Section E. Figures

Section	Document
E1	Presentation Slides
E2	Presentation Script
E3	Frequently Asked Questions
E4	Glossary of Terms
E5	Schematic Viewing Guide
E6	Exhibit Boards
E7	Virtual Public Meeting Website (*Keep It Moving Dallas*)
E8	Website Data
E9	Roll Plots for Segments Under Consideration
E10	Public Meeting Photos

E1 Presentation Slides

Public Meeting

US 380 Project
Coit Road to FM 1827

CSJs: 0135-02-065, 0135-03-053 and 0135-15-002
Collin County

March 22, 2022

PROJECT DEVELOPMENT

WHERE WE'VE BEEN

2016

Collin County identified US 380 as a priority project for a Limited Access Roadway study. The location is not specified.

2017-2020

TxDOT Feasibility Study recommended an alignment for a freeway across Collin County.

2020

TxDOT begins the US 380 from Coit Road to FM 1827 Environmental Impact Statement (EIS) and Schematic Design Project.

Project Development – 5 Independent Projects

THE RECOMMENDED ALIGNMENT

THE RECOMMENDED ALIGNMENT HAS BEEN BROKEN INTO 5 PROJECTS OF INDEPENDENT UTILITY

TxDOT initiated Schematic and Environmental studies for each section shown in different colors on the map.

This Public Meeting will address the ORANGE Alignments.

The solid ORANGE alignment represents the TxDOT Recommended Alignment from the Feasibility Study from Coit Road to FM 1827.

NEPA PROCESS
National Environmental Policy Act

TxDOT is developing an EIS under an agreement with the Federal government.

TxDOT'S NEPA ASSIGNMENT

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 the Federal Highway Administration (FHWA) and TxDOT.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido, llevado a cabo por TxDOT - en virtud de 23 U.S.C. 327 y un Memorando de Entendimiento fechado el 9 de diciembre del 2019, y ejecutado por la FHWA y TxDOT.

What We Heard – Public and Agency Scoping Meetings

- Impacts/proximity to homes, parks, & community resources
- Impacts to future development
- Effects on environmental resources
- Concerns about noise and air pollution
- High level feedback from agencies regarding evaluation and review processes, and applicable regulations

Project Purpose and Need

PURPOSE

MANAGE CONGESTION

IMPROVE EAST-WEST MOBILITY

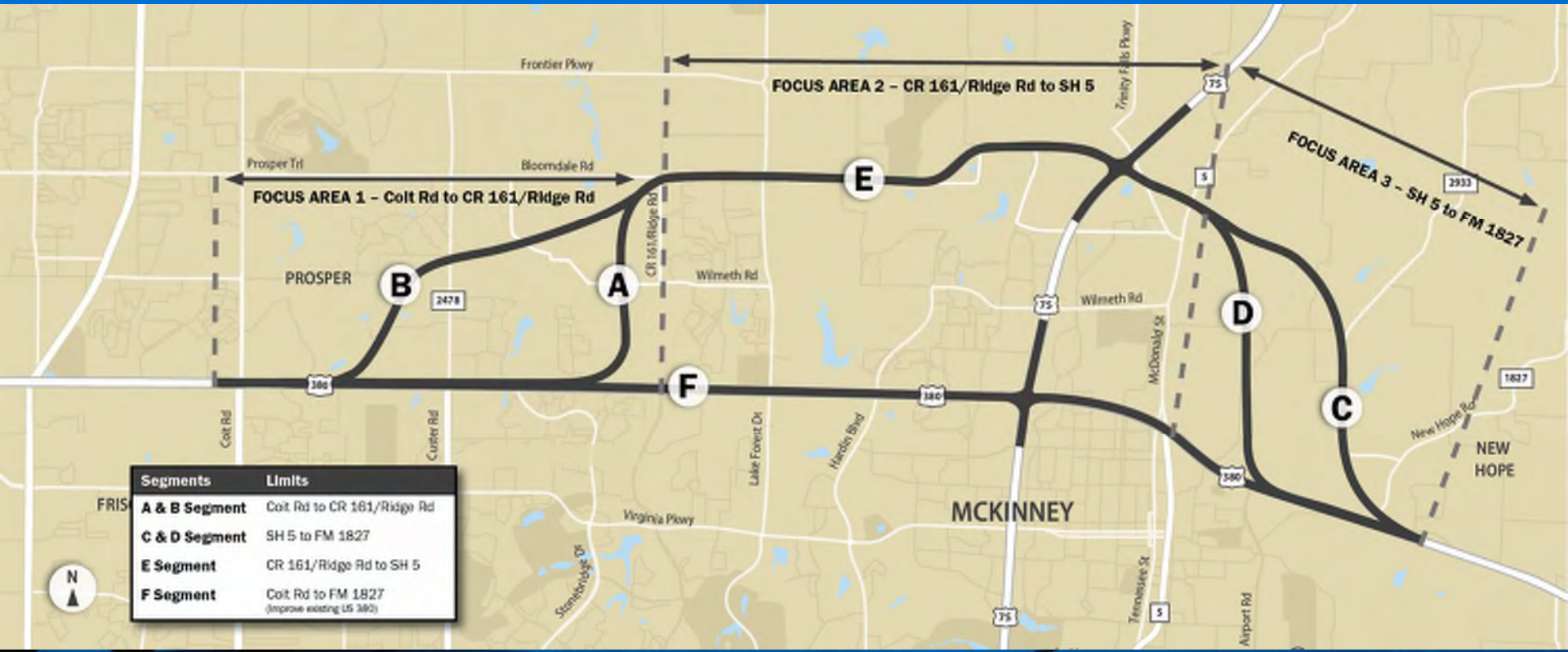
IMPROVE SAFETY

NEED

Population growth within the central portion of Collin County has caused increases in current and forecasted traffic volumes that exceed the capacity of US 380 between Coit Road and FM 1827, leading to increased congestion, reduced mobility, and higher crash rates compared to other similar roadways in the region.

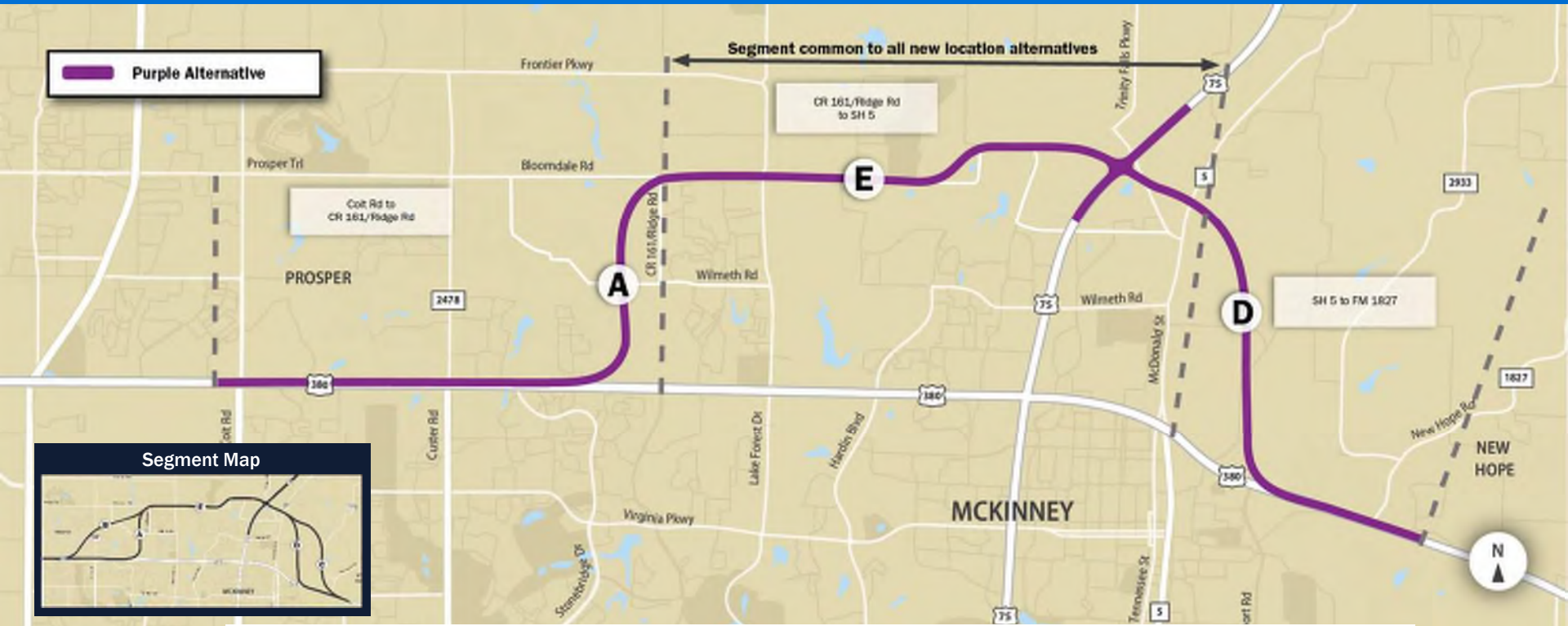
View the Purpose and Need Memorandum at Drive380.com

Project Segments



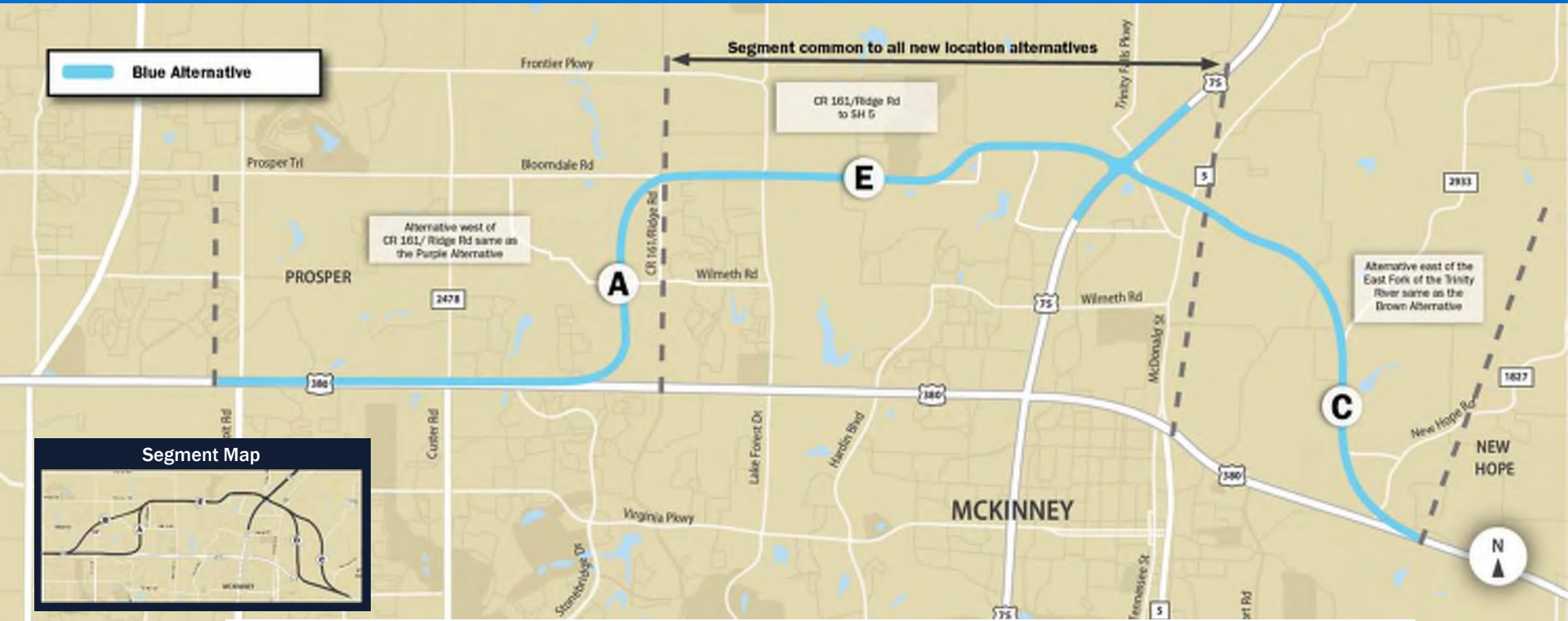
Segments	Limits
A & B Segment	Coit Rd to CR 161/Ridge Rd
C & D Segment	SH 5 to FM 1827
E Segment	CR 161/Ridge Rd to SH 5
F Segment	Coit Rd to FM 1827 (Improve existing US 380)

Purple Build Alternative – Feasibility Study Recommended Alignment (2020)



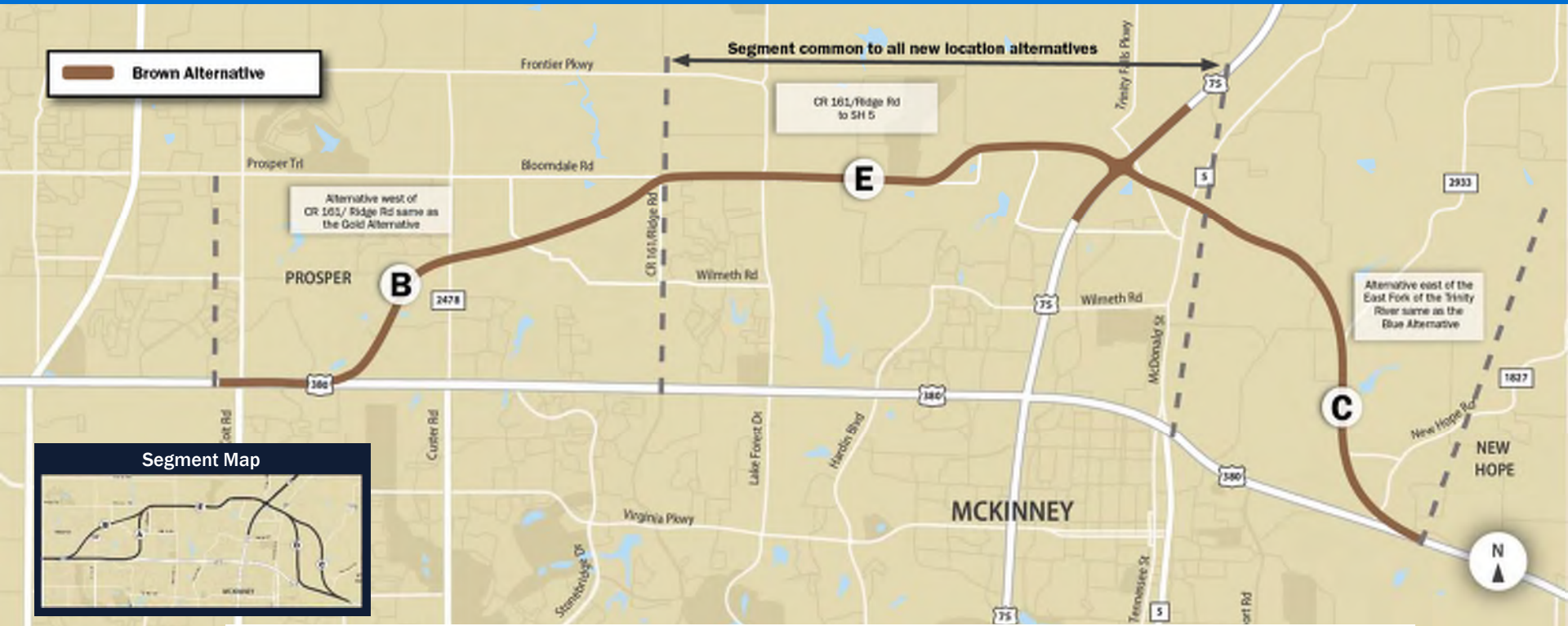
Modifications may continue to be made to the alternatives as the project progresses.

Blue Build Alternative – New Location



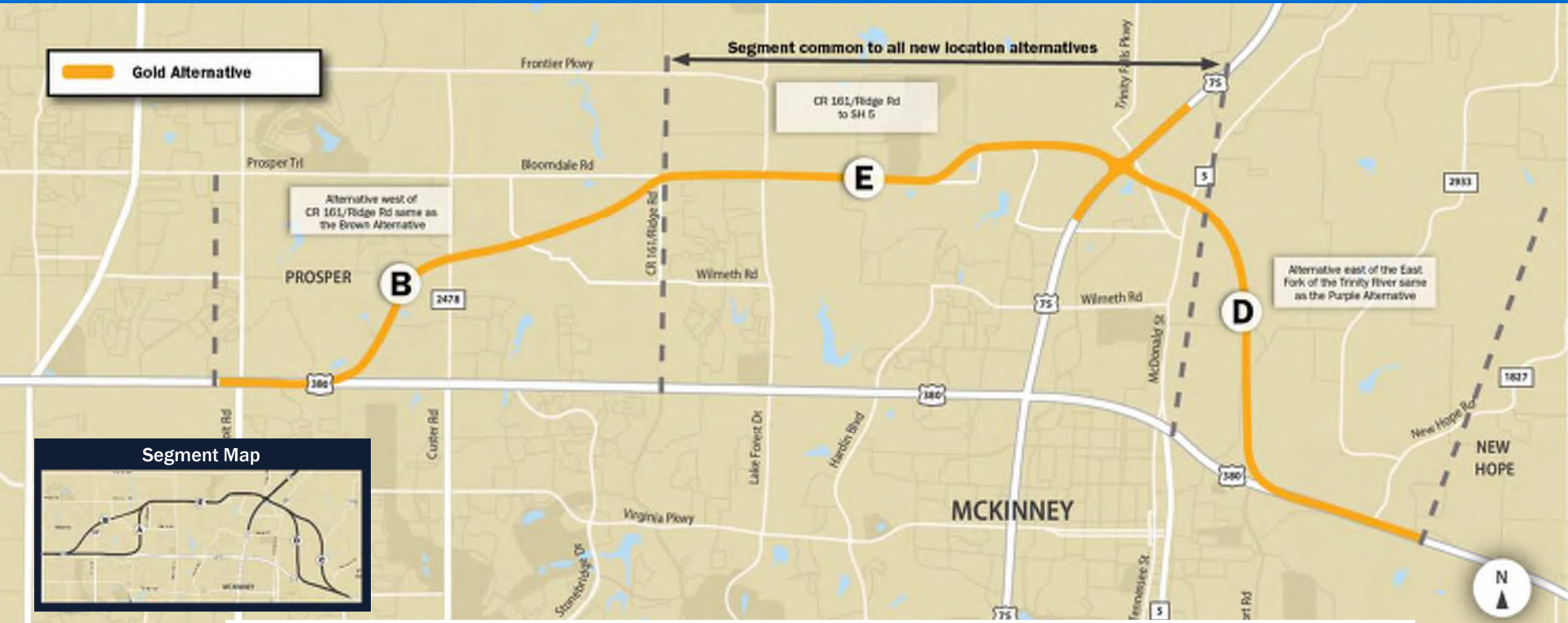
Modifications may continue to be made to the alternatives as the project progresses.

Brown Build Alternative – New Location



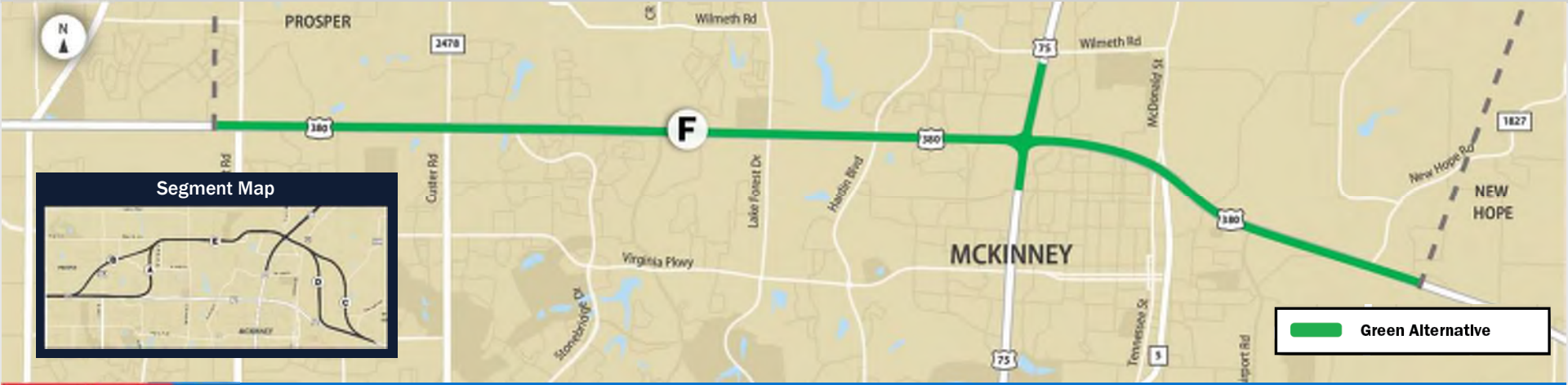
Modifications may continue to be made to the alternatives as the project progresses.

