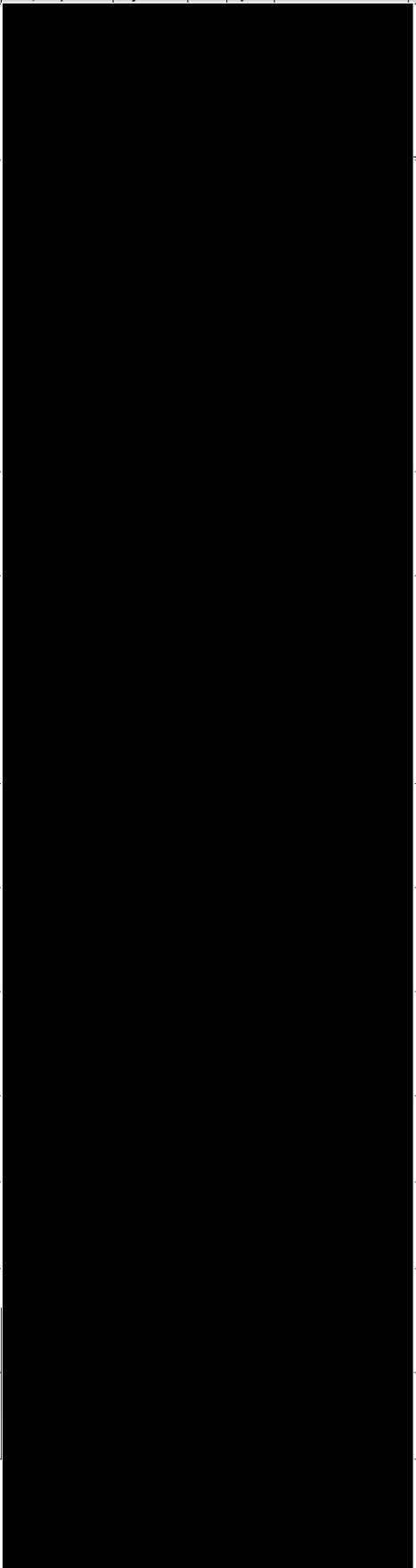
ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3744	3695ff07-f6bd-4e45-88ef-09b119c479ef	4/21/2022 21:41	4/21/2022 21:41	Segment B is the best option to improve traffic flow in our corridor while also preserving the economic business and residential vibrancy of our community in McKinney. We Oppose Segment A because it: Costs taxpayers \$98.8 million more Impacts 57% more natural wetlands & wildlife Negatively impacts Tucker Hill and Stonebridge Ranch neighborhoods We Support Segment B because: Requires 73% fewer business and residential displacements Avoids costly reconstruction of the intersection at U.S. 380 & Custer Road 14% shorter, saving time and money I oppose segment A and support segment B.		Grayson	Michael and Pa						
3745	70ee41c8-686e-4fe2-8638-9ffdf068ae6	4/21/2022 21:44	4/21/2022 21:44			Dowler	Ed						
3746	f4aa3b00-8337-46b6-8bdf-33b8a935e103	4/21/2022 21:45	4/21/2022 21:45	380 needs to stay on 380. The Town of Prosper should not have to bear the burdens of the City of McKinney and the poor city planning and the lack of foresight shown by their leaders. There are developments planned and in progress that will provide tax dollars to PISD. Even more scared is the location of ManeGait. I am a regular volunteer with ManeGait and many riders are already facing distractions due to the temporary construction noise on Custer Road. A highway going through this area is not acceptable to those that purchased away from Highway 380 with purpose and to this therapy service that is a blessing to our community. I find it a bit odd that deadlines were extended, images released of the different routes by TxDOT were not of the same aerial elevation view (which quite obviously made 1 route look more intrusive than the other), but I trust that the right thing will be done and 380 will be kept on 380 thru Prosper. Thank you for your time, Sarah Byrne		Byrne	Sarah						
3747	73e0227e-1b9b-4638-8950-11e25d5f7b9f	4/21/2022 21:46	4/21/2022 21:46	I am opposed to Segment B. The Town of Prosper has passed 6 Resolutions opposing any alignment of U.S. 380 that does not follow along the existing U.S. 380 corridor. Prosper residents and business owners, have legitimate concerns that Segment B would have a negative impact on both residential and commercial developments within the Town. To ignore the environmental and health hazards imposed by B on adults and children with disabilities receiving therapy at ManeGait would be a serious error. The Americans with Disabilities Act provides for the fair protection of people with disabilities from hazards imposed by Segment B. Founders Academy and the new Prosper high schools would be severely impacted by traffic conditions and environmental pollutants. Young teen drivers would have to maneuver traffic going on and off this freeway. B would negatively impact current and future planned communities. Prosper is a small town and the lost tax revenue would be substantial.		Hammack	Mary						
3748	36dab9b4-ad56-4723-8257-97995268d9fa	4/21/2022 21:46	4/21/2022 21:46	I believe Option B serves the better good of the community. Allowing the new highway to terminate at Ridge Road will cause development of significantly more traffic on Ridge Road, particularly at times when the elementary school Speed Limit is being enforced. Also, believe it will cause less displacement of businesses and residences, as well as cost substantially less to complete. Option B provides an outlet onto Route 380 where the area is largely commercial or industrial and will be less burdensome on home owners. Thank you for the opportunity to comment as I register my support of Option B		Brown	Dans						
3749	f196f1d3-4b99-4411-8431-193ceb078709	4/21/2022 21:47	4/21/2022 21:47		I oppose Segment A.	SS	SS						
3750	a6ff7da5-5133-4727-872c-7281778efb23	4/21/2022 21:49	4/21/2022 21:49	Please do Not go with A! Too many businesses on 380 eliminated.		Corcoran	Scott						
3751	6035c341-8773-4521-82e9-7beb05da3320	4/21/2022 21:51	4/21/2022 21:51	Please do Not go with A! Too many businesses on 380 eliminated.		Corcoran	Scott						
3752	1c8b30f6-c096-449b-8ad1-7c4d37588a1a	4/21/2022 21:52	4/21/2022 21:52		Segment A will disrupt our homes and the surrounding areas. too much loud traffic disruptive to our daily lives. Please use segment B	a	m						
3753	216f5b3-6ec7-4d1d-8619-aa9399932de2	4/21/2022 21:52	4/21/2022 21:52	I oppose segment B and support A.		White	Darrick						
3754	9c96e4d0-5f87-4210-8aa7-d9f0f417b982	4/21/2022 21:53	4/21/2022 21:53	We support option B. Options A would be way too expensive and does not make sense at all. James R. and Judy C. Watkins		Watkins	James						
3755	84e93b83-a7bd-4a1f-8080-2a2b830581bf	4/21/2022 21:56	4/21/2022 21:56	I oppose A due to it cutting into tucker hill.		G	James						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3756	d8528bf2-c1b5-496e-81eb-13d0a9450b32	4/21/2022 21:57	4/21/2022 21:57	<p>There is already too much traffic and noise on Lake Forest, especially from the heavy trucks and semis that travel at a high rate of speed and we do not need to add to it. In addition the road way is collapsing and even though there were some recent repairs/new concrete added near the McKinney #9 Fire House, the weight and speed of these trucks will continue to wreak havoc and require additional road repairs.</p> <p>Also the Heatherwood community will be greatly inconvenienced and affected as our property values will diminish greatly and the noise will increase 10 fold. In addition the wildlife that will be displaced over the life of the project and the wiping out of their habitats. When I moved here over 8 yrs ago, I purchased my home based on the quietness and expectation that the 2 lane road would not be developed. Now it has already ben expanded to 4 lanes and I am betting that with this project that will again be increased to 6 lanes with more semis and trucks and more noise.</p>	The only real viable solution to the congestion on 380 is to configure it as a double decker roadway, much like Austin, or the underground option that was done on 635. I understand that the costs would be huge, but these options will ultimately provide the best solution and will impact fewer people. A double decker solution would allow thru traffic to go above the local traffic and an underground solution would allow sub-level traffic to go thru town while leaving the main road level for local traffic.	Lewellyn	G						
3757	4188823d-7875-4d43-86a9-b19385a52d28	4/21/2022 21:57	4/21/2022 21:57	I oppose A due to it cutting into tucker hill.		G	Micaela						
3758	f249f2ac-f351-414c-85eb-9929117068ef	4/21/2022 21:58	4/21/2022 21:58	I'd like to express my extreme opposition to Segment B of the proposed plan. My family relocated to Prosper a year and a half ago from Chicago, as we sought a small town feel with a strong community. However, the proposed Segment B 380 Bypass would completely destroy the town we have come to know and love. This proposal would split our beloved town in two, separated by 12 noisy lanes of traffic polluting our air and land, and diminishing our property values. We escaped life like this for a reason. This proposal will ruin many of our neighborhoods and thriving, beloved local businesses here, affecting thousands of residents. It will put a busy highway near the high school my children will attend in the future. And it will be a deterrent for people like us – looking for similar things in a community – to choose to move here in the future. This proposal is not the answer to poor planning on other communities' parts. 380 should remain on 380.		Ramos	S						
3759	a13d7242-0f9f-4c1f-82cd-2d9b6a7559db	4/21/2022 21:59	4/21/2022 21:59	I oppose option A due to the increased cost and disruption to existing home and businesses. B appears to be the cheapest and easier build out.		L	S						
3760	3e3469eb-9a82-4dd5-85e0-5a8262c16c3b	4/21/2022 21:59	4/21/2022 21:59	I'd like to express my extreme opposition to Segment B of the proposed plan. My family relocated to Prosper a year and a half ago from Chicago, as we sought a small town feel with a strong community. However, the proposed Segment B 380 Bypass would completely destroy the town we have come to know and love. This proposal would split our beloved town in two, separated by 12 noisy lanes of traffic polluting our air and land, and diminishing our property values. We escaped life like this for a reason. This proposal will ruin many of our neighborhoods and thriving, beloved local businesses here, affecting thousands of residents. It will put a busy highway near the high school my children will attend in the future. And it will be a deterrent for people like us – looking for similar things in a community – to choose to move here in the future. This proposal is not the answer to poor planning on other communities' parts. 380 should remain on 380.		Ramos	R						
3761	f78e407e-9a53-4fe5-8fc6-e2e429009759	4/21/2022 22:00	4/21/2022 22:00		As a homeowner in the Timberridge subdivision in the McKinney ETJ, I am opposed to Segments A and B. Segment A would place a major highway in the backyards of both the Timberridge and Wilmeth Ridge subdivisions, disrupting the small-town, quiet living that neighbors enjoy. Segment A would tear through Prosper, perilously close to the new high school and through four subdivisions. These routes are a terrible solution to McKinney's lack of planning, and they are a decade too late. However, there's still time and open land to expand the roads north of 380 to Hwy 75. If you expand FM1461, Bloomdale, and Wilmeth to six east-west lanes, residents who live north of 380 will take those routes to Hwy 75, easing traffic on 380. And then once the Outer Loop is completed, this will ease traffic even more. This seems like a less expensive and obtrusive option for all.	Gamborg	Molly						
3762	34cbdd4f-2f19-48fb-8168-490765f3593c	4/21/2022 22:00	4/21/2022 22:00	I am opposed to segment B bypass running right through communities, homes, local school areas, etc. I've never seen such encroachment in Texas on our way of life via proposed roadways, and I grew up in Houston and lived in Austin for more than a decade. I have seen bypasses, tollways, and various roadways developed in those cities, but nothing as egregious as what is being proposed in the option B segment of this 380 bypass. It's absolutely unacceptable to be considered a viable option and goes against everything our state stands for. Poor planning & development should not become the burden of innocent, tax paying constituents. Where is the accountability for elected and employed leadership? The negative impact to Texans living in these communities include: increased crime, pollution, traffic, wildlife displacement, and easy access to schools that could lead to safety issues for our children. Accountability matters. The people of this community matter. Do the right thing.		Schmidt	Katie						
3763	166c6c98-17c6-4497-8c74-d3f8e4a0461e	4/21/2022 22:01	4/21/2022 22:01	I oppose segment A for the highway 380 re-alignment.		Brill Sedat	Skyler						
3764	8c95211a-26f4-4088-8d7a-86ae4f5e7929	4/21/2022 22:06	4/21/2022 22:06	I am in favor of Segment B in an effort to disrupt the least amount of residents		Pickard	Katherine						