Gold Build Alternative – New Location



Modifications may continue to be made to the alternatives as the project progresses.

Green Build Alternative – Improve Existing US 380



The Green Alternative will NOT be carried forward for the following reasons:

- Displaces 201 - 238 businesses including Raytheon
- Displaces more than 30 homes
- Impacts numerous parks and community facilities
- Separates and affects access to neighborhoods
- Impacts potential historic and environmental justice communities

Alternatives Under Consideration

	PURPOSE & NEED CONSIDERATION	Improve East-West Mobility	Manage Congestion	Improve Safety
	No-Build Alternative	✗	✗	✗
	Purple Alternative (A+E+D)	✓	✓	✓
	Blue Alternative (A+E+C)	✓	✓	✓
	Gold Alternative (B+E+D)	✓	✓	✓
	Brown Alternative (B+E+C)	✓	✓	✓

A No-Build Alternative means no new improvements would be constructed. It does not provide benefits shown above for the Build Alternatives.

Project Tasks – Develop Schematic Design

DEVELOP

Schematic Design

Schematic design for the four Build Alternatives have been created and the following engineering tasks are being completed:

- Evaluating how much right-of-way (ROW) is needed
- Developing horizontal and vertical alignments
- Customizing typical sections for different locations
- Identifying ramp locations and interchanges
- Calculating cost estimates
- Evaluating and designing drainage elements
- Considering bicycle and pedestrian accommodations
- Determining the constructability of the project

Project Tasks – Develop Environmental Impact Statement

DEVELOP

Environmental Impact Statement

TxDOT is completing a detailed evaluation of the alternatives by completing these tasks:

- Frequent coordination with stakeholders, agencies, local governments, developers, major utilities, and property owners
- Conducting field surveys to determine locations of resources
- Compiling environmental technical reports
- Drafting the EIS document
- Considering how this project would affect and be included in local and regional plans

Segment Analysis Matrix

US 380 FROM COIT ROAD TO FM 1827

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

EXEMPLARY: Highly Meets Criteria | GOOD: Mostly Meets Criteria | ADEQUATE OR NEUTRAL: No Change | INADEQUATE: Sometimes Meets Criteria | POOR: Does Not Meet Criteria

*All references to "with Spur 399 Extension connection" refer to impacts that would be caused should the separate Spur 399 Extension project be constructed.

	SCREENING/ EVALUATION CATEGORY	SEGMENT A (MCKINNEY-WEST)	SEGMENT B (PROSPER - FURTHEST WEST)	SEGMENT E (BLOOMDALE) COMMON TO ALL ALTERNATIVES	SEGMENT C (MCKINNEY- FURTHEST EAST)	SEGMENT D (MCKINNEY - EAST)	NO-BUILD ALTERNATIVE	KEY TAKEAWAYS
Engineering	Total Segment Length along Centerline (miles)	5.5 miles	4.5 miles	5.6 miles	4.7 miles	4.9 miles	0 miles	
Engineering	Total Bridge Length (miles)	3.31 miles	4.91 miles	12.38 miles	7.23 miles	14.69 miles	0 miles	Bridge sections include mainlanes, frontage roads, ramps, direct connectors, cross streets, and turnarounds.
Engineering	Number of New Grade-Separated Interchanges	6 new interchanges	5 new interchanges	9 new interchanges	without Spur 399 Ext. connection: 4 new interchanges with Spur 399 Ext. connection: 5 new interchanges	without Spur 399 Ext. connection: 2 new interchanges with Spur 399 Ext. connection: 4 new interchanges	No new grade-separated interchanges	Interchange design is coordinated with local governments.
Engineering	Number of Major Utility Conflicts and Construction Delays Estimated Cost to Relocate and Accommodate Utilities in Millions ($)	7 major utility conflicts 48" NTMWD Waterline 30"-66" McKinney Waterline 36" McKinney Wastelines (3) 72" Irving Waterline McKinney University Pump Station water distribution lines Cost for relocating major and minor utilities is estimated to be $61M *Cost potentially greater as this does not include the cost for the pump station water lines	2 major utility conflicts 48" NTMWD Waterline 72" Irving Waterline Cost for relocating major and minor utilities is estimated to be $25.2M	6 major utility conflicts 36" McKinney Waterlines (2) 36" McKinney Wastewater lines (2) Transmission line (2) Cost for relocating major and minor utilities is estimated to be $23.1M	2 major utility conflicts 72" Irving Waterline 84" NTMWD Waterline (under construction) Cost for relocating major and minor utilities is estimated to be $35.6M	6 major utility conflicts 72" Irving Waterline 84" NTMWD Waterline (under construction) 48" Mellow Wastewater line 72" NTMWD Waterline 48" NTMWD Wastewater line 36" McKinney Waterline Cost for relocating major and minor utilities is estimated to be $87.6M	No major utility conflicts No cost to relocate any utilities	Major utility conflicts include existing transmission lines and power, electric, water, and wastewater utilities that are 36" or larger in diameter. At least two years of design and construction would be required for all Build Alternatives prior to taking existing utilities out of service.

VIEW THE ENTIRE MATRIX ON THE PUBLIC MEETING WEBSITE

Notable Updates Since the Feasibility Study

ADDRESSING INPUT FROM OUR STAKEHOLDERS

Minimizing impacts to homes, businesses, and community facilities including ManeGait, Founders Classical Academy, and Erwin Park

Supporting development and future growth

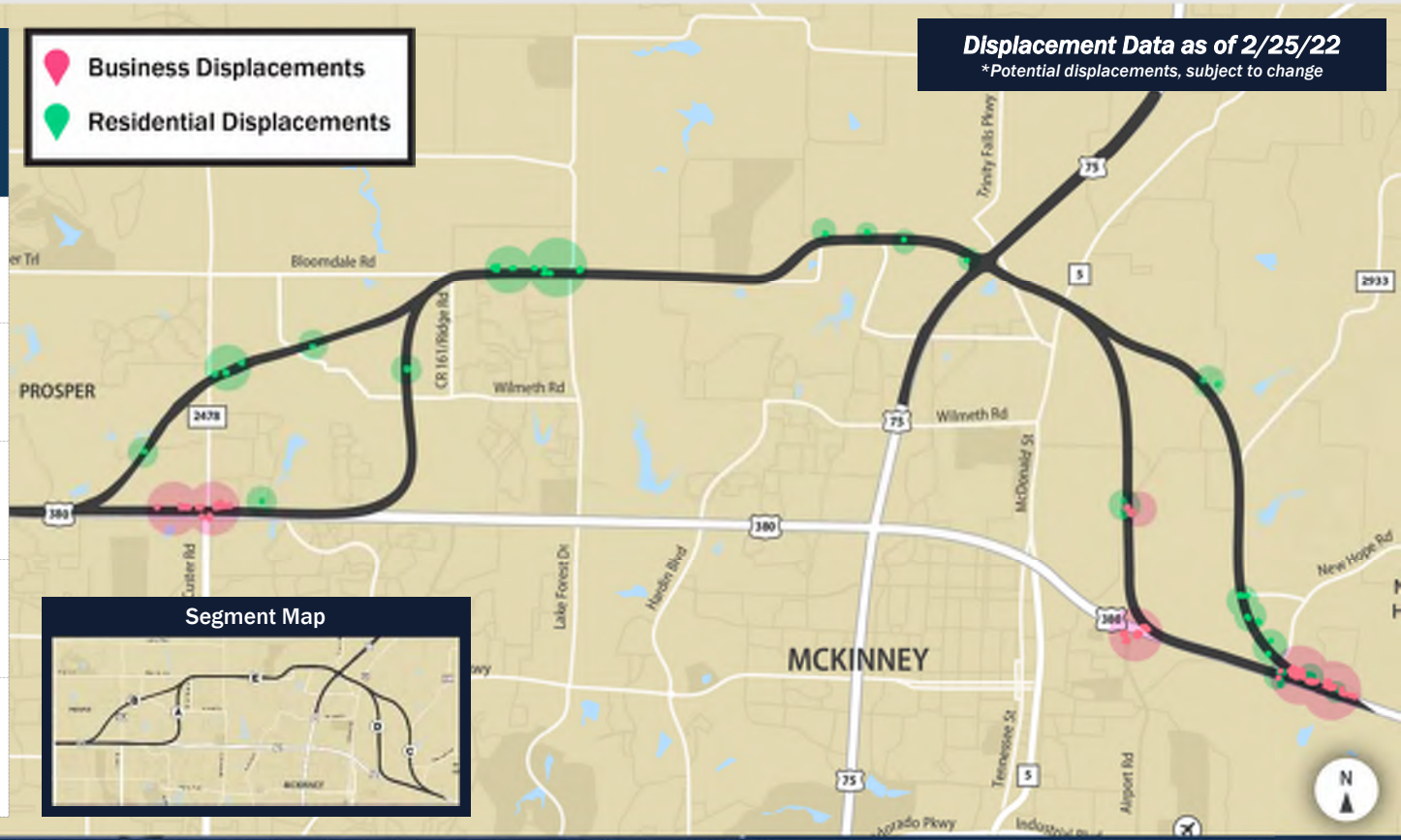
Avoiding direct impacts to a major water line

Evaluating resources including a potentially historic home and railroad bridge

Adding continuous frontage roads and enhancing safety

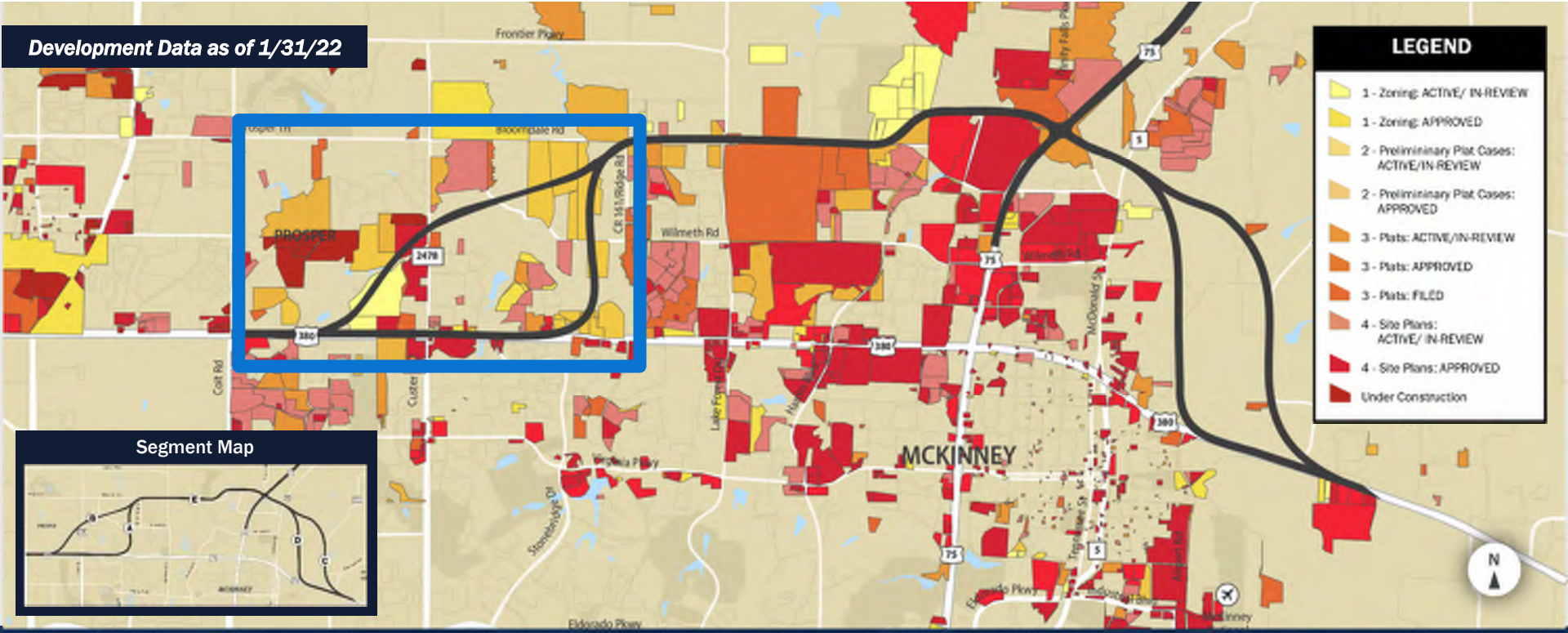
Residential and Business Displacements

SCREENING/ EVALUATION CATEGORY	RESIDENTIAL DISPLACEMENTS	BUSINESS DISPLACEMENTS
Segment A	2	17
Segment B	5	0
Segment E (common to all alternatives)	13	0
Segment C (with Spur 399 Ext. connection)	18	35
Segment D (with Spur 399 Ext. connection)	12	43

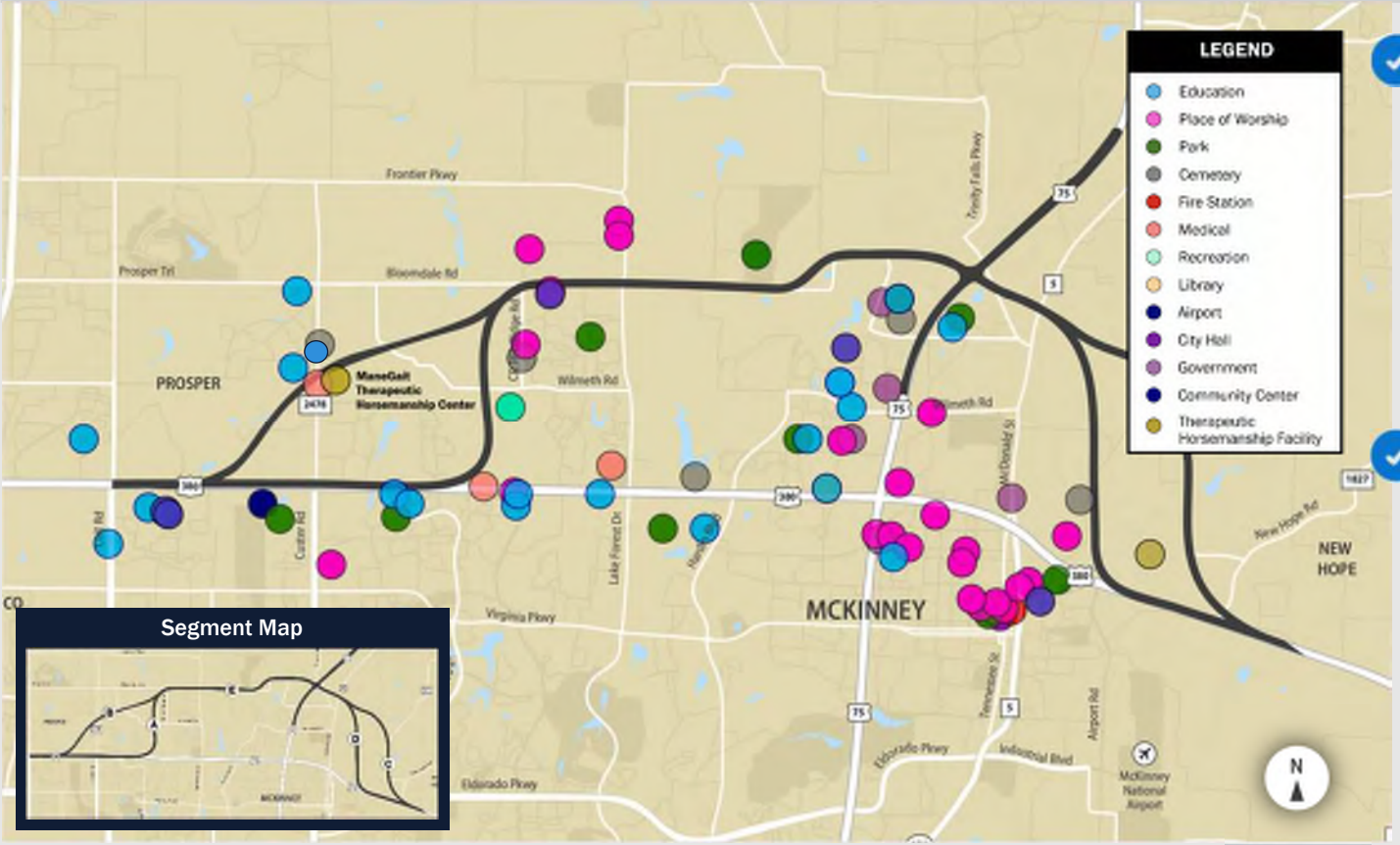


Rapidly Developing Area Since the Feasibility Study

Developments along Segments A and B, have progressed very rapidly in the development process. Some of these projects are future homes and less than a year from beginning construction.



Minimizing Impacts to Communities and Community Facilities



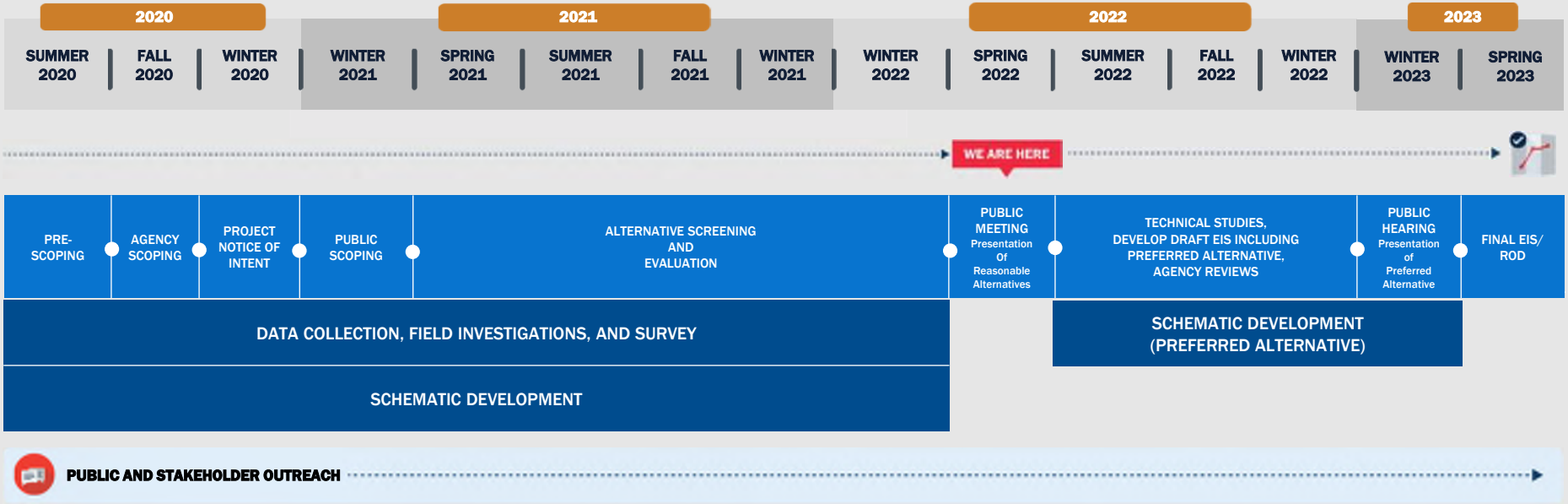
- None of the proposed segments directly impact community facilities including parks, places of worship, community centers, or other neighborhood services and facilities.
- Avoid direct impact to ManeGait. After additional research, it was found it is possible for therapeutic horsemanship facilities to function effectively in a variety of physical and environmental settings.