3765	e32a3e81-c3a7-45f7-86b2-182c710b4d08	4/21/2022 22:08	4/21/2022 22:08	To whom it may concern I live in the Whitley Place Community, and I object to the plan B selection. This will impact my real estate value and from the perspective of the quite and peace for moving here. This is McKinney's and the State of Texas problem. They did not plan properly for any of the 380 of Highway 75/Central for the last 20 years. 380 should have been widened to eight lanes on the last attempt to solve the traffic problem, the first mistake by McKinney was not to put a loop, clover leaf, or proper traffic circle at 380 and 75. Which will eventually have to be done in the future. The impact to Prosper alone is HUGE! We should not loose our tax revenue, land, businesses, impact our schools and the environment based on poor decisions of the past. McKinney owns this problem. Let them put it in their NEIGHBOORHOODS!		Pickett	James						_am_a_business_owner_

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3766	81d25cb7-e2b0-4467-815c-a38095ae5b6d	4/21/2022 22:08	4/21/2022 22:08	I vote NO to Section B through Prosper. It makes no sense and is destructive to homes, schools, and important facilities such as Mane Gait.		Shaw	Amanda						
3767	1fb9916f-45e5-4a9f-8d81-63ebb0d88c6d	4/21/2022 22:09	4/21/2022 22:09	I support segment A		D	M						
3768	de60467f-61f3-42d6-8552-755e33f03453	4/21/2022 22:12	4/21/2022 22:12		NO TO OPTION "B" ON 380 PROJECT	Bourgeois	Mike						
3769	92fc3e77-cbea-41ee-80b7-2213dc59c48e	4/21/2022 22:13	4/21/2022 22:13	I am opposed to Segment B. The Town of Prosper has passed 6 Resolutions opposing any alignment of U.S. 380 that does not follow along the existing U.S. 380 corridor. Prosper residents and business owners, have legitimate concerns that Segment B would have a negative impact on both residential and commercial developments within the Town. To ignore the environmental and health hazards imposed by B on adults and children with disabilities receiving therapy at ManeGait would be a serious error. The Americans with Disabilities Act provides for the fair protection of people with disabilities from hazards imposed by Segment B. Founders Academy and the new Prosper high schools would be severely impacted by traffic conditions and environmental pollutants. Young teen drivers would have to maneuver traffic going on and off this freeway. B would negatively impact current and future planned communities. Prosper is a small town and the lost tax revenue would be substantial.		Hammack	Michael						
3770	17879368-2dac-47ab-8d7d-9f8e2ab725f4	4/21/2022 22:13	4/21/2022 22:13	Respected TxDot, I OPPOSE SEGMENT B crossing inside the town of Prosper. I am not a native Texan like many people moved to Texas some years back and since then it's my home and I very proudly tell others we live in Texas where still thing are done in a right way (Not a woke state) having said that city of McKinney is almost 3 times bigger than Prosper and has 4 times more population compared to our small town so they have more political power, resources and more people to make noise but that does not mean there lack of planning issues should result a small town getting destroyed, if the segment B plan passes then the town of prosper will not be able to recover and all the residents will feel the heat of the same and it will give a bad message to all the small towns/cities across Texas that Txdot sides with big and powerful and don't care about small towns/ cities, I hope you guys will make a right decision and do the right thing. Prosper Resident									
3771	8a871cef-602f-4c07-81f5-1756be8c973e	4/21/2022 22:14	4/21/2022 22:14	Respected TxDot, I OPPOSE SEGMENT B crossing inside the town of Prosper. I am not a native Texan like many people moved to Texas some years back and since then it's my home and I very proudly tell others we live in Texas where still thing are done in a right way (Not a woke state) having said that city of McKinney is almost 3 times bigger than Prosper and has 4 times more population compared to our small town so they have more political power, resources and more people to make noise but that does not mean there lack of planning issues should result a small town getting destroyed, if the segment B plan passes then the town of prosper will not be able to recover and all the residents will feel the heat of the same and it will give a bad message to all the small towns/cities across Texas that Txdot sides with big and powerful and don't care about small towns/ cities, I hope you guys will make a right decision and do the right thing. Prosper Resident		SY	SY						
3772	f56e04c0-59e2-43a1-84c9-e11f4b9b5c34	4/21/2022 22:15	4/21/2022 22:15	No to Project B									
3773	3c63ecdcd65-481d-8521-7e669bf3d1e5	4/21/2022 22:16	4/21/2022 22:16	I oppose segment B as it runs through Propser for many reasons. It runs through Mane Gait therapeutic horse ranch (my daughter has spent over 100 hours there) , it will run right next a charter school and the high school with lots of teen drivers, it takes away tax income from Prosper which is limited in size, and Propser has done it's due diligence in planning for 380 expansion and not next to my neighborhood in Whitley place. I didn't buy next to a freeway and absolutely do not want to live with in feet of one.		Zimmerman	K						
3774	35013cc7-b2b5-422f-86f3-e194e648ea08	4/21/2022 22:16	4/21/2022 22:16	I am a fan of segment B. Its less miles, less interchanges, cost less, and less buildings (home/business) will be effected. Having Segment B built allows people from the east get further down the west side (like trying to get to Denton/Aubrey) or to East McKinney faster w/less stops. As a compromise, since segment B costs less some of the savings in building segment B should be moved into paying affected homeowners/business above market. As well as some spent on town projects for Prosper.		Grace	A						
3775	5ec7a98d-8f1c-4281-8119-a0c1f6dff791	4/21/2022 22:19	4/21/2022 22:19		We oppose Option A due to greater impact residences and business in McKinney.	Santos	Kevin						
3776	003a9b00-543e-460b-8985-9e74799780a2	4/21/2022 22:23	4/21/2022 22:23	No to Segment B!	No to Segment B!	N	Aaron						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3777	e78f8f84-821f4b79-8a2f-8930fe5eae d3	4/21/2022 22:23	4/21/2022 22:23	My husband and I OPPOSE Option B. We retired to Prosper seven years ago to be near our grandsons. We participated in the 380 "fight" previously and thought the decision not to go through Prosper was a done deal and TX DOT understood the negative issues Plan B would cause to Prosper residents. All the negative impacts remain: Mane Gait, cemetery, reducing Prosper's limited tax base, etc. add new issues: New Prosper high school, charter school, much needed 55+ community, new housing developments. The noise and pollution and traffic will be unbelievable. The impact on our Whitley Place home values will impact our retirement return. NO TO PLAN B!!		Danielson	Carol						
3778	7a9c1e40-0f5449b6-87a4-2324692b5 f03	4/21/2022 22:24	4/21/2022 22:24	Route A is disruptive to a much greater developed area and unnecessarily removes a greater portion of 380. If more of 380 can be retained then we have greater overall capacity between 380 and the bypass. Unnecessarily removing miles of 380 decreases overall capacity and negates previous investments in the same. Route B takes the most sensible path through lesser-developed space between McKinney and Prosper.		Clausing	Thomas						
3779	8c415a00-6252473d-8655-584190ef9 600	4/21/2022 22:25	4/21/2022 22:25	I am writing to support the 380 BYPASS B PLAN. Please choose this! We have lived in this area for about 25 years and have seen explosive growth. I believe Plan B is the best solution for the traffic we now face. Thank you.		B	D						
3780	50e3790d-19164e0e-8bcf-b4647a42d c31	4/21/2022 22:26	4/21/2022 22:26	I am asking you to vote NO on option A. Option B is much less expensive, would disturb much less existing homes and businesses and would keep more traffic away from Stonebridge Ranch, one of N Tx jewels of a home ownership. Thank you, Jim Larkin		Larkin	Jim						
3781	386d677f-1d164ebe-8a6c-f4a69ba0a6 c8	4/21/2022 22:26	4/21/2022 22:26	Segment A is the least intrusive for homes and businesses along 380. It is also the least expensive therefore the most prudent decision would be to go with segment B for improvements to Hwy 380!!! Rick Johnson	Segment a is the least intruses for businesses and homes along 380. Is also the least expensive and therefore the most prudent decision would be to go with Plan B for improvement to Highway 380! Rick Johnson	Johnson	Rick						
3782	583403ea-f2704a7c-84c7-739de8adc 8fc	4/21/2022 22:29	4/21/2022 22:29	Oppose Segment A due to below reasons: Costs taxpayers \$98.8 million moreImpacts 57% more natural wetlands & wildlifeNegatively impacts Tucker Hill and Stonebridge Ranch neighborhoods		Ali	Syed						
3783	3b314de5-caf748bc-87d3-f42c91b0f3 79	4/21/2022 22:31	4/21/2022 22:31	I prefer option B to A due to environmental, traffic flow, and business and neighborhood impacts.		LaCour	Patrick						
3784	bca7231e-0ed5430a-8cda-ba9d95b90 8cf	4/21/2022 22:33	4/21/2022 22:33	I prefer option C to D due to environmental, traffic flow, and business and neighborhood impacts.		LaCour	Patrick						
3785	071e1560-9c5c463f-847a-9ac7748d2 17a	4/21/2022 22:42	4/21/2022 22:42	I support the Segment B approach. The proposed Segment A would negatively impact the city economics, regular and new drivers, and businesses and residences in that area. The majority of adverse effects can be avoided by building along Segment B, and residents in the area who regularly use the current highway will be less impacted over the course of the project.		Kernen	Allen						
3786	daaf1e83-8faa44eb-89fe-13797524d 626	4/21/2022 22:43	4/21/2022 22:43		I oppose Segment A. Go with the cheaper option, Segment B	Witte	Jason						
3787	c4df7c28-60d94351-8ce1-1c913ad63f 6d	4/21/2022 22:45	4/21/2022 22:45	Obviously the B bypass is a better plan. A would add more congestion to an already busy Custer & 380 intersection.		Delsol	Anthony						
3788	e5fcd64-f3004151-88ff-6ebc09c60 964	4/21/2022 22:47	4/21/2022 22:47	As a resident of McKinney I believe that Segment B should be the preferred plan for the improvements to Hwy 380. Segment A would be disruptive to the current residents and would cost more taxpayer dollars to construct. A wider bypass around the city will provide more room for future growth and be less disruptive to existing residents. Thus, I would prefer segment C over Segment D as well.		Gully	John						
3789	29fb8373-c5b04f12-87a1-02d2afe813 00	4/21/2022 22:48	4/21/2022 22:48		All business and developments who situated themselves along the 380 road, were well aware of the importance of this road as traffic would grow. Therefore I'm in favor of using the current 380 traject to the maximum extend possible. Ideally that is an upgrade all the way across the current 380 (with over and underpasses where needed). As this is no longer one of the options, my strong preference is to the option which comes closest to this goal and as such displaces and disturb as few developments and business who could not have known. As such, my vote includes options A (against B) and D (against C).	Lison	Jürgen						
3790	5146721e-0dc74c75-8a2d-7e3035a72f 4f	4/21/2022 22:51	4/21/2022 22:51	I'm a 3rd generation McKinney resident. I think Option B is the best option.		Sellers	Brandie						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3791	e5d0f522-79e0-446a-8d9f-ee90bfaaf522	4/21/2022 22:52	4/21/2022 22:52		Please build Segment B. In support of Segment B: It will cost taxpayers 99 million dollars LESS than Segment-A. ManeGait property will remain untouched. No businesses on 380 will be destroyed. Zero sites with hazardous materials and 2 major utility conflicts will need to be addressed.	Mihalek	G.						