Local Government Input

LOCAL GOVERNMENT	ALTERNATIVE PREFERENCE/POSITION SUMMARY	RECEIVED BY TxDOT
City of McKinney	• Supports Segment B • Opposes Segment F (existing US 380) • Support a freeway alignment generally between future Ridge Road and Community Avenue (Segment E)	EIS and Feasibility Study– five resolutions and six position letters since 2016
Town of New Hope	• Supported a Feasibility Study alignment, locating the proposed expansion of US 380 north of the Town of New Hope	Feasibility Study – letter (2018)
Town of Prosper	• Supports US 380 being a Controlled Access Highway along its current alignment within the Town limits • Opposes Segment B	Feasibility Study and EIS – six resolutions dating back to 2017
Collin County	• Supports alignment along CR 164 and Bloomdale Rd between future Ridge Rd and Community Ave with possible adjustments of up to 300 ft each side	EIS - resolution and court order (2021)

The Preferred Alternative is not selected through a voting process. After this Public Meeting, TxDOT will consider and respond to all comments in a Public Meeting Summary and input from the public and agencies will be added to Analysis Matrices.

Project Schedule



Project Development

How to Submit Your Comments

PROVIDE INPUT

Comment Form

Fill out at the Public Meeting or online at keepitmovingdallas.com/US380EISPublicMeeting

Email

Stephen.Endres@txdot.gov

Mail

TxDOT Dallas District
Attn: Stephen Endres, P.E.
4777 E US Highway 80
Mesquite, TX 75150

Voicemail

(833) 933-0440

COMMENTS MUST BE SUBMITTED BY APRIL 6, 2022

PROJECT CONTACT: For general comments about the presentation or project, please contact TxDOT project manager, Stephen Endres, P.E. at Stephen.Endres@txdot.gov

THANK YOU!

For taking the time to learn more about US 380 improvements from Coit Road to FM 1827.

Your input will help shape the future of the project.

E2 Presentation Script

US 380
from Coit Road to FM 1827
Public Meeting Presentation Script

CSJs: 0135-02-065, 0135-03-053, 0135-15-002
March 22, 2022

SLIDE 1: US 380 Project Coit Road to FM 1827 Public Meeting

Welcome to the Public Meeting for the US 380 Project from Coit Road to FM 1827. The Texas Department of Transportation, also called TxDOT, appreciates your interest in the project and thanks you for your participation. This Public Meeting has been convened to provide updates on project status and schedule, present our initial comparison of Reasonable Alternatives, answer questions, and gather your feedback. TxDOT is hosting an in-person Public Meeting on March 22, 2022 and a Virtual Public Meeting is available at keepitmovingdallas.com/US380EISPublicMeeting.

SLIDE 2: Project Development

In 2016, the Collin County Commissioners Court identified US 380 as one of several priority roadways for study as a Limited Access Roadway, which is also referred to as a freeway. No alignment was specified by Collin County. In 2017, leaders from Collin County, the North Central Texas Council of Governments (NCTCOG), and TxDOT agreed to develop a Strategic Roadway Plan for Collin County. TxDOT was tasked with studying US 380 and conducted its US 380 Feasibility Study for Collin County from 2017 to 2020. During the Feasibility Study, TxDOT evaluated roadway options and various other modes of transportation to meet regional mobility needs. It was determined that the construction of a freeway was the best option for meeting the study criteria. The study initially focused on the existing US 380 corridor across the county. We found without improvements; US 380 will continue to experience a failing level of service. We then developed and studied over 150 freeway alignments to determine which could best address the magnitude of growth occurring and draw traffic away from US 380 and other congested roadways.

SLIDE 3: Project Development – 5 Independent Projects

At the end of the Feasibility Study, TxDOT announced its Recommended Alignment for US 380 across Collin County as shown by the solid lines on this map. Afterward, TxDOT separated the Recommended Alignment into five independent project segments. The segments are now progressing through separate schematic design and environmental projects. In 2020, TxDOT began the US 380 Project from Coit Road to FM 1827 Environmental Impact Statement, also called an EIS, and Schematic Design. This project is the focus of this Public Meeting and alternatives TxDOT is considering are shown on this map in orange.

Construction of the US 380 Project from Coit Road to FM 1827 is independent of, and would not require the construction of, any of the other transportation improvements shown on the map for it to operate. TxDOT will host separate Public Meetings for the other projects. More information can be found at keepitmovingdallas.com.

SLIDE 4: TxDOT NEPA Assignment

The National Environmental Policy Act, also known as NEPA, requires federal agencies to assess the environmental effects of projects prior to making decisions or receiving any federal funding. Therefore, TxDOT is developing this EIS under an agreement with the federal government. An EIS is prepared when it is anticipated that a proposed project could significantly affect the quality of the human and natural environment. There are three categories of analysis that TxDOT can complete as a part of NEPA, of which an EIS is the most rigorous. NEPA requires TxDOT, as part of the EIS process, to evaluate viable alternatives as well as other alternatives developed by TxDOT. While TxDOT eliminated some routes during the Feasibility Study process, TxDOT is required by NEPA to reevaluate those alternatives.

Prior to December 16, 2014, the Federal Highway Administration, or FHWA, reviewed and approved documents prepared under NEPA; however, on December 16, 2014, TxDOT assumed responsibility from FHWA through a Memorandum of Understanding to review and approve certain assigned NEPA environmental documents. This Memorandum of Understanding between TxDOT and FHWA was updated on December 9, 2019. This review and approval process applies to this project.

This EIS document is being developed in coordination with other public agencies. Notices for this Public Meeting were advertised in the Dallas Morning News, Al Día, Collin County Commercial Record, Community Impact – Frisco, Community Impact – McKinney, McKinney Courier Gazette and Prosper Press. Information is also available on the TxDOT.gov website under "Hearings and Meetings Schedule" and on keepitmovingdallas.com under "Public Hearings and Meetings." The TxDOT Public Information Office also prepared a news media release to advertise the Public Meeting.

SLIDE 5: What We Heard – Public & Agency Scoping Meetings

After the EIS process was initiated, TxDOT hosted a Virtual Agency Scoping Meeting in October 2020 and a Virtual Public Scoping Meeting in January 2021. We gathered input on the project's Purpose and Need, Range of Alternatives, Methodology and Level of Detail for Analyzing Alternatives, and Coordination Plan. During the comment period, we received 511 comments from the public and six comments from agencies. Many of the comments referenced impacts and proximity to homes, parks, and community resources; impacts to future

development; effects on environmental resources; concerns about noise and air pollution; and high-level feedback from agencies regarding evaluation and review processes, and applicable regulations.

SLIDE 6: Project Purpose and Need

The project's purpose is to manage congestion, improve east-west mobility, and improve safety. The project is needed because population growth within Collin County has caused increases in current and forecasted traffic volumes that exceed the capacity of US 380 between Coit Road and FM 1827. This is leading to increased congestion, reduced mobility, and higher crash rates compared to other similar roadways in the region. In 2021, US 380 between Custer Road and SH 5 was named by the Texas Transportation Institute as the most congested roadway in Collin County and the 44th most congested roadway in Texas. The alternative that TxDOT carries forward for more detailed study must manage congestion, improve east-west mobility, and improve safety.

SLIDE 7: Project Segments

The limits of this project are from Coit Road to FM 1827 in Collin County. The study area includes the area north of US 380 and includes the towns of Prosper and New Hope and the cities of Frisco and McKinney. TxDOT is analyzing information for this project in many ways, including by three separate focus areas and project segments shown here as Segments A, B, C, D, E, and F. These segments, when linked end-to-end to connect Coit Road and FM 1827, result in five Build Alternatives: the Purple, the Blue, the Brown, the Gold, and the Green Alternatives that will be described later in this assessment and evaluated in the EIS. The no-build alternative is also considered as part of this project.

SLIDE 8: Purple Build Alternative – Feasibility Study Recommended Alignment (2020)

The Purple Alternative represents the Coit Road to FM 1827 segment of the Recommended Alignment from the Feasibility Study in 2020. It links Segments A, E, and D. All Reasonable Build Alternatives include Segment E. The total length for the Purple Alternative is approximately 15.9 miles long.

SLIDE 9: Blue Build Alternative – New Location

The Blue Alternative links Segments A, E, and C for a total length of approximately 15.6 miles. The Blue Alternative differs from the Purple Alternative between SH 5 and existing US 380 east of McKinney where the alignment follows Segment C parallel to and east of the East Fork of the Trinity River.

SLIDE 10: Brown Build Alternative – New Location

The Brown Alternative links Segments B, E, and C. and is approximately 14.8 miles long. The Brown Alternative differs from the Blue Alternative in the alignment from Coit Road to the future intersection of Ridge Road and Bloomdale Road, which is Segment B.

SLIDE 11: Gold Build Alternative – New Location

The Gold Alternative links Segments B, E, and D for a total length of approximately 16.3 miles. It matches the Brown Alternative between Coit Road and SH 5.

SLIDE 12: Green Build Alternative – Improve Existing US 380

The Green Alternative would be a freeway constructed where the existing US 380 is today. A freeway in that location would require approximately 350 to 400 feet of right-of-way to be constructed. For reference the right-of-way width for the existing US 380 varies from approximately 130 to 180 feet.

Based on the reasons listed on the slide, the Green Alternative from Coit Road to FM 1827 will not be carried forward for further analysis in the EIS. Other Build Alternatives do use some of the area where US 380 exists today, however not from Coit Road to FM 1827.

SLIDE 13: Alternatives Under Consideration

The alternatives that TxDOT is conducting further analysis are those listed on the screen. TxDOT is required to consider a No-Build Alternative through the EIS process. The No-Build Alternative would not construct a new roadway, nor would it improve existing roadways beyond projects that are already planned by the cities, county, or TxDOT. The No-Build Alternative does not meet the project's Purpose and Need, nor would it provide the benefits that the Build Alternatives do. The No-Build Alternative will be included in the EIS document because it sets the baseline for comparison of the Build Alternatives.

SLIDE 14: Project Tasks – Develop Schematic Design

Next, we would like to share what we have been doing since the Public Scoping meeting. TxDOT began developing the schematic design for the four Build Alternatives by determining how much right-of-way would be needed, developing horizontal and vertical alignments, customizing typical sections for different locations, identifying ramp locations and interchanges, calculating cost estimates, evaluating and designing drainage elements, considering bicycle and pedestrian accommodations, and determining the constructability of the project.

Since the Public Scoping Meeting, changes have been made to the right-of-way in certain areas including increasing and decreasing the right-of-way footprint, shifting the freeway to avoid resources such as community facilities, and addressing drainage issues. We encourage you to take a thorough look at the schematic design roll plots and use the schematic design guide on the Public Meeting website to do so.

SLIDE 15: Project Tasks – Develop Environmental Impact Statement

We are also completing a detailed evaluation of each of the alternatives and continue frequent coordination with stakeholders, agencies, local governments, developers, major utilities, and property owners as well as conducting field surveys and drafting the EIS document. Along with our stakeholders and local agencies, we continue to evaluate the alternatives and how this project would be incorporated into local and regional transportation plans.

SLIDE 16: Segment Analysis Matrix

Next, is an overview of the project's initial Analysis Matrix that is being developed as a tool to review Segments A, B, C, D, E, and the No-Build Alternative. It will help TxDOT identify a single Preferred Alternative. TxDOT is also developing a matrix that will be available in the DEIS document that compares the Build and No-Build Alternatives from Coit Road to FM 1827.

The Analysis Matrix includes both qualitative and quantitative data. TxDOT objectively compares segments and the No-Build Alternative according to various evaluation criteria. Data is shown for the segments that make up the US 380 Project from Coit Road to FM 1827 as a 'standalone' project. You will also see under several categories that data has been included for a possible connection to the proposed Spur 399 Extension, a separate, independent project.

The criteria rating scale used in the matrix are Harvey balls. They depict what degree a specific item meets the criterion. The following are the five types of Harvey balls:

- A full circle signifies exemplary, or highly meets the criteria
- A three quarters circle signifies good, or mostly meets the criteria
- A half circle signifies adequate, or neutral and can indicate no change
- A quarter circle represents inadequate, or sometimes meets the criteria
- An empty circle represents poor performance, or does not meet the criteria

What is being presented today is an initial draft of the matrix. You can view a full-size matrix on the Public Meeting website. TxDOT will continue its work to complete this matrix, which will be included in the DEIS and presented at the Public Hearing in early 2023.

SLIDE 17: Notable Updates Since the Feasibility Study

Next, we will point out some of the more notable updates we have made or uncovered since the end of the US 380 Feasibility Study. You will also be able to see how we are addressing some concerns from our stakeholders.

First, we continue to try to minimize displacements of homes, businesses, and community facilities. One example is that we moved Segment B so that it no longer directly impacts the recently opened Founders Classical Academy. 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. Other community facilities our team worked to not directly impact include Erwin Park and Collin Country Courthouse.

Next, we continue to coordinate with developers and local governments to support future growth and minimize impacts when possible. We have done this with the Town of Prosper for multiple developments along Segment A in the town's limits. We have also worked with the City of McKinney and developers to mitigate impacts by moving the US 75 interchange with the proposed freeway as far south as possible. This was done because the area is extremely important to the City of McKinney, as it continues to promote regional commercial development at this location.

TxDOT has also been working with representatives from North Texas Municipal Water District to avoid impacts to their existing and planned facilities. An area of interest is along the western side of Segment E, near the existing Bloomdale Road. Our design has been updated to avoid directly impacting a future major water delivery pipeline to be constructed in this constrained area.

Next, we have identified several historic resources within the proposed right-of-way of Segments C and D. There is a potentially historic home within the proposed right-of-way for Segment C and a potentially historic railroad bridge on the edge of the proposed right-of-way for Segment D. TxDOT encourages you to review the exhibits available about the Section 106 and Section 4(f) processes and find out how you can get involved in helping us minimize or mitigate impacts to these resources.

Last, continuous frontage roads were incorporated to the schematic design for all alternatives from Coit Road to FM 1827. This addition provides the opportunity for drivers to have better connections to local roads and be redirected should there be an accident that blocks all freeway mainlanes.

SLIDE 18: Residential and Business Displacements

All alternatives would require displacements, including residences, businesses, and other buildings such as barns and outbuildings. We have been working to reduce the number of displacements in each segment. However, some displacements cannot be avoided as TxDOT is required to comply with state and federal design standards.

TxDOT must treat those displaced by the project fairly, consistently, and equitably. Information about the process for state purchase of right-of-way and relocation assistance is available on the project website. It is important to note, there might still be schematic design changes to the project that could change the number of displacements.

The number of residential and business displacements vary by segment and can be viewed on the slide.

Slide 19: Rapidly Developing Project Area Since the Feasibility Study

Due to the considerable and fast paced growth in the area, TxDOT is tracking future developments as a part of this project. We continue to coordinate with local governments and developers to gather the information on project status, potential cost, and planning/permit process timelines. The map on your screen is color coded to identify how far along a development is in the planning/permit process. The darker the color, the further along development is.

Developments we are tracking include locations of future homes, businesses, schools, and open space. Even if those homes and businesses aren't there today, it is very possible they will be when TxDOT plans to construct the project. Developments in Segments A and B (outlined in the blue on your screen), have progressed very rapidly in the development process. Some of these projects are future homes and less than a year from beginning construction.

SLIDE 20: Minimizing Impacts to Communities and Community Facilities

Now we will discuss our evaluation of the potential impacts to communities and community facilities. None of the proposed segments directly impact community facilities including parks, places of worship, community centers, or other neighborhood services and facilities.

There are facilities and neighborhoods adjacent to the alternatives that TxDOT was mindful of not directly impacting. None of the alternatives bisect a neighborhood not already separated by existing roadways, such as Stonebridge Ranch south of US 380 and Tucker Hill north of US 380.

All alternatives are adjacent to facilities and could create a sense of a barrier or separation between neighborhoods.

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.

SLIDE 21: Local Government Input

Throughout the EIS process, we consider comments provided by local governments, agencies, stakeholders, and the public.

Information shown on the screen is only from positions provided by local governments in the study area during the Feasibility Study and thus far in the EIS process. Since the schematic design for the alternatives is only now being made available for public, local governments and agency review, those entities will need time to provide official positions or resolutions.

As you can see in the matrix provided, public, stakeholder, and agency input is one of the many things TxDOT must consider when making its final decision. The Preferred Alternative will not be selected through a public voting process.

SLIDE 22: Project Schedule

On the screen is our EIS timeline and we are currently in the Public Meeting phase. Between the Summer and Winter of 2022, TxDOT will identify a Preferred Alternative and further develop its schematic design. A draft EIS, which will disclose the Preferred Alternative, will be prepared and made available at a Public Hearing expected to be held in early 2023. The combined final EIS and Record of Decision, also called a ROD, is expected to be available in Spring of 2023. This would mark the completion of the environmental review process.

SLIDE 23: Project Development

After the ROD is issued, TxDOT can begin acquiring right-of-way, complete the final design, develop more detailed cost estimates, and relocate utilities. This phase of project development is expected to take anywhere from two to four years.

Phased construction of the project would not begin until the project is fully funded. To date, only partial funding has been identified by TxDOT. Construction is expected to last three to four years after the final design phase is complete and all funding is identified.

SLIDE 24: How to Submit Your Comments

English and Spanish comment forms can be submitted at the Public Meeting or online at keepitmovingdallas.com/US380EISPublicMeeting. You can mail or email a comment to Stephen Endres at the addresses on the screen. You can also record a comment via voicemail at (833) 933-0440.

Comments must be received or postmarked by April 6, 2022 to be part of the official Public Meeting record. Questions about this project can be directed to the TxDOT Project Manager, Stephen Endres, P.E., at Stephen.Endres@txdot.gov.

SLIDE 25: Thank You!

Due to many factors that must be considered, the project development process can feel like it takes a long time. TxDOT is committed to moving as quickly as possible while making informed decisions that carefully consider input from the public, agencies, and other stakeholders. TxDOT encourages you to stay involved and thanks you again for your participation in this Public Meeting and your interest in this project.