3792	f031ccdf-8de3-4fcc-825c-993fe105e91d	4/21/2022 22:54	4/21/2022 22:54	I am opposed to Segment B. The negative effects to MainGait and the disabled persons who benefit the services rendered there is incalculable. The noise and pollution generated by a ByPass so near a peaceful and serene place as MaimGait is unimaginable. Most Prosper residents and business owners, have legitimate concerns that Segment B would have a negative impact on both residential and commercial developments within the Town. Founders Academy school and the new Prosper high schools would be severely impacted by traffic conditions and environmental pollution. Plan B would negatively impact current and future planned communities especially a new 55 year and older community which is underway. The economic impact on the Town of Prosper is unimaginable. The future Property Tax revenue loss is going to create an increase tax burden on all of the residents of prosper.		Hammack	Michael						
3793	38144d39-8bab-45b4-8ee5-4af2fc172a44	4/21/2022 22:55	4/21/2022 22:55	I am stating my support for Segment B for the 380 bypass project.		Hunter	W						
3794	c077a232-2834-464e-80e3-76773b2c8fa9	4/21/2022 22:59	4/21/2022 22:59	My address is [REDACTED] My backyard has an easement behind it and it is open to the Bloomdale sidewalk already. Please take into consideration that there are over 40+ homes who will be affected by having an eight lane highway with vehicles traveling at 70 mph in our backyards. We did not move into this neighborhood to be close to 380 or it's bypass. A 100ft buffer is not going to be a solution to the noise pollution that this project is going to cause. If this segment is going to remain unchanged in its placement, then the freeway should be built below grade to alleviate the noise. In addition, a sound wall barrier also needs to be built. The current wall separating the 40+ residents will not be sufficient considering all of the frontage road traffic that will also increase. Everyone is so concerned about segment A or segment B when no one is concerned or helping the people affected by putting a highway in Heatherwood's backyard.		Goodman	Cindy						
3795	826e0a42-0429-48b6-8846-db74e98fcc38	4/21/2022 22:59	4/21/2022 22:59	go farther west like near Denton then bypass all of the cities on 380 until you get to the eastern side of Farmersville.		Tribble	Jerry						
3796	c0d9f53a-f74c-44d9-8275-99eb5fdcc6d5	4/21/2022 23:01	4/21/2022 23:01		This will greatly improve the traffic situation by allowing those people who are just passing through to move quickly through McKinney. Not sure why we are being coerced to oppose this. Traffic is increasingly heavy and it is tripling time to do simple errands in McKinney. This will alleviate that congestion and reduce accidents.								
3797	d0aa58dc-51aa-46cd-8991-92f1ec49ae88	4/21/2022 23:10	4/21/2022 23:10	The plan B section will essentially cut right through the heart of the Town of Prosper with a huge multi-lane highway. There is already existing delineated space for highway 380 including room to expand that can be improved upon without the devastating effects that proposed plan B would have. Please consider the longlasting impacts it would have on Prosper Citizens and DO NOT move forward with this plan.		Y	Ashley						
3798	f8281d50-cf63-4d68-8dfe-8970cab8af11	4/21/2022 23:10	4/21/2022 23:10	I oppose segment A plans as it costs more, affects more wetlands, and negatively affects McKinney's Stonebridge Ranch neighborhoods.		Siddiqi	H						
3799	871eef6b-20ba-4ea2-84fb-2ee7f119a22b	4/21/2022 23:11	4/21/2022 23:11		Segment B of the proposed U.S. 380 Bypass through McKinney requires 73% fewer residential and business displacements. I support segment B and oppose segment A.	B	J						
3800	e6662abb-9bc2-407a-867f-d2f7bf4c0645	4/21/2022 23:13	4/21/2022 23:13	I support selecting Option B because it reflects the results of the factors chosen to make a decision including cost, utility relocation, and displacement of business' and residences. What's the point of years of meeting with stakeholders, doing studies and setting forth the items to be measured to make a decision on road placement if the citizens affected by the results protest ? US 380 changes are needed to benefit everyone. No road option will please everyone.		Basila	Catherine						
3801	325d475e-db90-42f6-8e5f-488fc0bbcb6a	4/21/2022 23:13	4/21/2022 23:13	Don't let Segment B happen. Don't let McKinney's failures and politics become Prosper's problems. Seriously, you know what the right thing to do here is. Ignore the nonsense and the politician influence and do the right thing. Stick with Segment A. Make your mother proud of you. If you go with Segment B, she'll be ashamed.		Lutes	Mark						



_work_for_TxDOT_

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3802	714bcfb-348d-40db-8c2d-5b8aef23e62b	4/21/2022 23:17	4/21/2022 23:17	I oppose segment B		Mark	Michael						_work_for_TxDOT_
3803	b8e66e45-ef2e-42b7-8044-f80fb1a3601d	4/21/2022 23:20	4/21/2022 23:20	I support selecting Option B because it reflects the results of the factors chosen by the feasibility studies. Personally the difference in cost and utility relocation between option A & Option B clearly support Option B.		McDonald	R						
3804	826511a7-331e-4ca2-8b08-9b3aff7ec6ae	4/21/2022 23:26	4/21/2022 23:26		I strongly oppose a 380 bypass corridor B that would bisect Prosper and consume a large percentage of our eastern land mass. It would greatly and adversely impact our town finances, police and fire response, and existing facilities. (Mane Gait) and residential neighborhoods.	Turner	Michael						
3805	23ab180b-9894-466f-827e-fea4609d4af5	4/21/2022 23:28	4/21/2022 23:28	We support hundred percent segment B, and we say NO to segment A		Wood	Arsen						
3806	810ad6fc-1b34-4b36-8208-e9107723c0fc	4/21/2022 23:29	4/21/2022 23:29	I oppose Segment B as it will have a negative impact on Prosper residents, Prosper Communities, Prosper ISD, the town of Prosper, and Business in Prosper. This negative impact will be on both the existing environment and future growth and development in Prosper.	I oppose Segment B as it will have a harmful impact on Prosper residents, Prosper Communities, Prosper ISD, the town of Prosper, and Business in Prosper. This negative impact will be on both the existing environment and future growth and development in Prosper. I support U.S. Highway 380 as a Controlled Access Highway; continue supporting the TxDOT recommended alignment as presented on May 6, 2019, for U.S. Highway 380 within the corporate limits of the town of Prosper; strongly oppose any proposed alignment changes, including the proposed Gold or Brown Alternative Segment B Alignments as presented and part of the TxDOT's U.S. 380 EIS Public meeting on March 22, 2022, and the schematic design and within the corporate limits of the Town of Prosper; opposing said alignments because they are in conflict with existing and future development along said alternatives; finding that said alignments are not consistent with the Town's thoroughfare plan and current alignment of said roadway.								
3807	bd8d4417-d08f-4758-8fd3-0245a38d6279	4/21/2022 23:29	4/21/2022 23:29	I support selecting Option B because it reflects the results of the factors chosen by the feasibility studies. Personally the difference in cost and utility relocation between option A & Option B clearly support Option B.	Is there precedent for not using the results of the feasibility studies to choose transportation changes? What's the point of the years of work with stakeholders and studies if decisions are made based on the levels of reactions made by the individuals personally affected ? As a Collin County Resident I want / need improvements to the US 380 situation and realize my taxes may increase. However, I would prefer the least costly choice (Option B) be selected.	McDonald	Robert						
3808	8d8c89fd-c076-4fd5-845d-60cb0f22c760	4/21/2022 23:29	4/21/2022 23:29	No to Segment B! Prosper is a small town compared to McKinney and Frisco. Adding a bypass will be detrimental to businesses, schools, and homes. My children will go to the Walnut Grove High School and should not have a major roadway near their school, nor should Founders Academy. I'm a mom to 2 kids with special needs who benefit from Mane Gait but Segment B will destroy that. Keep McKinney issues in McKinney. Do not destroy our town that happens to sit in the middle of the traffic issue.		Steinbrecher	Kelly						
3809	c92e00b1-28c3-4378-81be-bcc0cce06ecb	4/21/2022 23:30	4/21/2022 23:30	Segment B crosses sections of both towns (Prosper and McKinney) that more negatively impact developed and developing sections of both towns that Segment A does not as Segment A utilizes more of the exiting Hwy 380 corridor. Segment B of the proposed Gold/Brown alignment poses a significant, negative impact to both existing and future residential and commercial developments planned within the Town. The alignment would directly impact over 360 future homes and thousands of residents and indirectly impact many more; Segment B will increase ground-level ozone impacting at least two environmentally sensitive facilities (ManeGait and Founders Academy) resulting in a conflict with Air Quality guidelines publicized by the North Central Texas Council of Governments (NCTCOG);	The Town of Prosper has passed six Town Council approved Resolutions strongly opposing any proposed alignment for the widening of US 380 not located along the existing US 380 corridor; Segment B runs directly through a quickly developing section of the Town of Prosper causing significant environmental impacts on the human and natural environment by adding a new and unplanned interstate through Prosper versus using the existing alignment within Town limits; Segment B has a detrimental effect on ManeGait Therapeutic Horsemanship; a unique nonprofit facility providing equine therapy to hundreds of adults and children with disabilities. The Americans with Disabilities Act was adopted along with the President Executive Order 12898 to protect their rights and ensure fair treatment; Segment B is in close proximity to existing and future schools including high schools impacting thousands of students.	Hennig	Sara						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3810	f2eb1bf7-5c55-4c1d-8124-c55f9cb25583	4/21/2022 23:30	4/21/2022 23:30	<p>Segment B crosses sections of both towns (Prosper and McKinney) that more negatively impact developed and developing sections of both towns that Segment A does not as Segment A utilizes more of the exiting Hwy 380 corridor.</p> <p>Segment B of the proposed Gold/Brown alignment poses a significant, negative impact to both existing and future residential and commercial developments planned within the Town. The alignment would directly impact over 360 future homes and thousands of residents and indirectly impact many more;</p> <p>Segment B will increase ground-level ozone impacting at least two environmentally sensitive facilities (ManeGait and Founders Academy) resulting in a conflict with Air Quality guidelines publicized by the North Central Texas Council of Governments (NCTCOG);</p>	<p>The Town of Prosper has passed six Town Council approved Resolutions strongly opposing any proposed alignment for the widening of US 380 not located along the existing US 380 corridor;</p> <p>Segment B runs directly through a quickly developing section of the Town of Prosper causing significant environmental impacts on the human and natural environment by adding a new and unplanned interstate through Prosper versus using the existing alignment within Town limits;</p> <p>Segment B has a detrimental effect on ManeGait Therapeutic Horsemanship; a unique nonprofit facility providing equine therapy to hundreds of adults and children with disabilities. The Americans with Disabilities Act was adopted along with the President Executive Order 12898 to protect their rights and ensure fair treatment;</p> <p>Segment B is in close proximity to existing and future schools including high schools impacting thousands of students.</p>	Hennig	Michael						
3811	57fe3be9-bf5a-4877-8187-184ade4ae012	4/21/2022 23:31	4/21/2022 23:31	No further expansion of US 380 in Prosper!	No further expansion of US 380 in Prosper!	Farmer	A						
3812	bbc2305c-9c03-49d6-8614-0370ee23bba5	4/21/2022 23:33	4/21/2022 23:33	I do not support option B. The impact to Prosper residents, business and ManeGait are unrecoverable. The location and accessibility to ManeGait is key to the function of the charity for both riders and volunteers. Relocation would be nearly impossible in the area it serves due to lack of available land. Additionally, Prosper residents and businesses would be severely impacted. Again, due to the limited footprint of the Town of Prosper borders along with current market conditions, the opportunity to relocate will be out of reach for many and ultimately impact local and school tax dollars.		McCutcheon	Terri						
3813	0a2a6e6c-4307-48db-825f-ff879d5aeb66	4/21/2022 23:34	4/21/2022 23:34	Segment A is longer, impacts more businesses and residential areas and costs more. I support segment B instead.		Waghmode	Raturaj						
3814	d465e5ff-6e9a-43dd-8a39-e80d5a88351d	4/21/2022 23:38	4/21/2022 23:38	This bypass will hurt Mckinney business and have detrimental impact on those hired by the hurt businesses. Please oppose this bypass		K	A						
3815	577b322b-3840-423c-86ee-a6d3e2b621b8	4/21/2022 23:41	4/21/2022 23:41	I PPOSE SEGMENT A. I DO NOT WANT SEGMENT A.		COLLADOS	JULIAN						
3816	ab3808a5-2e92-4ee1-8761-f0a522e22fb6	4/21/2022 23:42	4/21/2022 23:42	<p>We are homeowners that live in Stonebridge Ranch off of Ridge Road in McKinney.</p> <p>We Oppose Segment A for the following reasons: - It will cost taxpayers \$98.8 million more - It will impact 57% more natural wetlands & wildlife - It will negatively impact Tucker Hill and Stonebridge Ranch neighborhoods</p> <p>We Support Segment B because it: -Requires 73% fewer business and residential displacements -Avoids costly reconstruction of the intersection at U.S. 380 & Custer Road -14% shorter, saving time and money</p>		Penland	C						
3817	4418fd44-9c92-43ca-84ff-8b41d9b226e5	4/21/2022 23:43	4/21/2022 23:43	I completely oppose option B! The loss of Manegait will impact children with disabilities negatively in ways that can't even be expected. The safety concerns for high school new drivers having to navigate a large highway- will lead to more injuries and deaths. Keep 380 on 380.		Zebroski	Cindy						
3818	57cfe712-32b2-4582-8487-6afd328ffc34	4/21/2022 23:48	4/21/2022 23:48	Keep 380 on 380. Just because McKinney didn't plan ahead like Prosper did should be no reason to cause MainGait to close		F	A						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3819	1eb6fb29-8c2a-4589-835b-e91431fe0d0b	4/21/2022 23:56	4/21/2022 23:56		I have lost count of how many times I have written objections to bypass routes through Prosper. Prosper and McKinney have had master plans that account for the expansion of 380. Prosper followed those plans: McKinney did not. They want to bully Prosper for their own mistakes. Judge Self inserted himself in the process unethically. Prosper ISD, Collin county commissioners court, and prosper city council all oppose a bypass through Prosper. Mayor Fuller and the McKinney city council are the only ones supporting punishing Prosper for their own failures. I don't care if you build a bypass or improve 380 in place outside the city limits of Prosper. That decision should be up to other cities. Prosper is small and taking that corner of land from us devastates our tax base and destroys home values and air quality near local schools. What's happening can only be described as corruption and collusion. I will be filing FOIA requests from all available government entities in this matter.	Telford	Will						
3820	2dfabc02-fbed-439e-8696-1f33de3cb64c	4/21/2022 23:56	4/21/2022 23:56		I oppose option B	C	Alexa						
3821	612e66e9-c1b8-4d43-826c-399e834d9a1b	4/21/2022 23:57	4/21/2022 23:57		NO TO SEGMENT B. 380 needs to be fixed on 380. No one should be displaced from their home and no businesses (like ManeGait) should have to deal with the issues either.	Gerardis	Diane						
3822	46ad2feb-00ba-4431-8108-808e0bfb8814	4/21/2022 23:59	4/21/2022 23:59		Do not run 380 through Prosper!	Martin	Brandon						
3823	b17e25ba-5c9e-4236-8daf-bd72d3504716	4/22/2022 0:01	4/22/2022 0:01		I love Texas! Have worked decades in community development & government relations inc in Collin County. Town of Prosper planned & prepared for the future expansion of 380. What has been proposed would prove very detrimental to our community. And, to the lives of many 1,000s of innocent families, students, senior citizens & children. The proposed redirect would destroy many current homes & businesses; severely impact schools; and, gravely impact major developments already years in process. Carving up our small town would have grave impacts on the future of not only Prosper, but of this Territory. Risking the lives of students & families driving to schools. Impacting Senior Citizens awaiting housing. Destroying sacred cemetery spaces. Destroying property values. Increasing medical risks, noise pollution & poor air quality. We spent months researching state & local master plans before investing our life savings on a home FAR from 380. Please keep 380 on 380 thru Prosper's boundaries.	Nishimoto	Pamela						
3824	f98c9055-439b-48a6-889a-9a851131b154	4/22/2022 0:01	4/22/2022 0:01		Plan B is preferred due to impact and budget.	Daniel	Bentley						
3825	67902a26-cbc9-4fe5-824a-d09c8dc63348	4/22/2022 0:04	4/22/2022 0:04		Section b. Will cost less and less impact. Also zero sites with hazardous materials.	Gomez	Eric						
3826	233ab229-15e5-4242-8756-4eec0184c827	4/22/2022 0:09	4/22/2022 0:09		I oppose segment A	Swart	Sarah						
3827	fdee9090-78fe-454f-8aec-a05e5ce1d2d3	4/22/2022 0:16	4/22/2022 0:16		I support Option B, as it does not disrupt as many businesses.	Spina	Linda						
3828	bc279fc0-ba0b-40a4-8cbd-2707b0ee4c0f	4/22/2022 0:16	4/22/2022 0:16		NO to segment B through Prosper!	J	M						
3829	51031788-c758-44d8-8b2b-6ccff86b03ee	4/22/2022 0:17	4/22/2022 0:17		Oppose segment A&B! It will destroy both cities time to look at other options.	Smith	S						
3830	b3ed41e7-16a7-4274-8e82-1c8d3acbf4e5	4/22/2022 0:18	4/22/2022 0:18		We do not want to see this routing. How about Highway 380—the most direct, reasonable route?	Corgan	Jacl						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3831	546b409-c0be-45f0-8b4f-a35b5f9e0892	4/22/2022 0:23	4/22/2022 0:23	Segment E as it bisects large new communities and Erwin Park. This area along 164 is unique by nature and putting a major freeway through the middle of that will change this community and further impact an already disrupted nature preserve.		King	Melinda						
3832	d9c10775-f07d-4554-86ae-a0eb57069448	4/22/2022 0:26	4/22/2022 0:26	I support segment B, and oppose segment A. Segment A would detract from the property values in our neighborhood, and would likely significantly increase traffic throughout the Stonebridge Ranch area.		Matt	Clark						