E3 Frequently Asked Questions

US 380 EIS
from Coit Road to FM 1827
Frequently Asked Questions

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

FREQUENTLY ASKED QUESTIONS (FAQ)

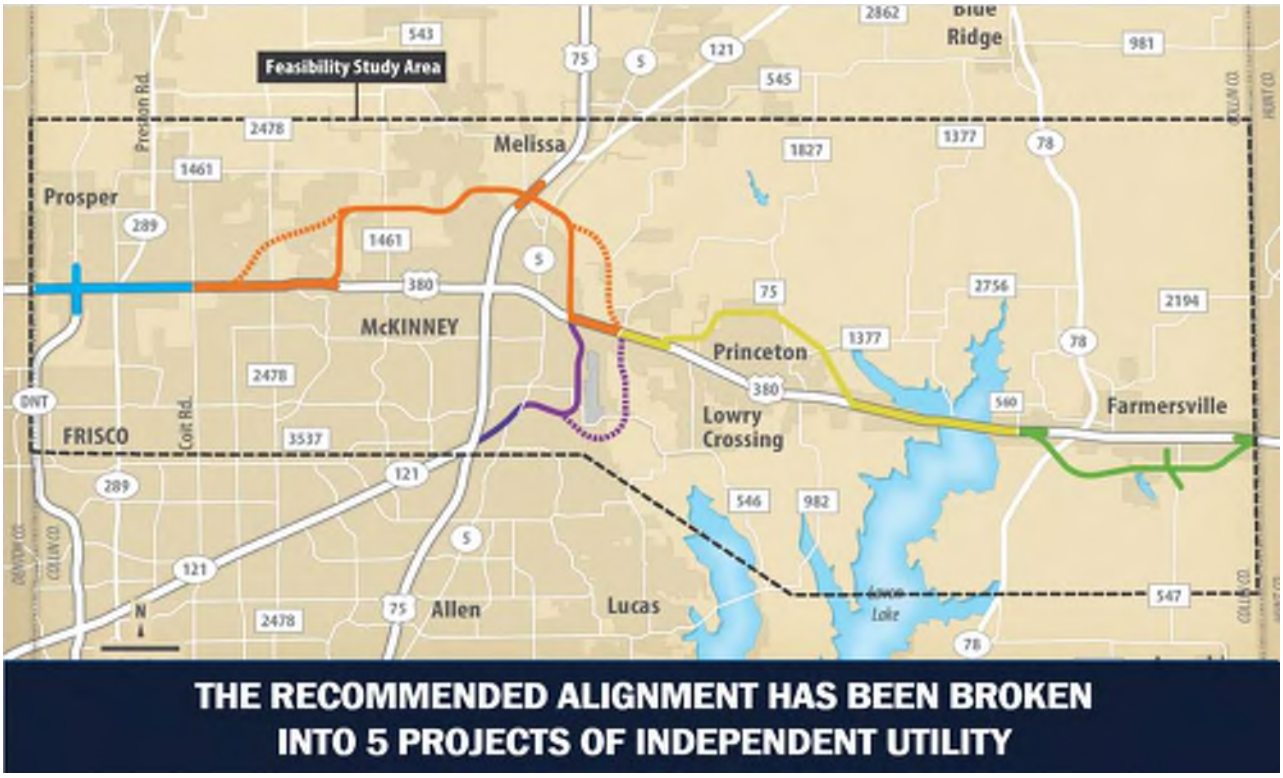
March 22, 2022 Public Meeting

1. What is the status of the project? 2
2. Didn't TxDOT already announce a final alignment? 3
3. Why is this US 380 Project a separate proceeding from the Spur 399 Extension Project? 3
4. How will the other US 380 project segments be considered along with this US 380 project? Will they be coordinated? 3
5. Why is this project needed? 3
6. What is the schedule for this project? 4
7. What is an Environmental Impact Statement (EIS)? 4
8. What are the proposed project alternatives? 4
9. Why is Segment B still being considered after TxDOT announced a Recommended Alignment? 8
10. What factors are being considered in the EIS? 8
11. Why did TxDOT propose new location alignments during the Feasibility Study? 8
12. What updates has TxDOT made since the Feasibility Study? 9
13. What engineering tasks are being done by TxDOT? 10
14. Where can I find out more about the traffic analysis that was completed? 11
15. Could public input or input from local governments influence TxDOT's selection of the Preferred Alternative? 11
16. What is included in the total project cost? 11
17. What safety measures are being considered? 12
18. Will noise be evaluated during the EIS? 12
19. Will air quality be evaluated during the EIS? 12
20. What will the impact be to dams, wetlands, floodplains, and other sensitive resources? 13
21. Will any of the alternatives under consideration require displacements? 13
22. How will the project impact community facilities? ManeGait Therapeutic Horsemanship? 13
23. How do I request additional access to my neighborhood from the proposed freeway? 13
24. Is TxDOT tracking future developments in the study area? 14
25. How will the project impact Erwin Park? 14
26. Will the project impact any historic properties? 14
27. Who can I contact at TxDOT about the project? 14

1. What is the status of the project?

TxDOT completed the US 380 Collin County Feasibility Study in March 2020 and separated the study area into five independent project segments. In each of these segments, TxDOT has started the process to complete more in-depth environmental study, public involvement, and schematic design. The following are the five Collin County projects being studied:

- Blue Segment - CSJ 0135-11-024: US 380 from West of CR 26 (Denton County line) to Coit Road
- Orange Segment - CSJs 0135-02-065, 0135-03-053, 0135-15-002: US 380 from Coit Road to FM 1827
- Purple Segment - CSJs 0364-04-051, 0047-05-058, 0047-10-002: Spur 399 from US 75 to US 380
- Yellow Segment - CSJ 0135-04-036: US 380 from FM 1827 to CR 560
- Green Segment - CSJ 0135-05-028: US 380 from CR 560 to CR 699 (Hunt County line)



These projects are advancing at different paces depending on the needs and availability of funding.

After the environmental review process for the orange segment (US 380 from Coit Road to FM 1827) was initiated, TxDOT hosted a Virtual Agency Scoping Meeting in October 2020 and a Virtual Public Scoping Meeting in January 2021. We gathered input on the project's Purpose and Need, Range of Alternatives, Methodology and

Level of Detail for Analyzing Alternatives, and Coordination Plan. During the comment period, we received 511 comments from the public and six comments from agencies. Many of the comments referenced impacts and proximity to homes, parks, and community resources; impacts to future development; effects on environmental resources; concerns about noise and air pollution; and high-level feedback from agencies regarding evaluation and review processes, and applicable regulations.

2. Didn't TxDOT already announce a final alignment?

No. TxDOT announced a Recommended Alignment at the end of its Collin County Feasibility Study. That recommendation was based on the data collected during the Feasibility Study and with the information that was available at the time. For TxDOT to name a final alignment (also referred to as a Preferred Alternative), the project must undergo a more in-depth environmental study and development of a schematic design as required by the National Environmental Policy Act (NEPA). TxDOT plans to announce the Preferred Alternative at a Public Hearing in early 2023.

3. Why is this US 380 Project a separate proceeding from the Spur 399 Extension Project?

NEPA requires that projects be studied separately to determine if they have independent utility, meaning they can function as a usable roadway without implementation of another project and not restrict consideration of alternatives for other foreseeable improvements. The Purpose and Need for the US 380 from Coit Road to FM 1827 Project includes addressing east to west traffic, while the Purpose and Need for the Spur 399 Extension Project includes addressing north to south traffic.

4. How will the other US 380 project segments be considered along with this US 380 project? Will they be coordinated?

TxDOT is required to evaluate the US 380 Project from Coit Road to FM 1827 as an independent project that would not require the construction of any other transportation improvements for it to operate. TxDOT is also evaluating possible options for connections to the other US 380 projects including the Spur 399 Extension Project. Regular coordination meetings occur between TxDOT staff and the project teams.

5. Why is this project needed?

The project is needed because population growth within the central portion of Collin County has caused increases in current and forecasted traffic volumes that exceed the capacity of US 380 between Coit Road and FM 1827, leading to increased congestion, reduced mobility, and higher crash rates compared to other similar roadways

in the region. The purpose of the proposed action is to manage congestion, improve east-west mobility, and improve safety. The Purpose and Need Memorandum is available here for review.

6. What is the schedule for this project?

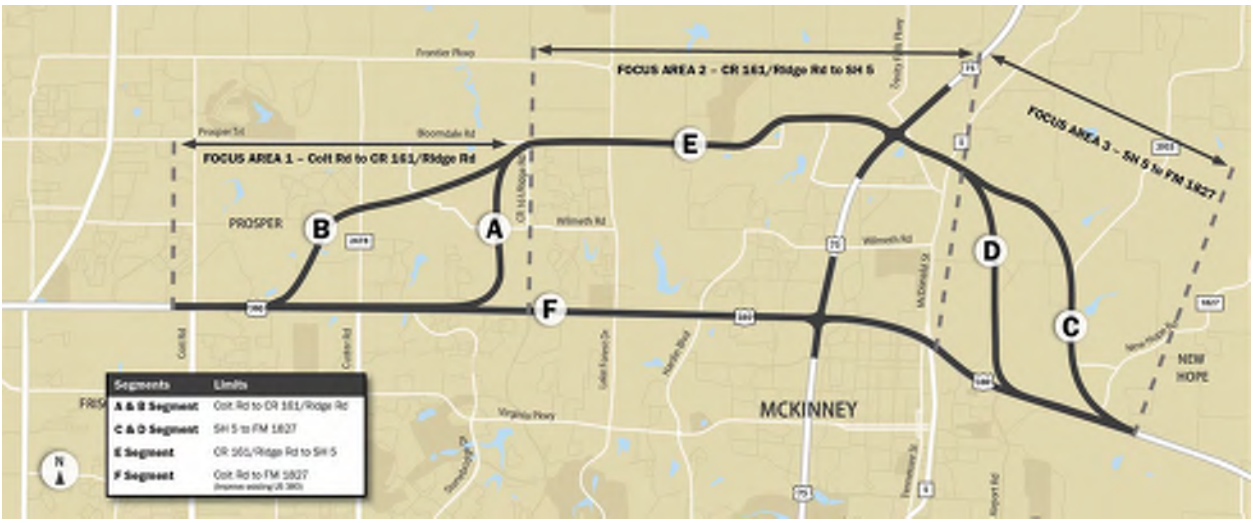
After evaluating input received at the Public Meeting, TxDOT will compile technical reports and develop a Draft EIS which will include identifying a Preferred Alternative and conducting agency reviews. TxDOT will also continue to further develop the schematic design of the Preferred Alternative. The public will have the opportunity to provide input on the Draft EIS and Preferred Alternative at a Public Hearing in early 2023. After the Public Hearing, TxDOT will finalize the EIS and anticipates obtaining a Record of Decision (ROD) in Spring of 2023. A ROD is the official approval of an EIS.

7. What is an Environmental Impact Statement (EIS)?

An EIS is a multi-year environmental review process that provides rigorous analysis of proposed alternatives and their environmental impacts. During the development of the EIS, TxDOT gathers more field data, completes a more detailed evaluation and schematic design, and completes even more coordination with agencies, stakeholders, and the public. An EIS is prepared when it is anticipated that a proposed project could affect the quality of the human and natural environment. There are three categories of analysis that TxDOT can complete as a part of NEPA, of which an EIS is the most rigorous.

8. What are the proposed project alternatives?

NEPA requires TxDOT to evaluate all viable alternatives considered and eliminated during the Feasibility Study, as well as other alternatives developed by TxDOT. The alternatives under consideration are comprised of segments placed end-to-end connecting Coit Road on the west to FM 1827 on the east. Alternatives under consideration include the No-Build Alternative, improvement of the existing US 380 corridor (Segment F), and



four new location Build Alternatives that share a common segment in Focus Area 2 (Segment E). The new location alternatives differ in their alignments on the west and east ends of the study area.

The Purple Alternative represents the Coit Road to FM 1827 segment of the Recommended Alignment from the Feasibility Study in 2020. It links Segments A, E, and D. All Reasonable Build Alternatives include Segment E. The total length for the Purple Alternative is approximately 15.9 miles long.

The Blue Alternative links Segments A, E, and C for a total length of approximately 15.6 miles. The Blue Alternative differs from the Purple Alternative between SH 5 and existing US 380 east of McKinney where the alignment follows Segment C parallel to and east of the East Fork of the Trinity River.

The Gold Alternative links Segments B, E, and D for a total length of approximately 16.3 miles. It matches the Brown Alternative between Coit Road and SH 5.

The Brown Alternative links Segments B, E, and C. and is approximately 14.8 miles long. The Brown Alternative differs from the Blue Alternative in the alignment from Coit Road to the future intersection of Ridge Road and Bloomdale Road, which is Segment B.

The Green Alternative would be a freeway constructed where the existing US 380 is today. A freeway in that location would require approximately 350 to 400 feet of right-of-way to be constructed. For reference, the right-of-way width for the existing US 380 varies from approximately 130 to 180 feet.

This Alternative will not be carried forward for further evaluation in the EIS for the following reasons:

- Displaces 201 - 238 businesses including Raytheon
- Displaces more than 30 homes
- Impacts numerous parks and community facilities
- Separates and affects access to neighborhoods
- Impacts potential historic and environmental justice communities

TxDOT is required to consider a No-Build Alternative through the EIS process. The No-Build Alternative would not construct a new roadway, nor would it improve existing roadways beyond projects that are already planned by the cities, county, or TxDOT. The No-Build Alternative does not meet the project's Purpose and Need, nor would it provide the benefits that the Build Alternatives do. The No-Build Alternative will be included in the EIS document because it sets the baseline for comparison of the Build Alternatives.

9. Why is Segment B still being considered after TxDOT announced a Recommended Alignment?

NEPA requires TxDOT, as part of the EIS process, to evaluate all viable alternatives considered and eliminated during the Feasibility Study, as well as alternatives developed by TxDOT. TxDOT's Recommended Alignment was based on the data collected during the Feasibility Study.

TxDOT has been completing a more detailed evaluation as it develops the EIS document. One example is that the study team conducted field assessments and surveys to determine locations of resources such as wetlands, floodplains, and culturally sensitive areas.

TxDOT continues to try and develop the least impactful alternative possible for this project, however this is a challenge due to the many constraints.

10. What factors are being considered in the EIS?

You can view the factors considered in the Segment Analysis Matrix on the Public Meeting website at www.keepitmovingdallas.com/US380EISPublicMeeting The matrix is a tool used to review segments and objectively compare them according to various evaluation criteria. The comparisons will be used to help TxDOT identify a Preferred Alternative. Each matrix includes both qualitative and quantitative data. It is organized into four different categories that TxDOT will consider including how well the project meets criteria for 1) Purpose and Need 2) engineering analysis 3) environmental analysis and 4) public input.

11. Why did TxDOT propose new location aligments during the Feasibility Study?

The Feasibility Study was initially focused along the existing US 380 corridor across Collin County followed by development of new location alignments that could draw traffic away from US 380 and other congested roadways within the county. Alignments were also developed to try to address the magnitude of growth occurring in Collin County communities.

Travel demand modeling for the US 380 corridor using the North Central Texas Council of Governments (NCTCOG) 2045 Travel Demand Model, indicated congestion along US 380 between Coit Road and FM 1827 during peak travel times is rated in engineering terms as having an “F” level of service (LOS). This means that the number of vehicles on the road exceeds the capacity of the roadway, causing a significant drop in travel speeds and an increase in congestion or delay in traffic, otherwise known as “stop-and-go traffic”. These traffic levels combined with constrained roadway capacity and multiple at-grade connections to local roadways contribute to the modeled LOS F in 2017, especially west of US 75 and a more congested/degraded LOS F across the US 380 corridor between Coit Road and FM 1827 by 2045.

A Select Link Analysis conducted during the US 380 Feasibility Study showed that in 2045, over half of eastbound and westbound traffic along US 380 through Collin County would opt to take a freeway bypass if available rather than continue along existing US 380.

12. What updates has TxDOT made since the Feasibility Study?

TxDOT has made notable updates since the end of the US 380 Feasibility Study in early 2020 and worked to address comments from project stakeholders. TxDOT continues to try to minimize displacements of homes, businesses, and community facilities. One example is that Segment B was moved so that it no longer directly impacts the recently opened Founders Classical Academy. By moving the freeway slightly to the south, TxDOT

was able to fit it in a constrained area between the charter school and ManeGait. This change allows TxDOT to not directly impact either facility. The team also worked to avoid direct impacts to Erwin Park.

TxDOT continues to coordinate with developers and local governments to support future growth and minimize impacts when possible. TxDOT has done this with the Town of Prosper for multiple developments along Segment A in the town's limits. TxDOT has also worked with the City of McKinney and developers to mitigate impacts by moving the US 75 interchange with the proposed freeway as far south as possible. This was done because the area is extremely important to the City of McKinney, as it continues to promote regional commercial development at this location.

TxDOT has also been working with representatives from North Texas Municipal Water District to avoid impacts to their existing and planned facilities. An area of interest is along the western side of Segment E, near the existing Bloomdale Road. Our design has been updated to avoid directly impacting a future major water delivery pipeline to be constructed in this constrained area.

TxDOT has identified several historic resources within the proposed right-of-way of Segments C and D. There is a potentially historic home within the proposed right-of-way for Segment C and a potentially historic railroad bridge on the edge of the proposed right of way for Segment D. TxDOT encourages you to review the exhibits available about the Section 106 and Section 4(f) processes and find out how you can get involved in helping us minimize or mitigate impacts to these resources.

Last, continuous frontage roads were incorporated to the schematic design for all alternatives from Coit Road to FM 1827. This addition provides the opportunity for drivers to have better connections to local roads and be redirected should there be an accident that blocks all freeway mainlanes.

13. What engineering tasks are being done by TxDOT?

TxDOT started to develop the schematic design for the Build Alternatives by evaluating how much right-of-way (ROW) is needed, developing horizontal and vertical alignments, customizing typical sections for different locations, developing ramp locations and interchanges, calculating more detailed cost estimates, evaluating and designing drainage, considering bicycle and pedestrian accommodations, and determining the constructability of the project. TxDOT has developed a schematic design that includes the following for review:

- mainlanes
- ramps

- frontage roads
- horizontal and vertical alignments
- bridges or elevated structures
- retaining walls
- culverts
- proposed ROW needed for the proposed freeway
- existing utilities
- displacements

These features are available for review on the schematic roll plots at the Public Meeting website, www.keepitmovingdallas.com/US380EISPublicMeeting. On the website, you can also access the Schematic Viewing Guide that includes tips for how to review a schematic design.

14. Where can I find out more about the traffic analysis that was completed?

All of the data compiled for the traffic analyses was derived from Highway Capacity Software using TxDOT approved projections based on the NCTCOG Travel Demand Model, historical roadway volumes, future growth projections, and census data.

Using this data, TxDOT analyzed the following traffic indicators:

- Travel Time which is measured by the projected time it takes a motorist to drive the section of road from Coit Road to FM 1827 in the year 2050. We looked at different factors such as if the driver was in the morning and evening rush hour and if they were traveling eastbound and westbound.
- Average Speed is measured by the average projected speed it takes a motorist to drive from Coit Road to FM 1827 in the year 2050. We also looked at average speed in the morning and evening rush hour and traveling eastbound and westbound.
- Level of Service (LOS) measures the quality of vehicle traffic service based on performance measures like vehicle speed, density, and congestion. For example, a level of service “F” is a rating assigned to roadways with breakdown flow which means that there are high traffic volumes and limited capacity on the roadway. A level of service “A” is a rating that means free flow conditions with low traffic volumes and greater roadway capacity available.

Additional information regarding the traffic analyses can be found on the Segment Analysis Matrix.

15. Could public input or input from local governments influence TxDOT's selection of the Preferred Alternative?

Public and stakeholder input is one of the many things that TxDOT must consider when making its final decision. The Preferred Alternative will not be selected based on input from the public or a city alone. TxDOT does prefer to work with local governments to find ways to address mobility issues in their areas. TxDOT will continue to work with local governments as it progresses through the EIS process and the evaluation of alternatives.

16. What is included in the total project cost?

The total project costs are estimates TxDOT developed when considering costs for planning, engineering, and design; roadway construction; right-of-way; and utility relocations.

17. What safety measures are being considered?

Any future improvements will be designed to meet current design standards and address deficiencies of the current roadway system where feasible. Any new location freeway alternative would likely reduce the number of crashes on the existing US 380 since a freeway would attract traffic away from the existing US 380 and also reduce congestion. All segments would be a freeway generally consisting of eight lanes (four in each direction), and two lanes of continuous access roads running parallel to each side. Traffic will be traveling in one direction which eliminates direct access to the freeway mainlanes from driveways and other roadways. Drivers will only be able to make left turns or U-turns where there are signalized intersections on access roads.

18. Will noise be evaluated during the EIS?

Yes. A traffic noise analysis will be conducted after TxDOT assesses public input from the March 2022 Public Meeting for any feasible changes that can be made to the schematic design. Existing sound level measurements will be collected at noise sensitive areas adjacent to the segments. Noise modeling software will also predict what noise would be expected in 2050. Noise abatement measures are evaluated if traffic noise impacts are identified. Results will be presented at the Public Hearing. TxDOT has already included below grade roadways in the current design , which are generally considered to help with mitigating noise impacts to nearby neighborhoods.

19. Will air quality be evaluated during the EIS?

Yes, TxDOT will evaluate how the project impacts air quality after the Public Meeting and will provide results at the Public Hearing. Studies will be conducted to determine if the project is compliant with regional and federal

air quality standards. 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 with 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. Read the TxDOT guidance documents regarding air quality here.

20. What will the impact be to dams, wetlands, floodplains, and other sensitive resources?

TxDOT has conducted field assessments during the development of the EIS to identify all dams, wetlands, floodplains, and other sensitive resources in the study area. TxDOT is aware of the dams near the Tucker Hill and Stonebridge neighborhoods. The effect of the alternatives under consideration on the function of the dams will be assessed and mitigation measures will be considered, if necessary. More information can be found on the Segment Analysis Matrix.

21. Will any of the alternatives under consideration require displacements?

All alternatives would require displacements, including residences, businesses, and other buildings such as barns and outbuildings. TxDOT has been working to reduce the number of displacements for each alternative. However, some displacements cannot be avoided as TxDOT is required to comply with state and federal design standards. Interactive maps and schematic design roll plots that indicate displacements can be viewed at www.keepitmovingdallas.com/US380EISPublicMeeting.

22. How will the project impact community facilities? ManeGait Therapeutic Horsemanship?

None of the alternatives being presented directly impact any community facility including 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.