3833	4faea01d-1bf5-46c8-873f-1726ccf76a20	4/22/2022 0:38	4/22/2022 0:38	No to option b. Leave it as is.		Lattero	Gabe						
3834	0aee39ae-9d53-4284-8fe6-a9c15042e4c6	4/22/2022 0:44	4/22/2022 0:44	I am concerned about McLarry Cemetery. Our family, my great grandparents, Mr and Mrs Robert A McLarry, donated the land for this cemetery in the early 1900s and some of the original Collin county residents are buried there as well as my family members. I hope the road will be far enough away from this historic burial ground to protect from vandalism and dumping. Our family owned Lucas Studio here in McKinney, for forty years from 1939-1979. If you could phone me, I would like to discuss this. My number is [REDACTED] and I am Mary Virginia Dickerson. Thank you for your consideration.		Dickerson for	Mary V						
3835	c8d7e80f-58c5-44ee-8be6-62772dab5dbd	4/22/2022 0:45	4/22/2022 0:45	KEEP 380 ON 380		Y	J						
3836	47d14de5-a4e3-4116-89aa-637de207dcb1	4/22/2022 0:48	4/22/2022 0:48	I oppose position A. It impacts the pathway for kids biking to school		Pettaway	Kenyetta						
3837	7fe1161c-27c8-453a-85cf-a1bb6a2fe190	4/22/2022 0:49	4/22/2022 0:49		I would like to oppose Segment B of the proposed 380 Bypass. Segment B will be detrimental to Prosper. It will directly and negatively impact the MainGait non-profit facility which is used by so many with disabilities. Segment B is also very close to the newly opened Founder's Classical Academy and Prosper's third High School which is already under construction. Prosper does not have nearly the land mass that McKinney does and the land this Bypass would be built on is already slated for residential housing. Please keep 380 on 380!	T	Sandra						
3838	e809324d-bc85-4b7d-80fb-3b6b75c1a36f	4/22/2022 0:50	4/22/2022 0:50	I oppose position A. It impacts the pathway for kids biking to school		Pettaway	Alton						
3839	db093edc-4169-48dc-8296-15310d62c29d	4/22/2022 0:51	4/22/2022 0:51		I have been a resident of Prosper since 2010. I have watched our town be very conscientious about it's development, including being wise enough to anticipate the widening of highway 380 and leave ample space for it. So it just seems unconscionable that Prosper would bear the punishment for McKinney's greed and lack of foresight. There is already an existing path for 380, a new one that divides and destroys our town, and in particular the Mane Gait charity's property, is utterly unacceptable. We want to maintain our small town feel, no matter the population and this bypass would completely ruin it. Do not allow this to happen. It's just wrong.	Richardson	Karen						
3840	b5b56a0f-4c34-43a6-805c-f0f3e99da04b	4/22/2022 0:57	4/22/2022 0:57	Option B would be very disruptive to Prosper and Mane Gait.		Darby	James						
3841	9b4c74c7-b690-44d3-86eb-11383bed6e8f	4/22/2022 1:00	4/22/2022 1:00	My family opposes Plan A. When we moved to Tucker Hill in 2009, we asked about any plans to make 380 a freeway. The developers said that 380 was going to be widened (and we spent years dealing with that expansion work), but the Outer Loop—a couple miles north—would be the limited access freeway designed for bypass traffic. The answer made sense. The county and TxDOT had been promoting the outer corridor as the next answer for traffic issues, and there was quite obviously no room on 380 between 75 and Custer for that kind of expansion. Everyone knew this part of North Texas would be next for growth. Since 121 (in our part of the metroplex) and the tollway had been planned for decades as limited access corridors, the outer loop plan made complete sense as part of that network. Why impact the quality of life of hundreds of homes of people who simply wanted to live quiet lives close to their neighbors? Why destroy the neighborhood that has for years been the face of the new McKinney?		DeShazo	Jon						
3842	81c6bca2-5712-4f59-83c8-3f77d99a878b	4/22/2022 1:09	4/22/2022 1:09		I support Option B.	Davies	Chris						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3843	ec439093-c291-4347-8694-b6f078f51dd9	4/22/2022 1:13	4/22/2022 1:13	<p>Segment A is not fiscally responsible, environmentally responsible, or a faster solution than choosing Segment B. The increased number of properties that must be seized and demolished, the large animal habitats, and additional materials and costs to businesses during construction will grow exponentially.</p> <p>As a proud Texan and fiscally responsible citizen, the money saved by choosing Segment B could help fund several other projects throughout the state and provide faster relief to the citizens of Collin County and surrounding areas.</p> <p>CHOOSE SEGMENT B in order to create a faster, less expensive solution. As someone who works in the city, relief will be needed sooner than anticipated to prevent California-like traffic patterns. NO ONE WANTS TO BE LIKE CALIFORNIA.</p>	<p>Segment A is not fiscally responsible, environmentally responsible, or a faster solution than choosing Segment B. The increased number of properties that must be seized and demolished, the large animal habitats, and additional materials and costs to businesses during construction will grow exponentially.</p> <p>As a proud Texan and fiscally responsible citizen, the money saved by choosing Segment B could help fund several other projects throughout the state and provide faster relief to the citizens of Collin County and surrounding areas.</p> <p>CHOOSE SEGMENT B in order to create a faster, less expensive solution. As someone who works in the city, relief will be needed sooner than anticipated to prevent California-like traffic patterns. NO ONE WANTS TO BE LIKE CALIFORNIA.</p>	Ryan	Patrick						
3844	9a1a711e-a247-4109-8857-acb45f5b4bb2	4/22/2022 1:13	4/22/2022 1:13	I am against the bypass B plan going through Prosper area. I live here and it would great impact our community in a negative way.		Warthan							
3845	b7ef0cfe-2e71-47ad-82f8-5c1c4fd06107	4/22/2022 1:13	4/22/2022 1:13		<p>I oppose segment A and support segment B both personally and for the community as a whole.</p> <p>As a resident of La Cima in Stonebridge, I am concerned of the increased noise and traffic around Custer & 380 and Stonebridge & 380 that segment A would bring.</p> <p>Segment A costs almost \$100 million more and displaces 17 businesses (vs 0 businesses with segment B). Segment A disrupts more jurisdictional wetlands, more forests, and more linear feet of rivers/streams. Segment A causes 7 major utility conflicts versus Segment B's 2 major utility conflicts.</p> <p>Given the choice of Segment A or Segment B, I support Segment B and oppose Segment A.</p>	L	J						
3846	c68edac2-a04e-432b-8991-813ecedeb12e	4/22/2022 1:15	4/22/2022 1:15		<p>We prefer segment B. There is less impact on the nearby neighborhood and costs less for taxpayers.</p>	Holland	J.						
3847	ffa6dc4c-a10b-40b8-8d03-1b5f0f8675cc	4/22/2022 1:15	4/22/2022 1:15	This would be terrible for Prosper and could have been avoided if McKinney planned better. Opposing Plan B. Keep 380 on 380.		Krueger	Justin						
3848	d9363341-21d7-41a5-8a5b-6685a1f33274	4/22/2022 1:16	4/22/2022 1:16	<p>Segment A is not fiscally responsible, environmentally responsible, or a faster solution than choosing Segment B. The increased number of properties that must be seized and demolished, the large animal habitats, and additional materials and costs to businesses during construction will grow exponentially.</p> <p>As a proud Texan and fiscally responsible citizen, the money saved by choosing Segment B could help fund several other projects throughout the state and provide faster relief to the citizens of Collin County and surrounding areas.</p> <p>CHOOSE SEGMENT B in order to create a faster, less expensive solution. As someone who works in the city, relief will be needed sooner than anticipated to prevent California-like traffic patterns. NO ONE WANTS TO BE LIKE CALIFORNIA.</p>	<p>Segment A is not fiscally responsible, environmentally responsible, or a faster solution than choosing Segment B. The increased number of properties that must be seized and demolished, the large animal habitats, and additional materials and costs to businesses during construction will grow exponentially.</p> <p>As a proud Texan and fiscally responsible citizen, the money saved by choosing Segment B could help fund several other projects throughout the state and provide faster relief to the citizens of Collin County and surrounding areas.</p> <p>CHOOSE SEGMENT B in order to create a faster, less expensive solution. As someone who is married to a McKinney city employee, relief will be needed sooner than anticipated to prevent California-like traffic patterns. NO ONE WANTS TO BE LIKE CALIFORNIA.</p>	Ryan	Haley						
3849	047f5037-8553-470e-8551-92684b33a0f6	4/22/2022 1:29	4/22/2022 1:29		<p>I prefer section B to section A.</p>	A	Alan						
3850	70a38256-59cf-4c17-8668-f09e1c0cf247	4/22/2022 1:31	4/22/2022 1:31	Opposed to option A		Royer	Sarah						
3851	ff52d618-47a2-4a92-88fa-bd14c4bd2176	4/22/2022 1:34	4/22/2022 1:34	I hugely oppose the proposed improvements to US 380 from Coit Road to FM 1827.		Czarnecky	Leslie						
3852	46bbd941-af02-4a5d-87e2-7ed8928a6220	4/22/2022 1:38	4/22/2022 1:38		<p>I oppose the extra expense of A vs B.</p>	Preston	Nancy						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3853	6616904b-32f6-42de-846d-a0b9e24e0c21	4/22/2022 1:51	4/22/2022 1:51	I am strongly opposed to Route A, and strongly favor Route B.		Meiahn	William						
3854	ec9257fa-d2b4-42ed-845a-7ba058a4182c	4/22/2022 1:52	4/22/2022 1:52		Option B affects less residents and businesses. Is also cheaper for taxpayers.	Davenport	Erik						
3855	0933f77f-2686-426e-801f-9b9fc88fdc1c	4/22/2022 2:19	4/22/2022 2:19	Version B of the 380 bypass would do irreparable to MainGait and split the small town of Prosper in half. I have lived in Collin County for 34 years 25 of which were in McKinney and option A is a much less damaging option.		Jones	J						
3856	c012b8af-a7c5-41e0-8e98-9edc99db51fe	4/22/2022 2:20	4/22/2022 2:20	I believe plan option B would make the most sense for a few reasons. First, it's significantly less expensive. Second, takes additional traffic away from 380 in Custer intersection which is already significantly congested during rush hour.	I believe plan option B would make the most sense for a few reasons. First, it's significantly less expensive. Second, takes additional traffic away from 380 in Custer intersection which is already significantly congested during rush hour.	Lewis	Russell						
3857	8a7c52c8-e1e6-4df5-843e-2babfed5c93c	4/22/2022 2:20	4/22/2022 2:20		We are retired residents of Stonebridge Ranch and are opposed to Plan A. Our home sits on Stonebridge Drive and the increase in traffic and noise level will drastically decrease the value of our property. We moved to McKinney in 2011 and were pleased to find a home in beautiful Stonebridge Ranch. Over the past few years, we have already seen widening of roads and destruction of the landscape that were major factors in our decision to move to McKinney. From the information we've reviewed, we feel plan B is much more economically feasible and much less destructive to existing businesses and neighborhoods.	Gilbert	N						
3858	55e1bd70-3d65-4dbe-88b8-02750bf82299	4/22/2022 2:21	4/22/2022 2:21	I am opposed to B.		Cuevas	Cory						
3859	b14e9c50-cb96-4f3b-8cb4-00d0de5e3e09	4/22/2022 2:22	4/22/2022 2:22	I believe plan option B would make the most sense for a few reasons. First, it's significantly less expensive. Second, takes additional traffic away from 380 in Custer intersection which is already significantly congested during rush hour.	I believe plan option B would make the most sense for a few reasons. First, it's significantly less expensive. Second, takes additional traffic away from 380 in Custer intersection which is already significantly congested during rush hour.	Lewis	Suzanne						
3860	421d80d8-6e18-401c-8f21-74905fefcd95	4/22/2022 2:22	4/22/2022 2:22	B route It's the cheaper and better for McKinney		McElyea	Debra						
3861	0ba0be52-e61b-4f40-8b07-5ed104e12e22	4/22/2022 2:30	4/22/2022 2:30	I support B due to less impact to environment		R	T						
3862	aad7bd87-cf7a-4d8e-80fa-218da88cea05	4/22/2022 2:35	4/22/2022 2:35	I support option A.		B	J						
3863	2dfe212f-22c8-4661-82d0-3c5455a42a3d	4/22/2022 2:36	4/22/2022 2:36	I oppose Segment A.		Ward	Forrest						
3864	d8fdce39-1437-4d86-8a04-6f95a8b00fdf	4/22/2022 2:38	4/22/2022 2:38	I oppose Option B specifically due to the effect it will have on Main Gait, the Founders Academy, new Prosper High School and Ladera Community as well as Whitley Place residents. This should not be considered so close to schools and therapy horses for the disabled and special needs children.		Elkin	S						
3865	7c26ac79-85fb-49f3-81a7-a290494e90fa	4/22/2022 2:40	4/22/2022 2:40	I strongly oppose this plan There is a ski community here and your drawings show its too close and the highway literally running right down our lake. These homes range from \$500 000-\$1.5 million and this will destroy our community at Princeton Lakes		Walsh	Trish						
3866	9b695638-d1c9-4117-8341-4c3e6df8c7da	4/22/2022 2:43	4/22/2022 2:43	Plan B! Protect ManeGait and other businesses while saving money.		W	H						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3867	4bec619b-b08d-4222-8811-8432304b2a5f	4/22/2022 2:50	4/22/2022 2:50	Being a resident, tax-payer, home owner and parent in the Stonebridge area, I think that Segment A will be a detrimental addition to our community. Bringing hazardous waste and more lanes of traffic even closer to our teen drivers is setting them up for dangerous driving situations and could potentially contaminate our drinking water. Segment B is the safest and most thoughtful route to go in this situation.		Hackett	Kristie						
3868	481b55e0-4fe6-43b8-8861-55c5e323f38e	4/22/2022 2:52	4/22/2022 2:52		Living in Stonebridge with huge neighborhoods being added along McKinney and Frisco city line, many added apartments built both on Stonebridge and Custer will not support this project on route A. Travel time from 380 to 121 will go from :15-20 min to :25-30 min. I support option B. Not A	Long	Craig						
3869	63445795-db0b-4e5a-8704-63ceb99591a8	4/22/2022 2:56	4/22/2022 2:56		I support Segment B	Long	Jo						
3870	210b640a-3a45-4db1-822c-ba69a0a8e387	4/22/2022 2:56	4/22/2022 2:56		I oppose segment A. I support segment B	Larson	Preston						
3871	c93d738c-bfdb-4699-8ef2-7c8a214f0b5c	4/22/2022 3:03	4/22/2022 3:03	I respectfully submit my vehement opposition to Option A for numerous reasons—the greatest of which is the impact to taxpayers at a cost upwards of \$100M more than Option B. As a citizen focused both on the current challenges and future challenges of North Texas, choosing Option A would fall in the category of statutory mismanagement. This would include willful disregard of critical citizens: - At least 17 businesses on 380 will be destroyed. - 8 lanes of traffic plus four lanes of access roads (two on each side of the freeway) will be constructed near Tucker Hill at Stonebridge Drive. - 11 sites with hazardous materials and 7 major utility conflicts will need to be addressed. If Segment-B is built – - It will cost taxpayers at least 99 million dollars LESS than Segment-A. - ManeGait property will remain untouched. - No businesses on 380 will be destroyed. - Zero sites with hazardous materials and 2 major utility conflicts will need to be addressed.		Gwarda	David						
3872	baa3e7f9-db3e-4507-8f38-78c7b9ae5caae	4/22/2022 3:04	4/22/2022 3:04		I do not agree with a bypass routing through Prosper. 380 should be expanded where it stands.	Wink	Lisa						
3873	3f3f1eb4-c1e5-42a5-8f32-c2f5c868fa8c	4/22/2022 3:15	4/22/2022 3:15	I own La Cour Venue located at ██████████ in McKinney where we host weddings, birthday parties, family gatherings, and events for local businesses and charities. By placing the 380 bypass on the selected C plan, the peaceful setting of being out with the nature that McKinney is known for will be lost. Not to mention that 'C' will go straight through a few of our neighbors' homes.		Teague	Chad						
3874	1fac6d2f-741b-43d6-8d9c-83ae4da0dc09	4/22/2022 3:16	4/22/2022 3:16		NO to Section B thru Prosper. This would effect so many existing neighborhoods in a negative way and ManeGait which is instrumental to so many families in Prosper and surrounding communities.	Bowers	Vickie						
3875	a979ac03-aa0e-4045-85eb-dacec8266d21	4/22/2022 3:20	4/22/2022 3:20		As a homeowner and citizen of McKinney Tx I strongly support the project 380 segment B bypass alignment option. It's also the least expensive option. I also strongly opposed segment A. This option will increase traffic, pollution and noise in my neighborhood. Keep all those factors out of our peaceful neighborhoods.	Salas	Mildred						
3876	7e5d94a3-88b7-45fb-8bd2-775a489a7137	4/22/2022 3:22	4/22/2022 3:22		I oppose Segment A because of the additional cost to taxpayers, it impacts more natural wetlands and wildlife, and it negatively impacts the Stonebridge Ranch neighborhood where I live. I support Segment B because it will displace fewer business and residences and it avoids costly reconstruction of the intersection at U.S. 380 & Custer Road. It is also 14% shorter, saving time and money	Sallay	Jeffrey						
3877	fd39cf69-03ea-4d38-81ee-6aa2d14a7ffe	4/22/2022 3:22	4/22/2022 3:22		Dear Texas Department of Transportation: I am writing as a Prosper resident to oppose the proposed route B of the 380 bypass through the Town of Prosper. This route would cause significant disruption to the planned development of our town, including existing neighborhoods, future schools, and the ManeGait therapeutic farm. It will also negatively impact the tax base that our smaller community needs to balance in order to responsibly fund our growth. The Town of Prosper has passed seven resolutions opposing this measure and have carefully planned ahead to keep 380 along the original route through our community. Please plan the route along proposed route A if you must build this bypass. Sincerely, Kara Schofield	Schofield	Kara						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3878	57cb23ef-0058-42e3-80b3-6a4ea37a97a7	4/22/2022 3:23	4/22/2022 3:23	<p>I am strongly opposed to Option B. Hwy 380 should be expanded in its current location through the Town of Prosper. This has been the plan since we built our home in 2005, and was the plan when the people and developers, city and school district made their plans for building, etc.</p> <p>Building a raised highway along the Option B will severely impact Prosper, including schools, homes, and our cherished ManeGait. Regardless of your publish opinion that the freeway would not impact the facility, I believe that it would be detrimental to the health, wellness and safety of the horses and the special needs community in the long term.</p> <p>McKinney and all neighborhoods along Hwy 380 have known that the traffic and development would increase along that corridor, just as I have known. Their strong arm push for a bypass and for it to begin west of their town to minimize their impact to an area that has no reason to assume the burden is flatly selfish & arrogant.</p> <p>Select Opt. A or DO NOTHING.</p>		Dearing	Brian						
3879	ebfc7fd0-cafe-4ddd-8a39-9a36c6c4926c	4/22/2022 3:25	4/22/2022 3:25	<p>If Segment-A is built --</p> <p>It will cost taxpayers 99 million dollars MORE than Segment-B. At least 17 businesses on 380 will be destroyed. 8 lanes of traffic plus four lanes of access roads (two on each side of the freeway) will be constructed near Tucker Hill at Stonebridge Drive. 11 sites with hazardous materials and 7 major utility conflicts will need to be addressed.</p> <p>If segment A is chosen is will extremely depress my entire neighborhood Wren Creek. In addition and elementary school on Stonebridge drive already struggles with the amount of traffic and speeding drivers right near 380. The savings from option B alone should be enough to rule out option A. Please choose option B. Thank you.</p>		Martin	Andy						
3880	ec2fc817-9450-4b01-8d76-63eac74f0fbc	4/22/2022 3:26	4/22/2022 3:26	<p>I support the B alignment. I do not support the E alignment through Bloomfield or Laud Howell. You will disrupt neighborhoods here. Go through farmland and not this close to housing developments.</p>		Barker	Jayson						
3881	fc5d8458-c524-4f9c-848b-bbfb535960a5	4/22/2022 3:33	4/22/2022 3:33	<p>As a resident of Whitley Place located across the street from Founders Academy at First and Custer Sts, I am vehemently opposed to Option B 380 Bypass because of the impact it will have on our community and family. The proximity of the Option B bypass (45 feet) to ManeGait Therapeutic facility will harm children with disabilities and horses. Air pollution from diesel trucks, and other vehicles (not electric) will be harmful to ManeGait and Founders Academy, as it exceeds guidelines from the NCTX Council of Gov'ts. My husband has severe asthma and this impacts him. Option B displaces the Ladera Senior Living Community currently under construction and 209 residents at Billingsley Residential and Wandering Creek, denying the City of Prosper tax revenues. It will also create traffic congestion at Custer Rd, increasing risk of injury and death for students, parents and teachers who have no traffic guards or buses. This construction devalues our property purchased for our retirement.</p>		Paden Martin	Patrice						
3882	fd0832d0-1f66-4322-8cec-c09d2266e323	4/22/2022 3:34	4/22/2022 3:34	<p>As a resident of Whitley Place located across the street from Founders Academy at First and Custer Sts, I am vehemently opposed to Option B 380 Bypass because of the impact it will have on our community and family. The proximity of the Option B bypass (45 feet) to ManeGait Therapeutic facility will harm children with disabilities and horses. Air pollution from diesel trucks, and other vehicles (not electric) will be harmful to ManeGait and Founders Academy, as it exceeds guidelines from the NCTX Council of Gov'ts. My husband has severe asthma and this impacts him. Option B displaces the Ladera Senior Living Community currently under construction and 209 residents at Billingsley Residential and Wandering Creek, denying the City of Prosper tax revenues. It will also create traffic congestion at Custer Rd, increasing risk of injury and death for students, parents and teachers who have no traffic guards or buses. This construction devalues our property purchased for our retirement.</p>		Paden	Nicholas						
3883	253a4198-056b-4974-8c90-c1f050a53ac2	4/22/2022 3:34	4/22/2022 3:34	<p>I strongly support segment "B" option of the US380 expansion project. It is less expensive, less impactful of the encirclement and existing neighborhoods, and just makes more sense. Thank you</p>		Yarbro	Mark & Dawn						
3884	a9bfa810-366c-4d36-8886-a14ed3b3bbba	4/22/2022 3:35	4/22/2022 3:35	<p>As a resident of Whitley Place located across the street from Founders Academy at First and Custer Sts, I am vehemently opposed to Option B 380 Bypass because of the impact it will have on our community and family. The proximity of the Option B bypass (45 feet) to ManeGait Therapeutic facility will harm children with disabilities and horses. Air pollution from diesel trucks, and other vehicles (not electric) will be harmful to ManeGait and Founders Academy, as it exceeds guidelines from the NCTX Council of Gov'ts. My husband has severe asthma and this impacts him. Option B displaces the Ladera Senior Living Community currently under construction and 209 residents at Billingsley Residential and Wandering Creek, denying the City of Prosper tax revenues. It will also create traffic congestion at Custer Rd, increasing risk of injury and death for students, parents and teachers who have no traffic guards or buses. This construction devalues our property purchased for our retirement.</p>		Martin	Scott						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).	