23. How do I request additional access to my neighborhood from the proposed freeway?

You can request additional access by submitting a public comment. TxDOT is aware that should any alternative that includes Segment A be the final, Preferred Alternative that the Tucker Hill neighborhood requested a second entrance to the neighborhood. TxDOT will continue to work with stakeholders, including Tucker Hill residents, through this and subsequent phases of project development and construction to maintain and potentially improve access.

24. Is TxDOT tracking future developments in the study area?

Yes, TxDOT is tracking future developments as a part of this project. These include locations of future homes, businesses, schools, and open space. TxDOT is and will continue to coordinate with local governments and developers to gather the information on project status, potential cost, and planning/permit process timelines.

25. How will the project impact Erwin Park?

No alternative being considered would require land from Erwin Park. Section 4(f) of the Department of Transportation Act stipulates that TxDOT cannot approve the use of land from publicly owned parks or recreational areas, wildlife and waterfowl refuges or public and private historic sites unless the following conditions apply:

- There is no feasible and prudent avoidance alternative to the use of that land; and the action includes all possible planning to minimize harm to the property resulting from such use
- TxDOT determines that the use of the property will have a de minimis impact

More information about the Section 4(f) process and how you can get involved can be viewed on the Public Meeting exhibit boards at www.keepitmovingdallas.com/US380EISPublicMeeting.

26. Will the project impact any historic properties?

An intensive survey is underway to identify the NRHP-eligibility of a property on Dave Brown Road in the proposed ROW of the interchange between Segment C and existing US 380. An NRHP-eligible Dallas Garland Northeastern (DGNO) railroad truss bridge is located on the edge of the proposed right-of-way (ROW).

There are no cemeteries in the proposed ROW for any of the segments. The results of archeological surveys will be evaluated after the Public Meeting and incorporated in the Draft EIS (DEIS) for disclosure at the Public Hearing.

27. Who can I contact at TxDOT about the project?

Mr. Stephen Endres, P.E.
Project Manager – TxDOT Dallas District
4777 E. US Highway 80
Mesquite, Texas 75150
Phone: (214) 320-4469
Email: stephen.endres@txdot.gov

TxDOT's normal business hours are 8:00 a.m. – 5:00 p.m. (central time), Monday through Friday.

E4 Glossary of Terms

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

GLOSSARY OF TERMS AND ACRONYMS

March 22, 2022 Public Meeting

Adverse Effects

Substantial unfavorable impacts, both individual or cumulative, to humans or the environment. Includes social and economic impacts, which may include, but are not limited to the following:

- Bodily impairment, infirmity, illness, or death;
- Air, noise, and water pollution and soil contamination;
- Destruction or disruption of human-made or natural resources, aesthetic values, community cohesion or a community's economic vitality, and the availability of public and private facilities and services;
- Vibration;
- Adverse employment impacts;
- Displacement of persons, businesses, farms, or nonprofit organizations;
- Increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community; and
- Denial of, reduction in, or significant delay in the receipt of, benefits of TxDOT programs, policies, or activities.

Air Quality

Measure of how clean or polluted the air is in the project vicinity.

Alternative Analysis Matrix

A tool used to compare different options or alternatives for numerous criteria.

American Association of State Highway and Transportation Officials (AASHTO)

Nonprofit, nonpartisan association representing highway and transportation departments in Texas and across the nation that is tasked with setting the technical standards for highway system development.

American Community Survey (ACS)

Nationwide survey that collects and produces information on social, economic, housing, and demographic characteristics about our nation's population every year.

Americans with Disabilities Act (ADA)

A civil rights law that mandates an equal opportunity for individuals with disabilities and prohibits accessibility discrimination to jobs, public accommodations, government services, public transportation, and telecommunications.

Annual Daily Traffic (ADT)

A measure of traffic volume that is the total number of vehicles on a roadway for a year, divided by 365 days.

Archeological Site

A place where there are physical remains of past human activities.

Area of Influence (AOI)

The geographic area within a project or plan that may cause environmental, ecological, or human health impacts. The size of the area depends on the scale and nature of the project or plan.

Arterial

Roads serving major traffic movements (high-speed and high volume) for travel between major points.

Attainment/Nonattainment Area

A geographic area that meets or exceeds national air quality standards set by the U.S. Environmental Protection Agency is an attainment area; an area that does not meet this standard is called a nonattainment area.

Bicycle and Pedestrian Accommodations

Facilities or roads designed considering the needs of bicycle users and pedestrians. Accommodations can range from separated bike lanes (bicycles only) to shared lanes (motorized vehicles and bikes use the same facility or road).

Candidate Species

Any species whose status is being reviewed by the U.S. Fish and Wildlife Service (USFWS) to determine whether it warrants listing under the Endangered Species Act.

Capacity

Ability of a road to accommodate a moving stream of people or vehicles in a given time period.

Categorical Exclusion (CE)

A categorical exclusion refers to a project which involves no significant environmental impacts. They are actions that do not induce significant impacts to planned growth or land use for the area; do not require the relocation of significant numbers of people; do not have a significant impact on any natural, cultural, recreational, historic or other natural resource; do not involve significant air, noise or water quality impacts; do not have significant impacts on travel patterns; or do not otherwise, either individually or cumulatively have any significant environmental impact. Note: This environmental classification does not apply to the US 380 project.

Cemetery

Any areas where human burials occur.

Chapter 26

Chapter in the Texas Parks and Wildlife Code (PWC) established to protect parks, recreational and scientific areas, wildlife refuges, and historic sites from being used or taken by the state or local agencies for public projects. Similar to Section 4(f) of the Department of Transportation Act of 1966 in its requirements, except that Texas law requires a public hearing for any use or taking of protected land.

Code of Federal Regulations (CFR)

Regulations issued by executive branch agencies that provide additional detail for compliance with laws in the US Code (See also US Code).

Community Cohesion

Level of social connection within a community, typically characterized by shared reliance on community facilities that contribute to an overall social support network. Examples of project impacts that can impact community cohesion include splitting or isolating areas, and separation from services.

Community Facility

A physical feature provided – either by the municipality as a public service or by a private entity – in the community for the benefit of community members (e.g., schools, places of worship, community centers, post office, or library).

Community Impacts Assessment (CIA)

A process used to evaluate the effects of a transportation action on a community and its quality of life that involves understanding and documenting the existing and anticipated social environment of a community with and without the proposed action.

Conformity

The process of determining that federal actions, such as transportation projects, conform to the State Implementation Plan (SIP). The Clean Air Act prohibits federal agencies from providing funding or approving any activity that does not conform to an applicable SIP. State transportation conformity rules codified in the Texas Administrative Code only applies to projects in Environmental Protection Agency (EPA) designated nonattainment or maintenance areas for ozone, carbon monoxide, nitrogen dioxide, or particulate matter because these are considered transportation related pollutants. Conformity applies to both Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) projects and to projects considered regionally significant by the Metropolitan Planning Organization (MPO).

Connected Actions

A factor considered under NEPA to determine how projects are defined for the purposes of environmental clearance. Connected actions are closely related and therefore should be discussed in the same environmental study.

According to 40 CFR 1508.25(a)(1) actions are connected if they:

(i) Automatically trigger other actions which may require environmental impact statements.

(ii) Cannot or will not proceed unless other actions are taken previously or simultaneously.

(iii) Are interdependent parts of a larger action and depend on the larger action for their justification.

Control Section Job Numbers (CSJ)

Numbers assigned to all on-system public highways in Texas. The CSJ is a unique, identifying nine-digit number created and used by TxDOT for projects.

Coordination Plan

The plan and schedule for coordinating public and agency participation developed as a part of the Environmental Impact Statement (EIS) Scoping process.

Culvert

Structure that allows water to flow under a road, railroad, trail or similar obstruction.

Cumulative Effects

Impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions.

De Minimis Impact

A minimal impact resulting in no adverse effects to historic properties, publicly owned parks, recreation areas, wildlife or waterfowl refuges.

Design Speed

Roadway speed used to determine design criteria and constraints for the schematic. This is not the speed limit for the roadway.

Disability

Conditions an individual has that have an impact on basic functioning and limit participation. These include difficulty in hearing, vision, cognitive abilities, ambulatory abilities, self-care capabilities, and independent living capabilities (American Community Survey).

Displacement

Occurs when the right-of-way needed for a highway project functionally impairs or requires the removal of a residential or commercial property. Some of the ways that TxDOT determines if a property will be displaced are the following:

- Direct impacts to a structure due to construction or right-of-way acquisition;
- Direct impacts to a parcel of land that would make a residence unlivable or a business inoperable.

Diverging Diamond Interchange (DDI)

Interchange that allows two directions of traffic on the crossroad to temporarily divide and cross to the opposite side to gain access to and from the freeway easily. This interchange type eliminates the need for vehicles turning left to cross the path of approaching vehicles.

Draft Environmental Impact Statement (Draft EIS or DEIS)

A draft report that provides a detailed description of the project, the Purpose and Need, Reasonable Alternatives, the affected environment, and presents analysis of the anticipated beneficial and adverse environmental effects of the alternatives.

Elderly

Persons aged 65 and older according to the American Community Survey.

Elevated Culvert

A raised structure that allows water to flow across a below grade roadway.

Emergent Wetland

A wetland in which plants are rooted and grass-like plants stand above the water surface.

Endangered Species

Any species that is in danger of extinction throughout all or a significant portion of its range.

Environmental Assessment (EA)

An Environmental Assessment determines whether or not a federal action has the potential to cause significant environmental effects. Generally, the EA includes a brief discussion of the following:

- Purpose and Need of the proposed action
- Alternatives being considered
- Environmental impacts of the proposed action
- A listing of agencies and persons consulted.

If it is determined that the project will not have significant environmental impacts, then a Finding of No Significant Impact (FONSI) will be issued. Note: This environmental classification does not apply to the US 380 project. If the EA determines that environmental impacts of a proposed action will be significant, an Environmental Impact Statement is prepared.

Environmental Compliance Oversight System (ECOS)

File of Record under state and federal law for environmental aspects of department sponsored projects.

Environmental Impact Statement (EIS)

A document prepared for a project when it is anticipated that a proposed project could significantly affect the quality of the human and natural environment. An EIS requires both a draft and final statement and extensive public involvement.

Environmental Justice (EJ)

The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

Environmental Justice Community

A readily identifiable group of persons living in geographic proximity that have historically been neglected by environmental protections and may have direct exposure to environmental hazards due to race, color, national origin, or income. TxDOT defines these communities as minority and/or low-income populations.

Environmental Mitigation

Strategies, policies, programs, actions, and activities that, over time, will serve to avoid, minimize, or mitigate impacts to environmental resources.

Executive Order (EO)

A signed, written, and published directive from the President of the United States that manages operations of the federal government, including protection of natural resources (e.g., wetlands, invasive species, or floodplains) and environmental justice (e.g., Limited English Proficiency (LEP) populations, minority, or low-income populations).

Farmland Impacts

Activities that would convert farmland to nonagricultural purposes.

Farmland Protection Policy Act (FFPA)

Passed by Congress in 1981, the FPPA is intended to minimize the impact Federal programs (including state highway construction projects) have on the unnecessary and irreversible conversion of farmland to nonagricultural uses.

Feasibility Study

A planning tool used by TxDOT during the early stages of project development to help determine if the project should move on to more advanced phases of project development such as more in-depth environmental analysis, public involvement, schematic design and

right-of-way mapping. The reason this type of study is done is to identify high level or critical elements of engineering, impacts to stakeholders and the public, and the economic feasibility of potential new roadways or improvements to existing roadways. Feasibility studies are not intended to result in detailed design, environmental analysis, or cost estimates.

Federal Highway Administration (FHWA)

A branch of the US Department of Transportation that administers the Federal-Aid highway program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.

Final Environmental Impact Statement (Final EIS or FEIS)

A document that addresses the comments on the Draft Environmental Impact Statement (DEIS) and identifies the Preferred Alternative. It follows a formal comment period and receipt of comments from the public and other agencies on the DEIS.

Floodplain

An area that is subject to natural flooding from an adjoining waterway. A 100-year floodplain, referring to a statistical probability, is an area that has a one percent chance of experiencing a flood in any given year.

Floodway

Part of the floodplain otherwise leveed and reserved for emergency diversion of water during floods.

Forested wetland

Wetlands that are dominated by woody vegetation 20 feet or taller.

Frontage Road

Roadway lanes alongside limited access freeways that provide property access and connect mainlanes to cross streets. Also known as access or service roads.

Grade-Separated Interchange

Grade separation is a method of aligning a junction of two or more roadways at different heights (grades) so that they will not disrupt the traffic flow when they cross each other. Grade separated interchanges generally consist of a combination of roads and bridges (overpasses or flyovers).

Greenway

Any natural or landscaped course for pedestrian or bicycle passage, often along natural corridors, such as riverfronts or along a railroad right-of-way converted to recreational use.

Harvey Ball

A circle that is filled in to depict to what degree a specific item meets the requirements of a criterion.

Hazardous Materials

Any toxic substance or explosive, corrosive, combustible, poisonous, or radioactive material that poses a risk to the public's health, safety, or property, particularly when transported in commerce.

Historic Properties

Buildings, structures, objects, sites or districts with historical or archeological significance that are listed in, or eligible for listing in, the National Register of Historic Places.

Impacts

A term to describe the positive or negative effects upon the natural or built environments as a result of an action (e.g., project).

Independent Utility

A project has independent utility when it can function as a usable roadway, not require implementation of any other projects to operate, and not restrict consideration of alternatives for other foreseeable transportation improvements. Under 23 CFR 771.111(f), to treat a highway project as a standalone project for NEPA purposes, the project must have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made.

Indirect Effects

Impacts caused by a project or plan but realized later in time or farther in distance. May include induced growth and development as well as environmental impacts on air, water, and other natural systems, including ecosystems.

Individual Permit (IP)

One of several types of permits issued by the US Army Corps of Engineers (USACE) that is required when a proposed project will impact discharges into waters of the United States or involve work in navigable waters. The individual permit is required when projects have more

than minimal impacts, involve a more comprehensive public interest review, and require additional environmental criteria evaluation.

Induced Displacement

An induced displacement occurs when the right-of-way needed for construction of a highway project would functionally impair use of the property. For example, loss of parking spaces or removal of driveways or service roads to access a home or business.

Induced Growth Effect

Impact of a project or plan on economic or land development or population growth due to increased access or mobility.

Interchange

A system of interconnecting roadways in conjunction with one or more grade separations that provides for the movement of traffic between two or more roadways or highways on different levels.

Land Use

Refers to the way portions of land or the structures on them are used or designated for use in a plan (e.g., commercial, residential, retail, or industrial).

Level of Service (LOS)

A measure of the quality of vehicle traffic flow and congestion based on performance measures like vehicle speed, density, and congestion.

Limited (or Controlled) Access

Restricted entry to a transportation facility (or roadway) based upon facility congestion levels or operational condition. For example, a limited access roadway normally would not allow direct entry or exit to private driveways or fields from the roadway.

Limited English Proficiency (LEP)

Individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English.

Logical Termini

Rational beginning and endpoints of a project. Under 23 CFR 771.111(f), to treat a highway project as a standalone project for NEPA purposes, the project must connect logical termini and be of sufficient length to address environmental matters on a broad scope.

Low-Income Population

Person whose median household income is at or below the Department of Health and Human Services poverty guidelines for a family of four for the current year. The 2021 poverty guideline is $26,500 for a family of four. A low-Income population is a readily identifiable group of low-income persons living in geographic proximity.

Methodology and Level of Detail for Analyzing Alternatives

A document that provides detail about how alternatives will be analyzed. It lists the resources and issues that will be evaluated in the Environmental Impact Statement and to which level of detail they will be evaluated.

Minority

A person meeting any of the following criteria:

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

Minority Population

Any readily identifiable groups of minority persons living in geographic proximity. TxDOT defines minority populations as groups with a percentage of minority persons approaching or exceeding 50% of a census block population and where the project area geographies may have minority populations that are meaningfully greater than an appropriate unit of geographic assessment. The appropriate unit of geographic assessment may be a governing body's jurisdiction, a neighborhood census tract, or other similar unit.

Mitigation

A means to avoid, minimize, rectify, or reduce an impact, and in some cases, to compensate for an impact.

Mobility

The ability to move or be moved from place to place effectively and efficiently.

***Mobility2045* Metropolitan Transportation Plan (MTP)**

Mobility2045 is the name of the current Metropolitan Transportation Plan (MTP) adopted by North Central Texas Council of Governments (NCTCOG) on June 14, 2018. *Mobility 2045* guides the expenditure of federal and state transportation funds based on regional goals. The plan makes recommendations for all travel modes through a suite of policies, programs, and projects designed to improve regional mobility and increase efficiency, safety, and system capacity in NCTCOG's 12-county Metropolitan Planning Area through the year 2045.

National Ambient Air Quality Standards (NAAQS)

Federal standards that set allowable concentrations and exposure limits for various pollutants. The EPA established these standards pursuant to section 109 of the Clean Air Act. Air quality standards have been established for the following six criteria pollutants: ozone (or smog), carbon monoxide, particulate matter, nitrogen dioxide, lead, and sulfur dioxide.

National Environmental Policy Act (NEPA)

Federal law that requires that any project using Federal funding or requiring Federal approval, including transportation projects, examine the effects of proposed and alternative choices on the environment before a Federal decision is made. For this project NEPA requires TxDOT, as part of the Environmental Impact Statement (EIS) process, to evaluate all viable alternatives considered and eliminated during the Feasibility Study, as well as others developed by TxDOT.

National Register of Historic Places

Authorized by the National Historic Preservation Act of 1966, the National Park Service's National Register of Historic Places is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources.

Navigable Airspace

The airspace at or above the minimum altitudes of flight that includes the airspace needed to ensure safety in the takeoff and landing of aircraft.

No-Build Alternative

Option that is considered to construct no new improvements and serves as a baseline for the comparison of build alternatives.

Noise Abatement

Any positive action taken to reduce the impact of traffic noise on an activity area. Examples of types of noise abatement measures include:

- Construction of noise walls/barriers (most common)
- Managing traffic
- Relocating the roadway
- Acquiring undeveloped property to serve as a buffer zone between the highway and the area affected by traffic noise

Noise abatement measures would be proposed for locations that meet federal and state feasibility and reasonableness criteria, which includes optimizing and analyzing noise reduction, cost, and constructability of noise walls in impacted areas.

North Central Texas Council of Governments (NCTCOG)

Voluntary association of, by and for local governments, established to assist in regional planning including in the areas of transportation planning, environment and development, demographic research, and more. NCTCOG serves a 16-county region of North Central Texas, which is centered around the two urban centers of Dallas and Fort Worth. NCTCOG has over 230 member governments including 16 counties, numerous cities, school districts, and special districts.

Notice of Intent (NOI)

Published notice that an Environmental Impact Statement (EIS) will be prepared pursuant to the National Environmental Policy Act. The NOI includes the proposed action, the scoping process, and the name and address of a person to whom comments may be sent.

Preferred Alternative

The alternative that TxDOT concludes would best accomplish the project's Purpose and Need and considers the factors in the alternatives analysis.

Prime Farmland

Prime farmland, as defined by the U.S. Department of Agriculture, is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and is available for these uses.

Project Sponsor

The agency that accepts responsibility for preparing the environmental review document or documentation and performing any related tasks. A TxDOT district, division, office, region or a municipality, county, group of adjoining counties, regional mobility authority, local government corporation, or transportation corporation may be a project sponsor. Private entities and other types of local government entities may not serve as project sponsors.

Public Hearing

A hearing, held after public notice, to solicit public input in determining a Preferred Alternative for or with respect to, any changes to a project. All testimony given at a public hearing will be made a part of the hearing record.

Public Meeting

A meeting, held after public notice, where TxDOT presents and gathers input on Reasonable Alternatives, schematic designs, and findings of the environmental studies.

Public Scoping Meeting

A meeting, held after public notice, where TxDOT presents and gathers input from the public on Scoping documents. A scoping meeting has six essential purposes:

- Explain the process for an Environmental Impact Statement, also called an EIS
- Present alternatives to be studied in the EIS
- Provide the project's Purpose and Need
- Share what TxDOT will consider during the project
- Present the schedule and project steps
- Gather public input

Purpose and Need Memorandum

A document that explains why TxDOT is developing a project and provides the reason that improvements are needed.

Range of Alternatives

All alternatives being considered by TxDOT for this project with the primary purpose of determining a Preferred Alternative.