3885	f6c91fbf-7a5a-436a-899d-ab0ad7ab9148	4/22/2022 3:39	4/22/2022 3:39	I am a resident of the La Cima Haven subdivision of Stonebridge Ranch in McKinney, and live about 1/2 mile south of 380 between Custer and Stonebridge Ranch Dr. I strongly OPPOSE Project 380 Segment-A for the following reasons: --The freeway would create considerable road noise and air pollution for me and my neighbors since we live so close to its proposed path. --The freeway would also add noise and pollution to La Cima Lake & Park, a favorite outdoor retreat shared by my neighborhood. --The freeway would create more traffic on Stonebridge Ranch Drive by adding a crossover bridge and thereby decrease safety for many walkers, joggers, and cyclists of all ages in our neighborhood. --Segment-A would cause the closure of 17 existing small businesses near 380 and Custer. --Segment-A would require the demolition of 380 along its proposed path which seems wasteful considering that most of 380 in this area is relatively new and in good condition.	I strongly SUPPORT Project 380 Segment-B for the following reasons: --Segment-B is about 1 mile shorter than the Segment-A, which means Segment-B has a smaller carbon footprint because less fuel is consumed and less emissions are produced while traveling the shorter segment. Since gas power vehicles will still be in use for many years into the future, I see this as a major environmental factor in comparing the two segments. --Segment-B is also less costly than Segment-A by about \$99 million, which makes Segment-B the fiscally preferable use of tax dollars. --Segment-B is also less disruptive to existing businesses and long established neighborhoods along 380. --Segment-B utilizes more undeveloped land than segment-A. --Segment-B is the best choice for improved traffic flow when you consider environmental factors, cost, disruption to small businesses, preservation of neighborhood quality, and the very simple fact that the most efficient path between two points is a straight line.	Naizer	Ryan							
3886	f6b9a1d0-e884-4e23-8a24-e22bce0b119e	4/22/2022 3:39	4/22/2022 3:39	I highly support building option B. It's financially more responsible, affects far fewer homes and businesses & does not affect Maine Gait's operations. That's a win-win. Option B will actually take cars & trucks off of Hwy 380 & allow them a bypass through the area. That is what is really needed, a Bypass, not a destruction of a road that serves our community well. Option B is the best choice.	My home is right by Hwy 380. Option A will be a detriment to my already built community of multi-generations. We are not just young people, their are middle aged families and retired families. Our access to emergency vehicles and the Hwy will be negatively affected. There will be no easy access to the road & will delay emergency responses to our homes, children & elderly. Option A will also be built in way that has sharp curves and be unsafe to drive on. We are also looking at a negative environmental impact on wetlands and irreplaceable, historical trees. Clearly option B is the safer option, will cost less, will not impact currently built business & homes & will be less damaging to our environment. The one major supporter of option A stands to make money with his home building company if A is chosen. He has already made money off our homes & doesn't want to miss out on future revenue. This is not how TXDot should be influenced. Please do the right thing & please choose B.	Taylor	Leigh							
3887	0d80c40f-83f9-4797-85b6-1afdc902224	4/22/2022 3:42	4/22/2022 3:42	We oppose option B.		Z	N							
3888	ca15b341-1ef2-46ec-8ae2-6fdc86828145	4/22/2022 3:44	4/22/2022 3:44	McKinney's lack of planning is negatively impacting Prosper with Segment B. Marginalized segments of Prosper's population put at risk. ManeGait Therapeutic for disabled, children at Founder's Academy, PISD High School adjacent to right-of-way. Senior Citizen community planned within Segment B path. McKinney planning negligence should not be mandated over Prosper's vulnerable populations - disabled, children, seniors. This is not equitable. Prosper's limited land resources are being effectively seized by McKinney. McKinney's transportation issues should be dealt with internal to McKinney's borders. Now McKinney is directing that the bypass be pushed into Prosper, for cost and environmental reasons. A greater percentage of Prosper wetlands are being disturbed compared to McKinney's percentage. Prosper has far less of a tax base and geographical area compared to McKinney. It is McKinney's bypass recommendation - McKinney should shoulder the repercussions within its own borders.		Vidusek	David							
3889	9008767d-9e53-4eb5-8e0c-8ba0f5449bd0	4/22/2022 3:46	4/22/2022 3:46	Please see uploaded file		Vogelpohl	D							
3890	7985bd0a-a8b9-4b0b-823b-83ae85888137	4/22/2022 3:47	4/22/2022 3:47			Vogelpohl	E							
3891	6deb7a0b-7e5b-4ef7-80ee-4de6606827fd	4/22/2022 3:48	4/22/2022 3:48	I am a resident of the La Cima Haven subdivision of Stonebridge Ranch in McKinney, and live about 1/2 mile south of 380 between Custer and Stonebridge Ranch Dr. I strongly OPPOSE Project 380 Segment-A for the following reasons: --The freeway would create considerable road noise and air pollution for me and my neighbors since we live so close to its proposed path. --The freeway would also add noise and pollution to La Cima Lake & Park, a favorite outdoor retreat shared by my neighborhood. --The freeway would create more traffic on Stonebridge Ranch Drive by adding a crossover bridge and thereby decrease safety for many walkers, joggers, and cyclists of all ages in our neighborhood. --Segment-A would cause the closure of 17 existing small businesses near 380 and Custer. --Segment-A would require the demolition of 380 along its proposed path which seems wasteful considering that most of 380 in this area is relatively new and in good condition.	I strongly SUPPORT Project 380 Segment-B for the following reasons: --Segment-B is about 1 mile shorter than the Segment-A, which means Segment-B has a smaller carbon footprint because less fuel is consumed and less emissions are produced while traveling the shorter segment. Since gas power vehicles will still be in use for many years into the future, I see this as a major environmental factor in comparing the two segments. --Segment-B is also less costly than Segment-A by about \$99 million, which makes Segment-B the fiscally preferable use of tax dollars. --Segment-B is also less disruptive to existing businesses and long established neighborhoods along 380. --Segment-B utilizes more undeveloped land than segment-A. In summary, Segment-B is the best choice for improved traffic flow when you consider environmental factors, cost, disruption to small businesses, preservation of neighborhood quality, and the simple fact that the shortest distance between two points is a straight line.	Naizer	Vicki							

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).