Reasonable Alternatives

Alternative that best meet the projects' Purpose and Need.

Record of Decision (ROD)

Official approval for an Environmental Impact Statement (EIS) that states the decision (selected alternative), other alternatives considered, and mitigation adopted for the selected alternative.

Regulatory Agency

A Federal or State agency that has responsibility for implementing legislation (the acts and regulations) of the government. May be empowered to issue or deny permits.

Regulatory Floodway

The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. Communities must regulate development in these floodways to ensure that there are no increases in upstream flood elevations.

Residential Displacements

Project-induced impact to a residential dwelling including single-family homes, duplexes, apartments, and mobile homes, due to loss of access or direct impact to the structure or land. Always considered "potential" subject to final design.

Resource Agency

A Federal or State agency or commission that has jurisdictional responsibilities for managing or administering a resource.

Right-of-Entry (ROE) Agreement

An agreement between a landowner or authorized designee granting TxDOT or its representatives a right-of-entry upon property to conduct certain activities most generally including environmental investigations and land surveying.

Right-of-Way (ROW)

A general term denoting land, property or interest therein, usually in a strip, acquired for or devoted to a highway for construction of the roadway. Right-of-way is the entire width of land between the public boundaries or property lines of a highway.

Riparian Area

Area of land along waterways with unique soil and vegetation characteristics strongly influenced by the presence of water. These areas may provide habitat for a large diversity of plants and animals, including endangered and threatened species, and serve as migration route stopping points. They also help control pollution by and help to reduce floodwater velocity.

Section 106

Section of the National Historic Preservation Act that requires federal agencies to consider the effects of projects they carry out, approve, or fund on historic properties.

Section 303(d)

Under Section 303(d) of the Clean Water Act, states, territories, and authorized tribes must report the status of the state's waters to Environmental Protection Agency. The law requires these entities to establish priority rankings for waters listed in the report and to develop total maximum daily loads for impaired waters which do not set or meet standards implemented by the reporting entity which for this project is the Texas Commission on Environmental Quality.

Section 4(f)

Section of the U.S. Department of Transportation Act of 1966 that stipulates that FHWA and the other DOT agencies cannot approve the use of land from publicly owned parks or recreational areas, wildlife and waterfowl refuges, and public and private historical sites unless the following conditions apply:

- There is no feasible and prudent avoidance alternative to the use of that land and the action includes all possible planning to minimize harm to the property resulting from such use or;
- The administration determines that the use of the property will have a de minimis impacts

Section 6(f)

Section of the Land and Water Conservation Fund (LWCF) Act of 1965 that requires coordination with the National Park Service on projects which propose to use land from parks and recreational lands that received LWCF Act funds.

Schematic

An engineering drawing or diagram. Below is further clarification of the different types of drawings and level of design that TxDOT will provide during the development of the Environmental Impact Statement (EIS) for this project:

- TxDOT presented a *Route Map* for the Public Scoping Meeting and during the US 380 Collin County Feasibility Study. It shows only the roadway alignment with proposed right-of-way limits.
- TxDOT is presenting *Conceptual Schematic Design* at the Public Meeting. It will show customized typical sections for different locations, ramp locations and interchange configurations, drainage design, and bicycle and pedestrian accommodations.
- TxDOT will present *Geometric Schematic Design* at the Public Hearing. It will show refined typical sections for different locations, ramp locations and interchange configurations, drainage design, and bicycle and pedestrian accommodations.
- TxDOT will complete *Final Design* after the EIS is completed. At this phase, TxDOT also develops construction plans, costs estimates, and conducts detailed utility coordination.

Scoping

Scoping occurs at the beginning of the Environmental Impact Statement (EIS) process. It is an open process involving the public and federal, state, and local agencies. The purpose of Scoping is to help determine a range of issues, alternatives, and potential environmental impacts to be considered in the EIS. Input from the public and agencies is vital to the development of the EIS and will be used in determining an appropriate scope and content.

Shared Use Path

A bikeway physically separated from motor vehicle traffic that may also be used by other non-motorized users.

Spur 399

An existing limited-access spur highway approximately 0.5 miles in length that connects SH 121 and US 75 and SH 5. Spur 399 begins where SH 121 branches off the Sam Rayburn Tollway to merge with US 75 in the southern part of McKinney.

Stakeholder

Individuals and organizations involved in or affected by the transportation planning process. Stakeholders include Federal, State, and local officials, Metropolitan Planning Organizations (MPOs), transit operators, freight companies, shippers, users of the transportation infrastructure, and the public.

State Species of Greatest Conservation Need (SGCN)

Native plants or animals designated as SGCN are those that are declining or rare and in need or attention to recover or to prevent the need to list under state or federal regulation.

Statewide Important Farmland

Land that does not meet the criteria for prime or unique farmland is "farmland of statewide importance" for the production of food, feed, fiber, forage, and oilseed crops. This land includes areas of soils that nearly meet the requirements for prime farmland and that economically produce high yields of crops when treated and managed according to acceptable farming methods. Farmland of statewide importance may include tracts of land that have been designated for agriculture by state law.

Texas Commission on Environmental Quality (TCEQ)

The environmental agency for the State of Texas which has regulatory oversight of public health and natural resources. TCEQ programs are focused on clean air, clean water, and the safe management of waste. TCEQ often performs environmental reviews as a “participating agency” and may review and comment on actions subject to NEPA.

Threatened Species

Any species which is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range.

Title VI

Title VI of the Civil Rights Act of 1964 prohibits discrimination in any program receiving Federal assistance.

Traffic Diagram

Included on the Schematic Design, the diagram includes projected traffic counts in the opening and future design years for thru and turning movements at intersections.

Traffic Noise (Highway)

Sound from highway traffic, commonly measured in decibels and expressed as dB, is generated primarily from a vehicle's tires, engine and exhaust. When a traffic noise impact occurs, noise abatement measures must be considered (see also Noise Abatement).

Travel Demand Modeling

A computer model used to estimate travel behavior and travel demand for a specific future time frame, based on a number of assumptions. Traditionally, an approach known as the "four-step process" has been used for regional transportation planning analysis. As its name implies, this process has four basic phases:

1. Trip generation (the number of trips to be made);
2. Trip distribution (where those trips go);
3. Mode choice (how the trips will be divided among available modes of travel); and
4. Trip assignment (predicting the route trips will take).

Travel Lanes

Marked lanes delineating the intended path of travel for vehicles along a corridor. Mainlanes are the primary travel lanes as opposed to frontage road lanes.

TxDOT Civil Rights Division (CIV)

TxDOT Division that promotes diversity and inclusion opportunities within the agency's programs and operations related to equal opportunity, affirmative action, and non-discrimination, and oversees the department's Disadvantaged Business Enterprise (DBE), Small Business Enterprise (SBE), and Historically Underutilized Business (HUB) programs and activities.

TxDOT Environmental Affairs Division (ENV)

The TxDOT Division that is responsible for central coordination and oversight of all TxDOT environmental activities. It is also a liaison with state and federal resource agencies, the public, and other groups.

Typical Section

An exhibit that shows usual roadway (or bridge) cross sectional features including lane and shoulder widths; typical right-of-way limits; typical barrier location; median width and curb location.

Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act)

The Uniform Act provides relocation payments and advisory assistance for displacees who are displaced by highway construction on the Federal-Aid Highway System (see also Displacee).

U.S. Army Corps of Engineers (USACE)

Engineer formation of the United States Army that has three primary mission areas: engineer regiment, military construction, and civil works. Its most visible civil works missions include planning, designing, building, and operating locks and dams. Other civil engineering projects include the following:

- Flood control, beach nourishment, and dredging for waterway navigation
- Design and construction of flood protection systems through various federal mandates
- Design and construction management of military facilities
- Environmental regulation and ecosystem restoration

U.S. Army Corps of Engineers (USACE) Flowage Easement

Privately owned land on which the USACE has acquired certain perpetual rights. These rights include the right to flood in connection with the operation of a reservoir, the right to prohibit construction or maintenance of structures for human habitation, and the right to approve all other structures.

United States Code (USC)

The U.S. Code is a consolidation and codification by subject matter of the general and permanent laws of the United States. It contains the official text of an Act of Congress upon enactment of a law. It is divided by broad subjects into 53 titles and published by the Office of the Law Revision Counsel of the U.S. House of Representatives. The U.S. Code does not include regulations issued by executive branch agencies, decisions of the Federal courts, treaties, or laws enacted by State or local governments.

U.S. Department of Transportation (USDOT)

The agency that is responsible for planning and coordinating federal transportation projects as well as setting safety regulations for all major modes of transportation.

Waters of the US (WOTUS)

Waters which are currently used, were used, or may be used, for interstate or foreign commerce, including waters subject to tidal effect and wetlands. These include all interstate lakes, rivers, streams, mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, natural ponds, or tributaries.

Wetland

Land saturated by water that supports oxygen-free processes, with soil and vegetation adapted for life in water. They are beneficial in storing floodwaters, filtering pollutants, and serving as a carbon sink. Wetlands are federally protected to avoid impacts when possible and be replaced when impacts are unavoidable.

Wetland Delineation

Establishes the boundary of and provides a detailed description of land that is inundated or saturated by surface or groundwater at a frequency and duration to support a prevalence of hydrophytic vegetation typically adapted for life in saturated soil conditions. Examples include swamps, marshes, bogs, and similar areas (location) and physical limits (size) of a wetland for purposes of federal, state, and local regulations.

E5 Schematic Viewing Guide

US 380 Schematic Viewing Guide

What is a Schematic?
A schematic is a layout that includes the basic information necessary for proper review and evaluation of a proposed roadway improvement. Among other items, a schematic includes:

- Project location and limits
- Traffic volumes, both existing and projected
- Proposed main lanes, ramps, frontage roads, bridges, and cross streets
- Horizontal and vertical alignments with curves, elevations, grades, and vertical clearances
- Existing and proposed bicycle and pedestrian accommodations

The following slides provide helpful information on what is included in a schematic. The slides are in the order of how to view a schematic starting on the top left side and moving down and to the right across the page.

Additional slides zoom in to provide more detailed information on what is included in the plan view.

US 380 Schematic Viewing Guide

Texas Department of Transportation

DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

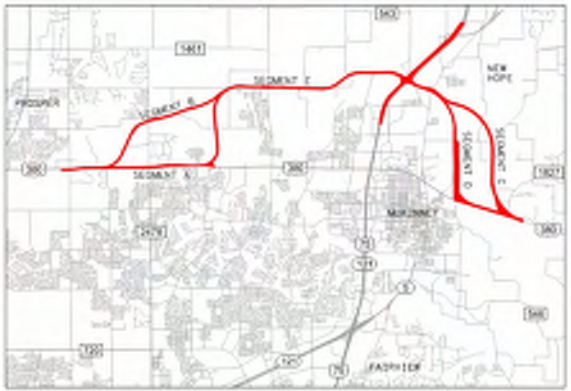
PUBLIC MEETING ROLL PLOTS
US 380
COLLIN COUNTY, TEXAS

CSJ 0135-02-065
FROM COIT RD TO JCT US 380/UNIVERSITY DR
CSJ 0135-15-002
FROM EAST JCT US 380/UNIVERSITY DR
TO WEST JCT US 380/UNIVERSITY DR
CSJ 0135-03-053
FROM SH5 TO FM 1827

SEGMENT A LENGTH 5.47 MILES
SEGMENT B LENGTH 4.54 MILES
SEGMENT C LENGTH 4.21 MILES
SEGMENT D LENGTH 4.43 MILES
SEGMENT E LENGTH 5.61 MILES

ROADWAY	FUNCTIONAL CLASS.	DESIGN SPEED	MAX
US 380 MAINLANES	URBAN FREEWAY	70 MPH	XX
RAMPS	URBAN FREEWAY	45 MPH	XX
DIRECT CONNECTOR	URBAN FREEWAY	45 MPH	XX
COLLECTOR DISTR	URBAN FREEWAY	45 MPH	XX
FRONTAGE RD	URBAN COLLECTOR	45 MPH	2X
INTERSECTING ST	URBAN MINOR ARTERIAL	30 MPH	2X
INTERSECTING ST	URBAN COLLECTOR	30 MPH	2X
TURNAROUNDS	URBAN MINOR COLLECTOR	20 MPH	2X

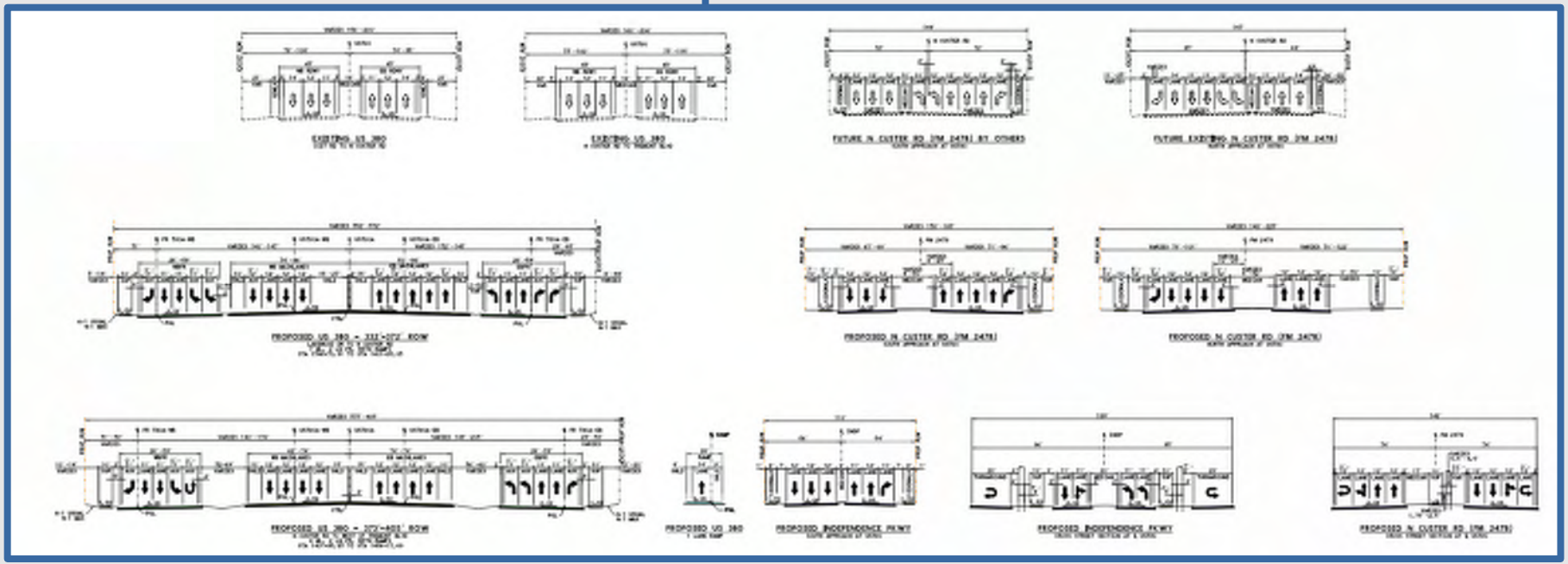
Design Speed
Roadway speed used to determine design criteria and constraints. This is NOT the speed limit for the roadway



Location Map
Displays the project location and limits for the roadway plans shown on the roll

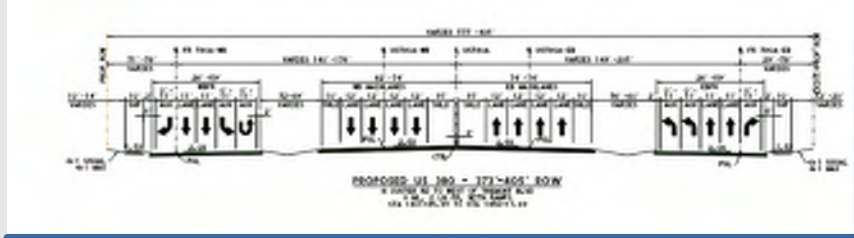
US 380 Schematic Viewing Guide

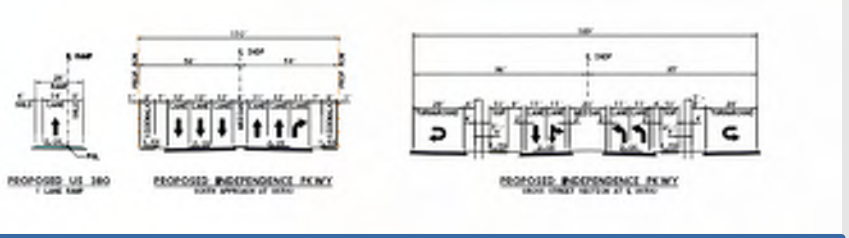
Typical Section
Existing or proposed roadway layouts that display lanes, medians, and buffer zone widths (area between roadway and shared use path)

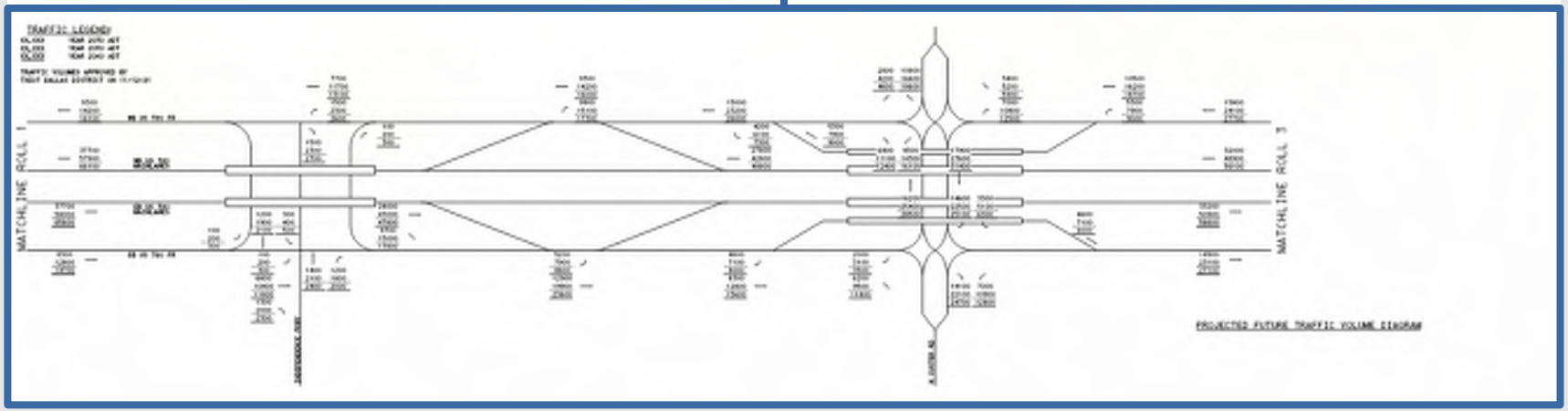


US 380 Schematic Viewing Guide

Traffic Diagrams
Traffic projections in current and future design years for thru and turning movements at intersections





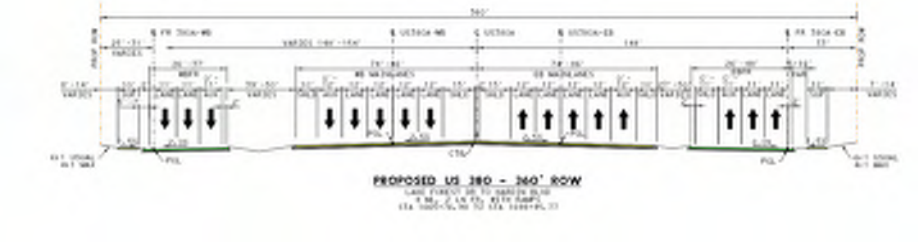


US 380 Schematic Viewing Guide

Typical Section Legend
Legend, or key, for various elements on the typical section plans

TYPICAL SECTIONS LEGEND:

- EXISTING LANE DIRECTION OF TRAVEL
- PROPOSED LANE DIRECTION OF TRAVEL
- EXISTING ROADWAY TO REMAIN
- PROPOSED BRIDGE
- PROPOSED MAINLANES
- PROPOSED RAMPS
- PROPOSED FRONTAGE ROADS
- PROPOSED CROSS STREETS
- PROPOSED SHARED USE PATH (SUP) OR SIDEWALK



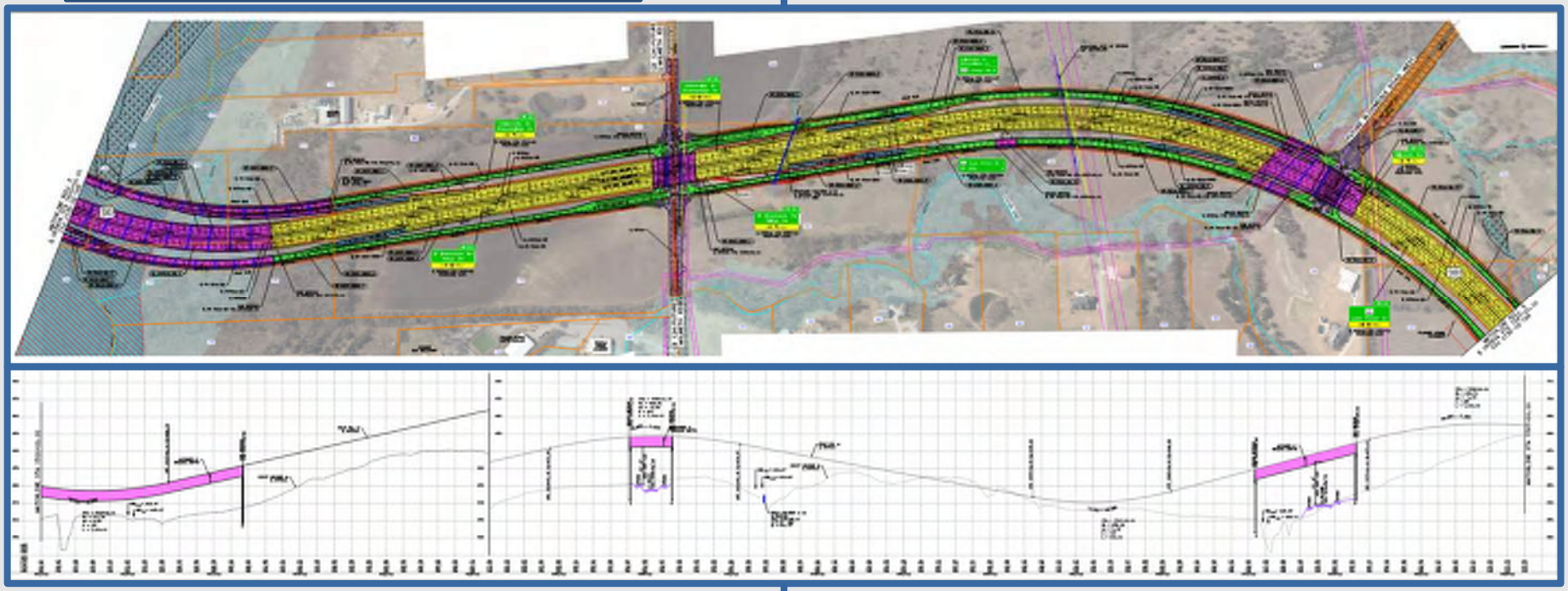
LEGEND:

- EXISTING ROW
- EXISTING PROPERTY LINES
- EXISTING STREAMS
- EXISTING WETLANDS
- EXISTING 100 YR FLOODPLAIN
- EXISTING FLOODWAY
- EXISTING DRAINAGE CULVERT
- EXISTING ROADWAY AND UTILITY EASEMENTS
- PROPOSED DRAINAGE CULVERT
- PROPOSED CENTERLINE/BASELINE
- PROPOSED ROW
- PROPOSED ROW (BY OTHERS)
- PROPOSED UTILITY EASEMENT (BY OTHERS)
- EXISTING DENIAL OF ACCESS
- PROPOSED TRAFFIC BARRIER
- PROPOSED BRIDGE BENTS
- PROPOSED RETAINING WALL
- EXISTING NOISE WALL
- ULTIMATE/FUTURE IMPROVEMENTS (BY OTHERS)
- EXISTING LANE DIRECTION OF TRAVEL
- PROPOSED LANE DIRECTION OF TRAVEL
- DIRECTION OF FLOW
- PROPOSED SIGNALIZED INTERSECTION
- PROPOSED BRIDGE
- PROPOSED MAINLANES
- PROPOSED RAMPS
- PROPOSED FRONTAGE ROADS
- PROPOSED CROSS STREETS AND DRIVEWAYS
- PROPOSED SHARED USE PATH OR SIDEWALK
- PROPOSED TRANSITION/INTERIM PAVEMENT
- PAVEMENT TO BE REMOVED
- PROJECT BY OTHERS IN DESIGN OR CONSTRUCTION
- DIRECT BUILDING DISPLACEMENT
- INDUCED BUILDING DISPLACEMENT
- L_US380A_1 HORIZONTAL ALIGNMENT CURVE NAME
- 120 PARCEL ID NUMBER
- WATER EXISTING WATER
- SWL EXISTING SANITARY SEWER
- GAS EXISTING GAS
- ELEC EXISTING ELECTRIC
- TELE EXISTING COMMUNICATIONS

Schematic Legend
Legend, or key, for various elements on the roadway plans

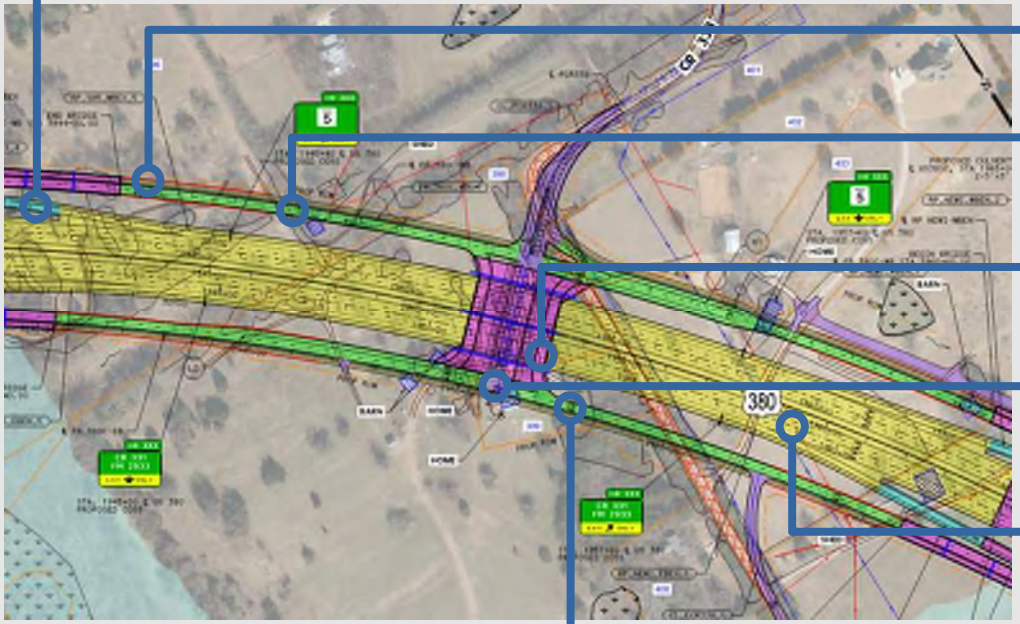
US 380 Schematic Viewing Guide

Plan View
Two-dimensional bird's eye view of roadway plans



Profile View
Two-dimensional view of proposed roadway

US 380 Schematic Viewing Guide



Ramp

PROPOSED RAMPS

Shared Use Path (SUP)

PROPOSED SHARED USE PATH OR SIDEWALK

Frontage Road

PROPOSED FRONTAGE ROADS

Bridge

PROPOSED BRIDGE

Cross Street

PROPOSED CROSS STREETS AND DRIVEWAYS

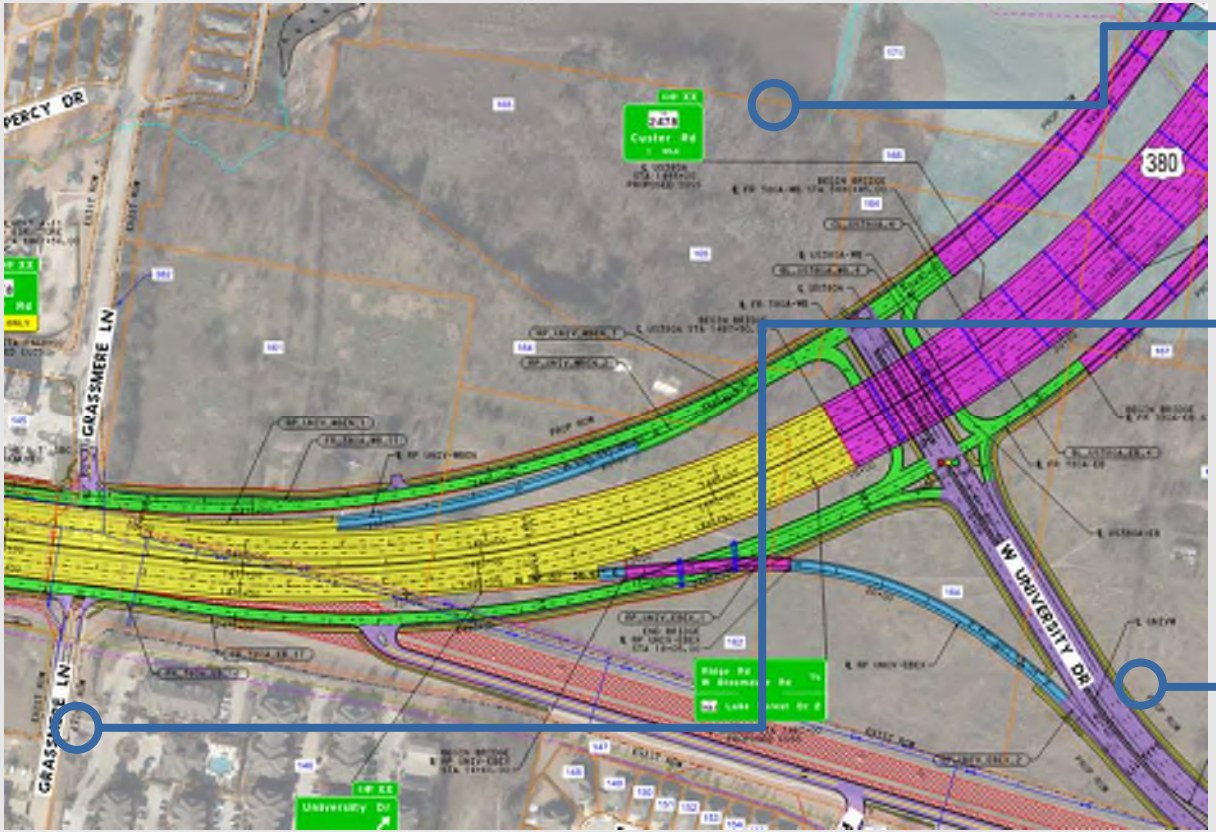
Main Lanes

PROPOSED MAINLANES

Direction of Travel

PROPOSED LANE DIRECTION OF TRAVEL

US 380 Schematic Viewing Guide



Existing Property Line

EXISTING PROPERTY LINES

Existing Right-of-Way

EXISTING ROW

Proposed Right-of-Way

PROPOSED ROW

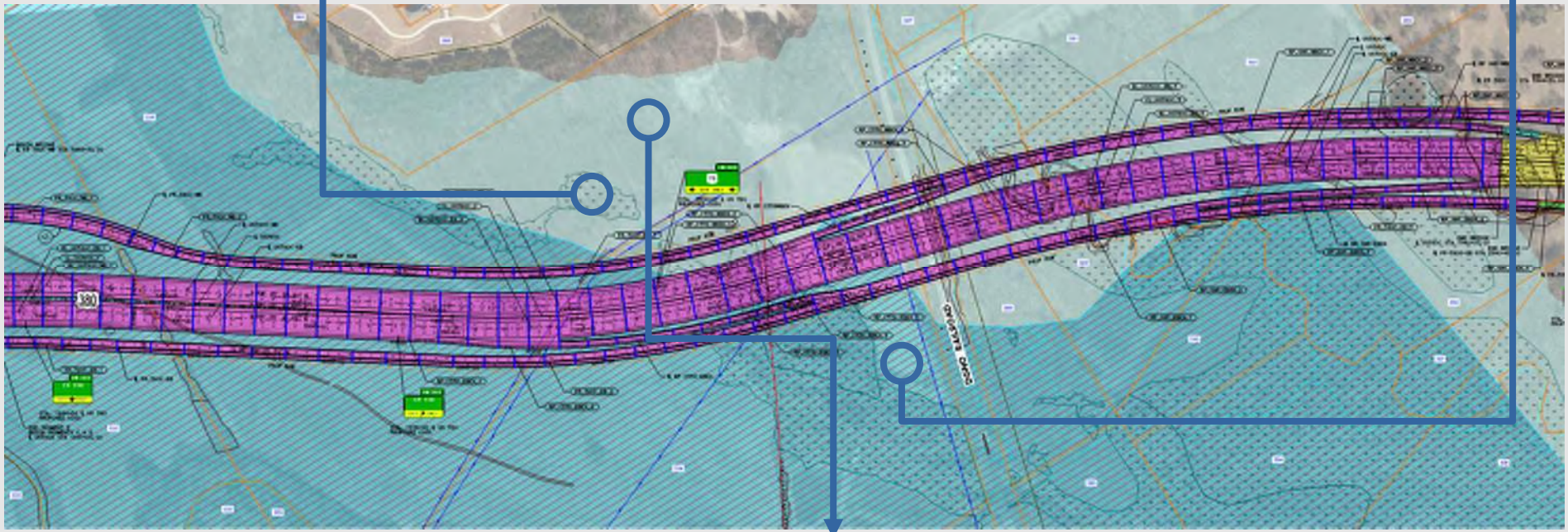
US 380 Schematic Viewing Guide

Existing Wetlands (NWI)

EXISTING WETLANDS

Existing Floodway

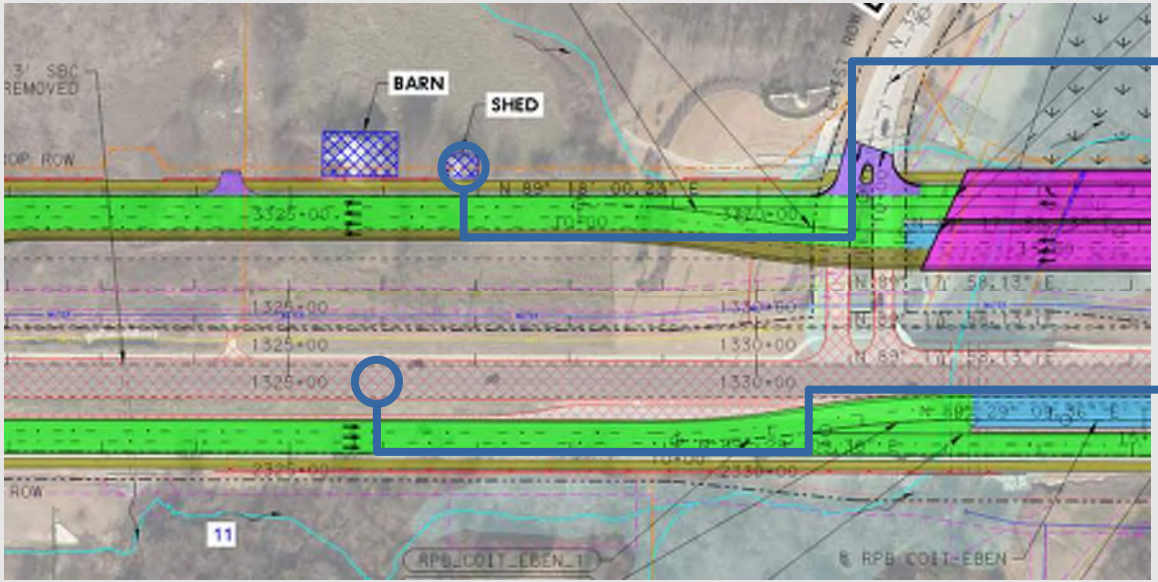
EXISTING FLOODWAY



Existing 100 Year Floodplain

EXISTING 100 YR FLOODPLAIN

US 380 Schematic Viewing Guide



Building Displacement
Occurs when right-of-way physically impacts a structure

DIRECT BUILDING DISPLACEMENT

Roadway Removal
Occurs when right-of-way requires removal of an existing roadway

PAVEMENT TO BE REMOVED

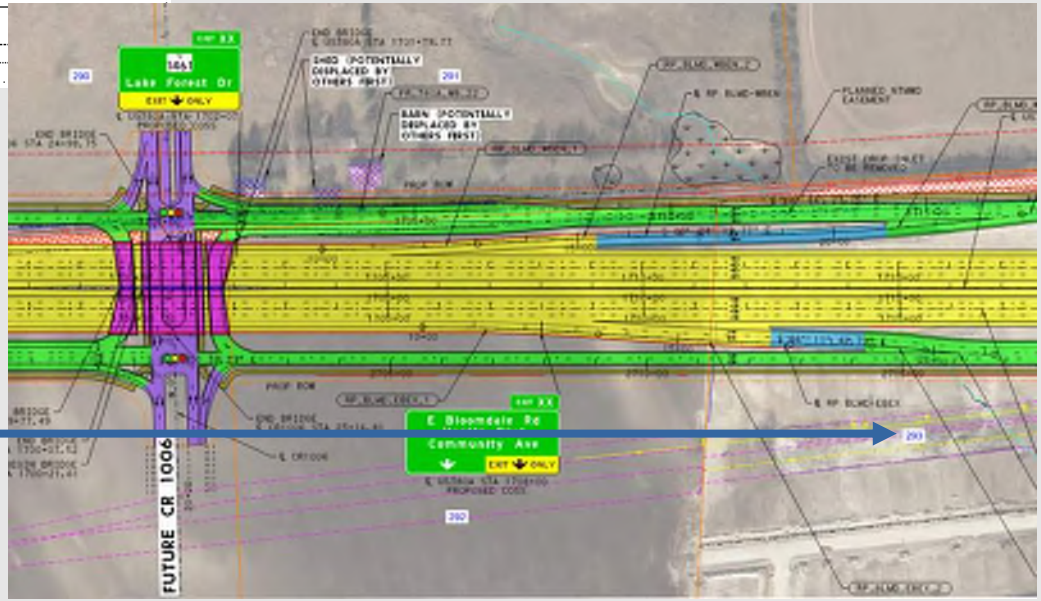
US 380 Schematic Viewing Guide

PROPERTY OWNERS

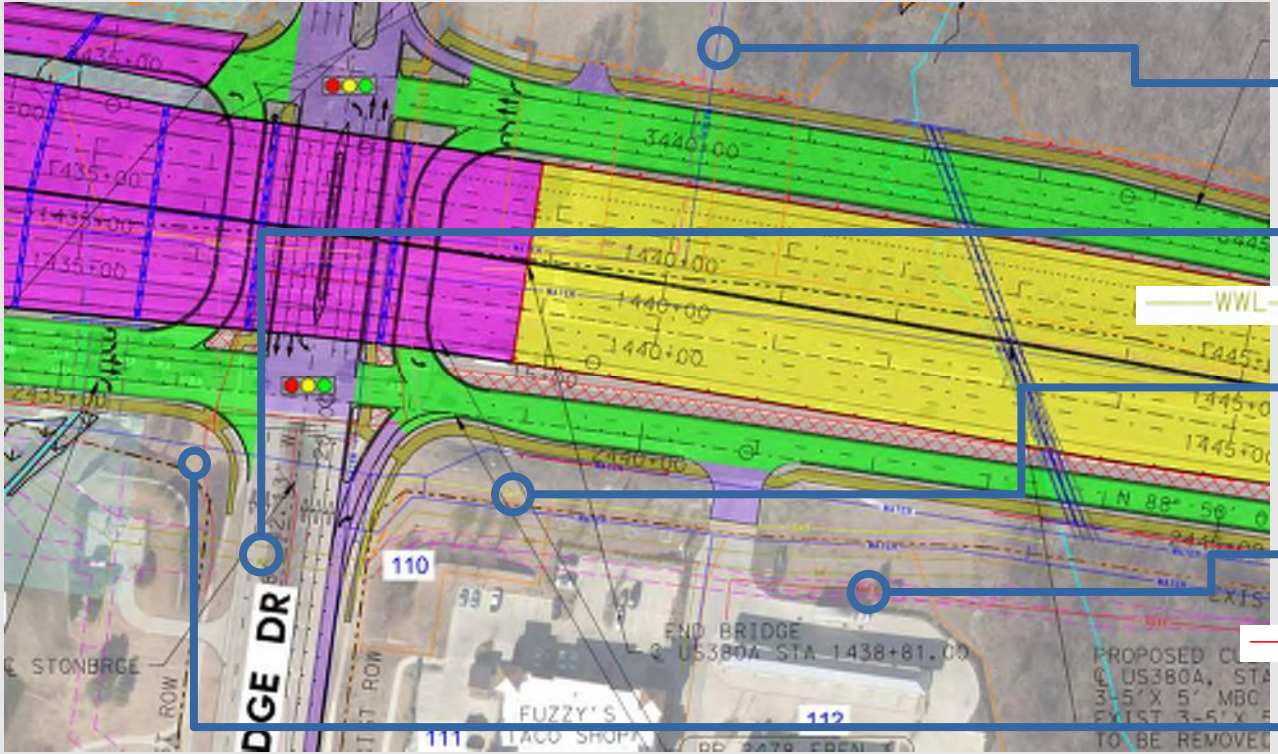
PARCEL	OWNER	OCCUPANT
[illegible]	BRATT, TANAY & RUSSANN	BLOOMDALE ESTATES
[illegible]	[illegible]	[illegible]
[illegible]	JFN TEXAS 22 LLC	FARM
286	MCKINNEY RANCH LTD	VACANT LAND
288	CIMARRON PARTNERS LTD	VACANT LAND
289	JOPLIN PARTNERS LTD	VACANT LAND
290	MCKINNEY CITY OF	VACANT LAND
291	MCKINNEY CITY OF	FARM
[illegible]	JOPLIN PARTNERS LTD	FARM
293	CADEL, ERWIN FARMS LLC CITY OF MCKINNEY	VACANT RESIDENTIAL LAND MOUNTAIN RIDGE PARK
[illegible]	TIMBER CREEK PROPERTIES LLC	VACANT LAND
[illegible]	TIMBER CREEK PROPERTIES LTD	VACANT LAND
[illegible]	TIMBER CREEK PROPERTIES LLC	FORMER NEIGHBORHOOD
[illegible]	MAC TMK LP	VACANT LAND
[illegible]	MAC TMK LP	VACANT LAND
[illegible]	MAC TMK LP	RESIDENTIAL