3892	c9fbcd21-8b94-48ba-8f70-1695c4648b28	4/22/2022 3:49	4/22/2022 3:49	See below		Rensel	C						
3893	6b7a137f-423c-4259-87ce-b47d9e5d8597	4/22/2022 4:06	4/22/2022 4:06	Keep construction on 380		R	J						
3894	3c5cf0c0-396f-41ce-8a0b-7e16305d4a7e	4/22/2022 4:08	4/22/2022 4:08	I am writing to oppose all Segment B options through Prosper. As a Prosper resident in Whitley Place with 6 children I am terribly concerned about this option running so close to our neighborhood and four different schools. Traffic will only get worse by adding a bypass, jeopardizing the safety of our children traveling to and from school. Noise and pollution are additional negative byproducts. This will also have a significant negative effect on many other neighborhoods and businesses as the southeast corner of Prosper is essentially cutoff. Prosper has the right to grow like other neighboring cities and should not be stifled by this project. Poor planning by McKinney along 380 should not be a reason to punish Prosper residents. ManeGait is also an amazing organization that benefits not only the disabled, but it has given my teens a place to volunteer and step outside themselves. They have been able to build their love and compassion for all of God's children. Keep 380 on 380!		Townsend	Ricquel						
3895	0b22408a-194f-45df-8958-361b31667596	4/22/2022 4:13	4/22/2022 4:13	The small town of Prosper should not have to solve the traffic problems for all of north Texas. Prosper is a highly valued community and our property values are certain to plummet with the giant highway running right thru the middle of your small town.		Merkley	L						
3896	53f13e4c-ffe5-4d06-8911-cb6b08ecc716	4/22/2022 4:14	4/22/2022 4:14		I strongly support Alignment B and oppose Alignment A for multiple reasons. Alignment A without a doubt negatively impacts more businesses, more homes, and more people. And in addition to those disturbances, it will cost nearly \$100 million more. While I recognize that many have concerns about Main Gate, Mane Gait has been considered in conjunction with Alignment B and will still be able to continue providing their amazing services. Furthermore, Mane Gait was even offered other opportunities in an effort to accommodate their organization prior to these final 2 Alignment proposals, but they declined. As a mom of a child with special needs, I have felt fairly disgusted with the attempts of many to "use" this organization as a reason to oppose Alignment B despite the fact that they have never previously been involved with or cared about this organization. We live in Tucker Hill and will undoubtedly be affected by "A" with noise, pollution, and extensive construction.	D	S						
3897	e92553e0-b40f-46af-89dd-6323d7a8ac95	4/22/2022 4:20	4/22/2022 4:20	I am a longtime Prosper resident. I'm in support of Segment A and in opposition to Segment B. Segment B is bad for Prosper. Prosper Independent School District and their students and families would suffer if segment B was allowed, Main Gait would suffer, property values would decrease. McKinney didn't create an appropriate master plan initially and now they want to push their issues on Prosper. This is wrong! They knew 380 would need to be widened one day, yet they allowed businesses to be built so close to the road. Poor planning on McKinney! Segment A is the only option!		Smith	D						
3898	54307e6a-ae9f-4473-8f5f-96eac7fb33a6	4/22/2022 4:20	4/22/2022 4:20	Option B penalizes Prosper and it's residents. We moved to Prosper because it is a small town with upscale housing. A freeway so close to my house will affect how we live, how we are perceived and our property values. Prosper has a growth plan and this is a negative wrinkle nobody signed up for.		M	C						
3899	bccf6dca-c718-41d7-85e4-e47c5811fb5	4/22/2022 4:20	4/22/2022 4:20	I am writing today in firm opposition to Segment B going through Prosper, Texas. We are homeowners in Whitley Place just North of the Segment B route. Segment B will go directly behind the new high school (under construction now) that my two younger children will attend; is very close in proximity to Rogers Middle School and Cockrell Elementary. We have strong concerns for safety, noise and de-valuing amazing homes. The noise created by an 8+ lane highway will be unbearable, we moved away from major roads and highways to get away from road noise while others bought homes next to 380 in McKinney. They knew it would be loud when they moved into their homes. We strongly oppose Segment B as the road would displace a 55+ community currently under construction, would disrupt other important residential and commercial development and would severely impact ManeGait. Moving 380 to cut through Prosper will cause considerable harm to the town due to the developments planned properly over time.	I grew up riding and showing horses and love everything that ManeGait does for the special needs and disabled community. This is a unique community that doesn't get to utilize facilities like ManeGait very often. I believe that sort of an environment needs to be away from road noise that would be intensely loud especially as close as the highway is planned in proximity to the riding facilities. One loud bang from the highway could cause a horse to go sideways from being frightened and cause someone to fall off which would cause potential severe injuries. I beg you to NOT build anywhere near ManeGait. Segment B will completely wipe out the 55+ community that is under construction now that would not place roughly 250 homes for this demographic of individuals. There is not another location within Prosper to build this sort of community elsewhere. It simply would be lost property tax revenue for Prosper ISD taking away from potential opportunities for our children and their future.	Queen	Danielle						
3900	c9d34e5e-5354-4566-8d4b-db8fceb9381	4/22/2022 4:22	4/22/2022 4:22	I am a resident of Tucker Hill. I am in favor of the B route. I don't think the B route will be detrimental to disabled children. I know children (my granddaughter), who have had organ transplants and cannot be around construction due to the dust, etc. With the A route, children in this category would not be able to come and go in Tucker Hill during the years of construction. The A route would also kill business (restaurants) in Tucker Hill during the years of construction. So I believe the argument in favor of the A route due to B being detrimental to disabled children is an inaccurate and invalid claim. Further, the residents of Tucker Hill only have one way in and out of the neighborhood, so years of construction with the A route would be very harmful.		Ashby	Douglas						

ObjectID	GlobalID	CreationDate	EditDate	Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment).	General Comments/Feedback	Last Name or Initial(s)	First Name or Initial(s)	Address (include apartment #, suite, etc.)	City	State	Zip Code	Email address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).		
3901	19a4a40e-592d-4862-8b04-4b7a3873dca5	4/22/2022 4:25	4/22/2022 4:25	I am writing today in firm opposition to Segment B going through Prosper, Texas. I am 18 and live in Whitley Place, North of the Segment B route. Segment B will go directly behind the new high school (under construction now) that my siblings will attend; is very close in proximity to Rogers Middle School and Cockrell Elementary. We have strong concerns for safety, noise and de-valuing amazing homes. The noise created by an 8+ lane highway will be unbearable, we moved away from major roads and highways to get away from road noise while others bought homes next to 380 in McKinney. They knew it would be loud when they moved into their homes. We strongly oppose Segment B as the road would displace a 55+community currently under construction, would disrupt other important residential and commercial development and would severely impact ManeGait. As a young driver, it is a major concern of mine to have such a big highway close to so many schools. It will ruin Prosper in so many ways.	I love everything that ManeGait does for the special needs and disabled community. This is a unique community that doesn't get to utilize facilities like ManeGait very often. I believe that sort of an environment needs to be away from road noise that would be intensely loud especially as close as the highway is planned in proximity to the riding facilities. One loud bang from the highway could cause a horse to go sideways from being frightened and cause someone to fall off which would cause potential severe injuries. I beg you to NOT build anywhere near ManeGait. Segment B will completely wipe out the 55+ community that is under construction now that would not place roughly 250 homes for this demographic of individuals. There is not another location within Prosper to build this sort of community elsewhere. It simply would be lost property tax revenue for Prosper ISD taking away from potential opportunities for our children and their future.	Queen	Madison								
3902	1e17eada-2bbe-4880-88db-5f4056094308	4/22/2022 4:32	4/22/2022 4:32	In our opinion, we believe the bypass is a bad idea. If it is to be built anyway, route a is better than route b.	We oppose the 380 bypass in general. We believe 380 should stay on 380. Perhaps building up is the way to go. If that truly isn't feasible, then the outer loop combined with projected road builds (Wilmet, bloomdale, Laud Howell) will lessen traffic on 380. We would like to see the natural area around Erwin Park preserved as much as possible for as long as possible. While it is true that our home location will be negatively impacted (in our opinion) by the bypass option, we feel there are many other reasons not to build it.	Hickman	Randall & Patri								
3903	78f99069-bfbc-4def-8512-65241d7cf1ef	4/22/2022 4:35	4/22/2022 4:35	I am opposed to the Gold/Brown Alternatives, and more specifically I am opposed to Segment B. Merging an 8-lane highway into the existing US 380 at this location would cause severe congestion. This would lead to more noise, pollution, and traffic accidents. We moved to Prosper for the small town feel and to get away from major highway traffic. If Segment B is allowed to be built, it will destroy our quality of life. The environmental and financial impact to the residents and businesses of the Town of Prosper would be devastating. If the goal is to improve East-West traffic flow while minimizing impact to existing homes and businesses, it seems a better alternative would be to have a new route that connects the Collin County Outer Loop to Segment C or D at US 75. This route would take a significant load off the existing US 380. Thank you for your consideration of my comments.		Rabun	Clay								
3904	0e073ea0-d328-4588-8bd1-374d1b7d7167	4/22/2022 4:44	4/22/2022 4:44	Please select Option B for the bypass. I'm greatly concerned w/ safety issues associated w/ Option A due to proximity to McKinney School Dist elementary (ES) and middle (MS) schools, and city parks along Stonebridge Dr and Ridge Rd. Stonebridge: Wilmet-Bennett ES, Carey Cox Park Ridge: McClure ES, Dowell MS Nearby: Eddins, Glen Oaks, Minshew, and Wolford ES's, associated parks During my daily activities, I see many ES students walking and riding bikes to school. Boyd High Schools experienced the direct consequences of the already heavy traffic on our N/S and E/W secondary roads. In JAN 2016 1 student was hit by a car, and in OCT 2021 3 students were hit by a car during Cross Country practice. Any increased traffic on the roads in proximity to our ES, MS, and HS locations will exacerbate the problems that already exist, increasing the potential for increased auto / student collisions. HS students who drive to / from school are another factor. Thank you for considering my concerns		Weinberger	Charlie								
3905	a4cc6705-d68a-47bd-8a07-9910ebf4278e	4/22/2022 4:52	4/22/2022 4:52	As a home owner and resident of Prosper, I strongly oppose the segment B proposal. This proposal is simply moving the congestion down the road from McKinney to Prosper. Where segment B merges onto Westbound 380 would create a huge amount of traffic congestion. Rogers middle school is on the northeast side of intersection of Coit and Hwy 380. The 2nd Prosper High school is on the southwest side. This would greatly impact school traffic and safety of our parents and children. The air quality from the idling 18 wheeler trucks and vehicles would harm our children. The Gates of Prosper and other small businesses would be very difficult to access. This would hurt the town of Prosper's main source of sales tax revenue. Thank you for allowing our concerns to be considered.		McClain	A								
3906	a66158d7-2026-450f-8cab-d47645014db5	4/22/2022 4:58	4/22/2022 4:58	Either keep 380 on 380 or put the bypass on the Outer Loop Parkway that has already been planned for. Why spend valuable time & resources creating what will basically be a 'temporary' winding highway in between 380 & the Outer Loop Parkway? This winding road will not be utilized the way TXDOT believes and the Outer Loop is a better planned roadway. Seems redundant & a waste of money to have 3 major roads so close together. Option B cuts through Prosper, creating issues current and planned businesses, residential neighborhoods and Prosper schools. Prosper has adequately planned for the 380 expansion and should not be penalized for the failure of planning of McKinney. Keep 380 on 380 or thr Outer Loop		Piechotta	Jean								
3907	3ac623eb-aae3-4bcb-8fb2-c6f314efca3b	4/22/2022 4:58	4/22/2022 4:58	This route is a terrible option that cuts the town of prosper in half. It's clear that prosper planned for 380 expansion and impact to the town should be mitigated.		Park	Warren								