Property Owner Data
ID corresponds to location of property

120 PARCEL ID NUMBER



US 380 Schematic Viewing Guide



Utilities

Water Lines

—WATER— EXISTING WATER

Sewer Lines

—WWL— EXISTING SANITARY SEWER

Gas Lines

—GP— EXISTING GAS

Electric Lines

—ELEC— EXISTING ELECTRIC

Telephone Lines

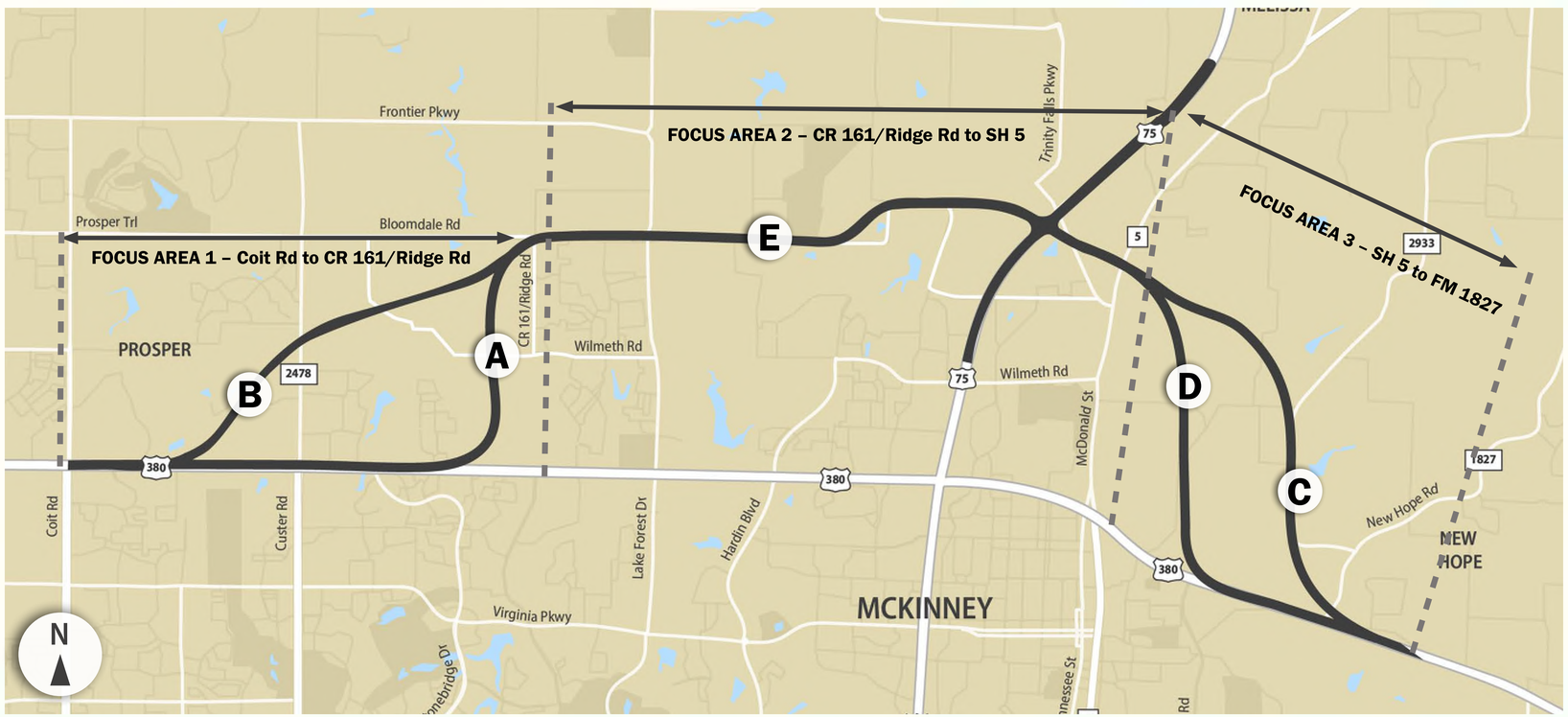
—TELE— EXISTING COMMUNICATIONS

E6 Exhibit Boards

TEXAS DEPARTMENT OF TRANSPORTATION

WELCOME

PROPOSED IMPROVEMENTS TO US 380 FROM COIT ROAD TO FM 1827



DALLAS DISTRICT
PUBLIC MEETING

MARCH 22, 2022
5:30 TO 7:30 P.M.

TEXAS DEPARTMENT OF TRANSPORTATION

NEPA PROCESS

National Environmental Policy Act

TxDOT is developing an EIS under an agreement with the Federal government.

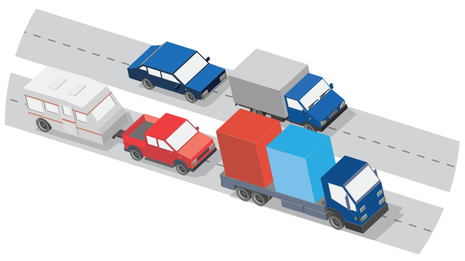
TxDOT'S NEPA ASSIGNMENT

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 the Federal Highway Administration (FHWA) and TxDOT.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido, llevado a cabo por TxDOT - en virtud de 23 U.S.C. 327 y un Memorando de Entendimiento fechado el 9 de diciembre del 2019, y ejecutado por la FHWA y TxDOT.

PROJECT PURPOSE & NEED

PURPOSE



MANAGE CONGESTION

IMPROVE EAST-WEST MOBILITY

IMPROVE SAFETY

NEED

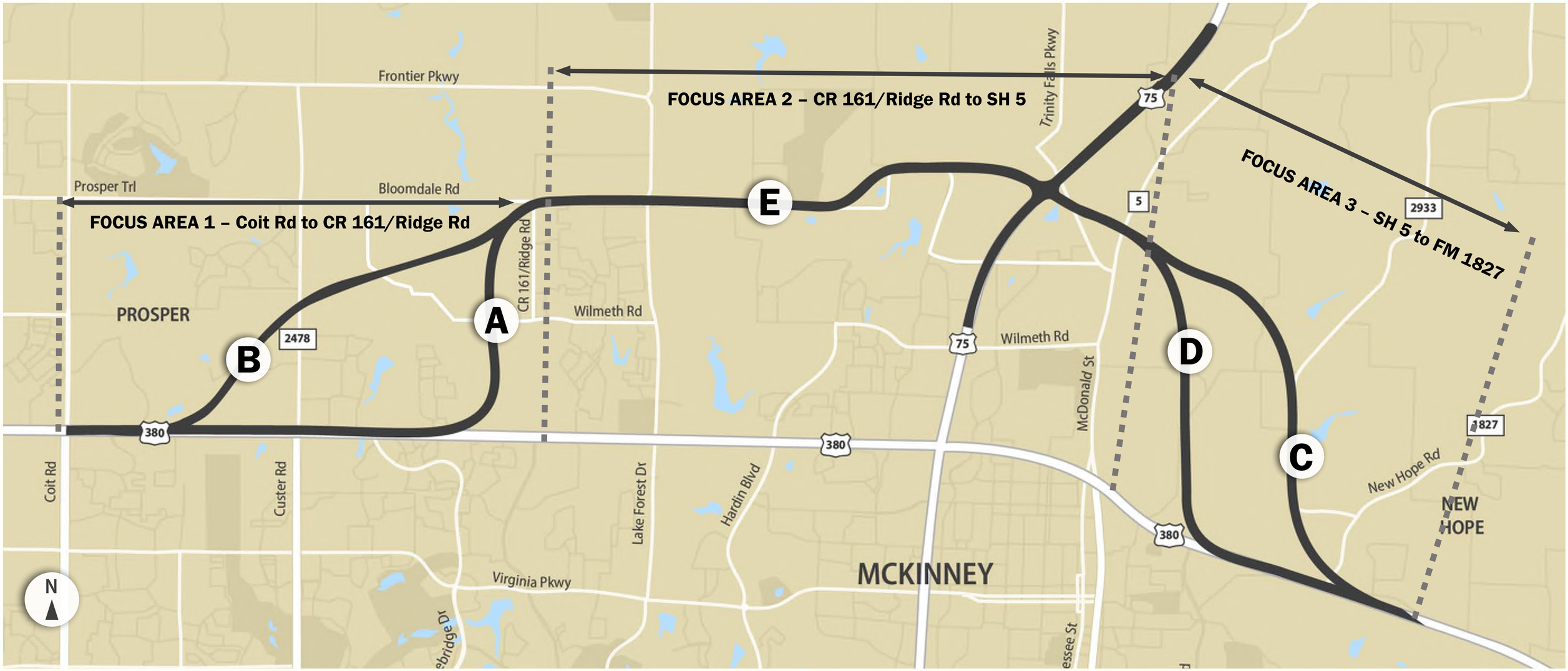
Population growth within the central portion of Collin County has caused increases in current and forecasted traffic volumes that exceed the capacity of US 380 between Coit Road and FM 1827, leading to increased congestion, reduced mobility, and higher crash rates compared to other similar roadways in the region.

View the Purpose and Need Memorandum at Drive380.com

TEXAS DEPARTMENT OF TRANSPORTATION

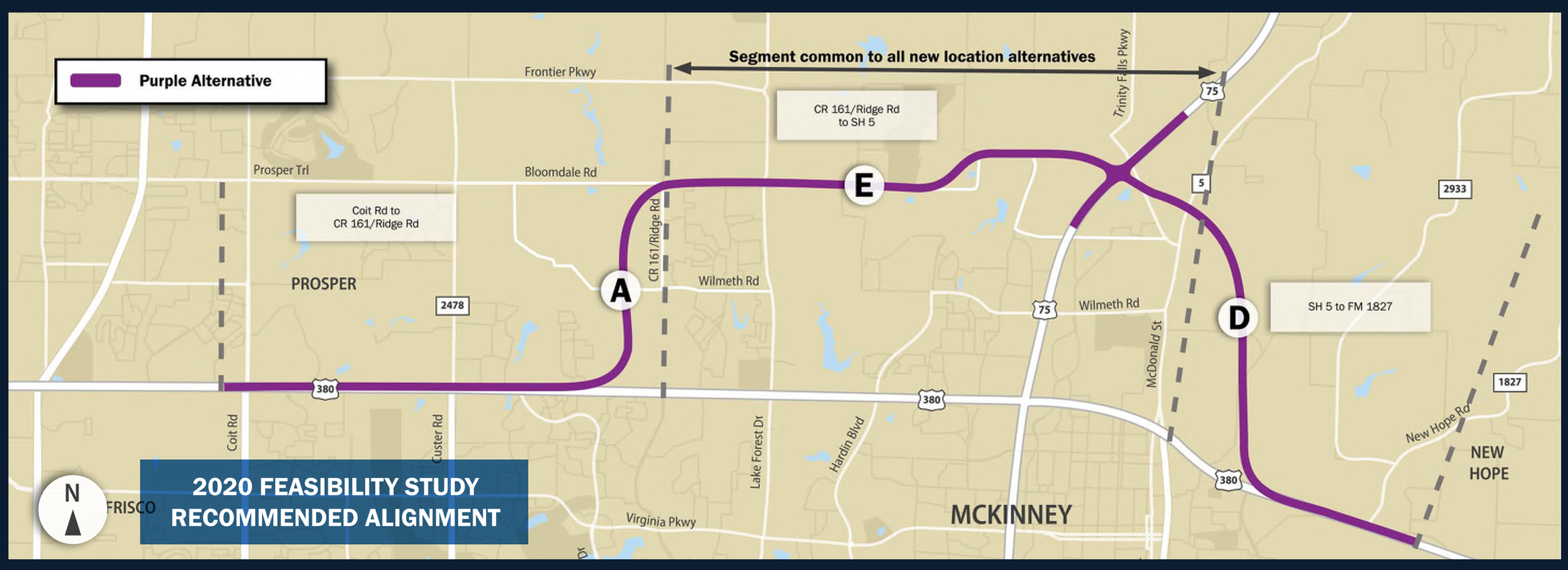
VIEW THE ENTIRE MATRIX ON THE PUBLIC MEETING WEBSITE

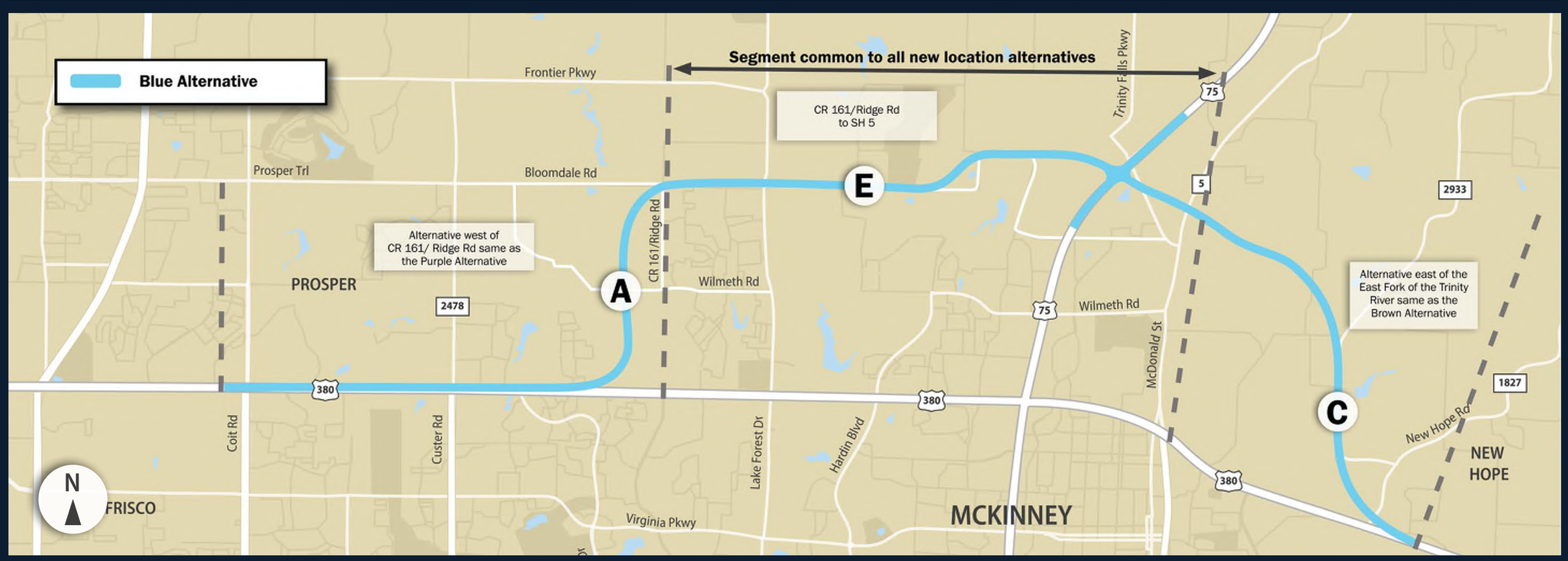
SEGMENT MAP

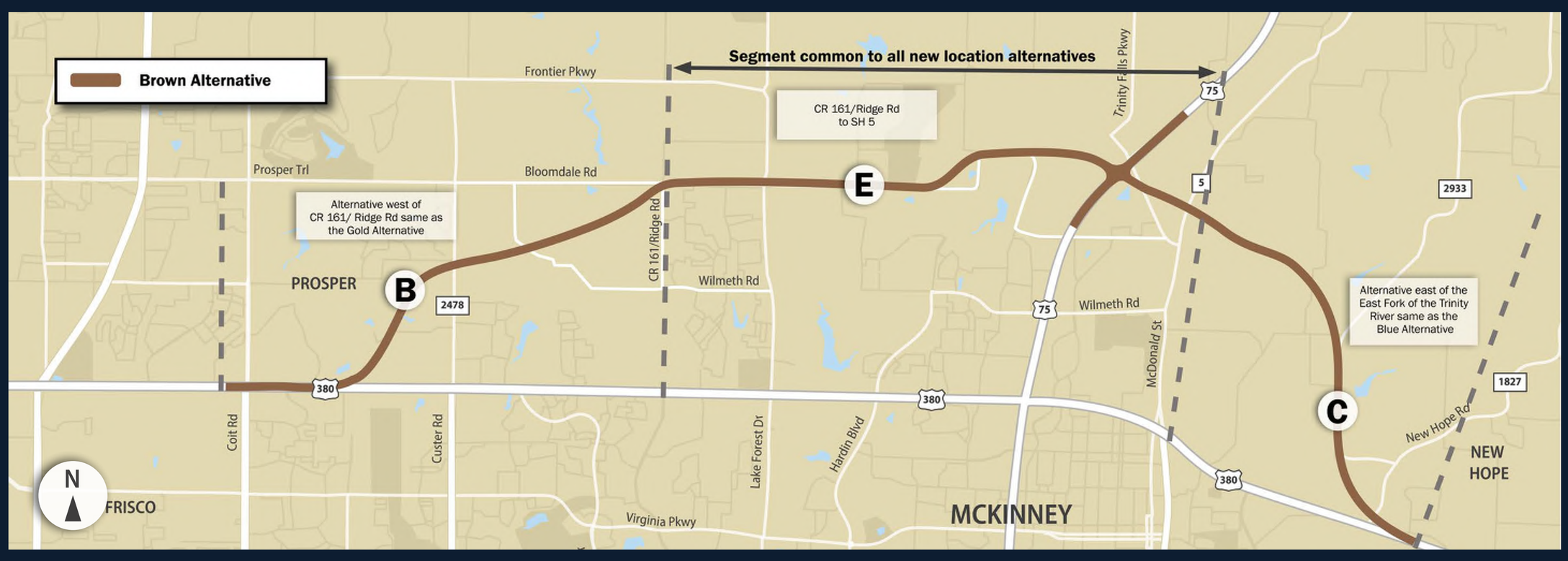


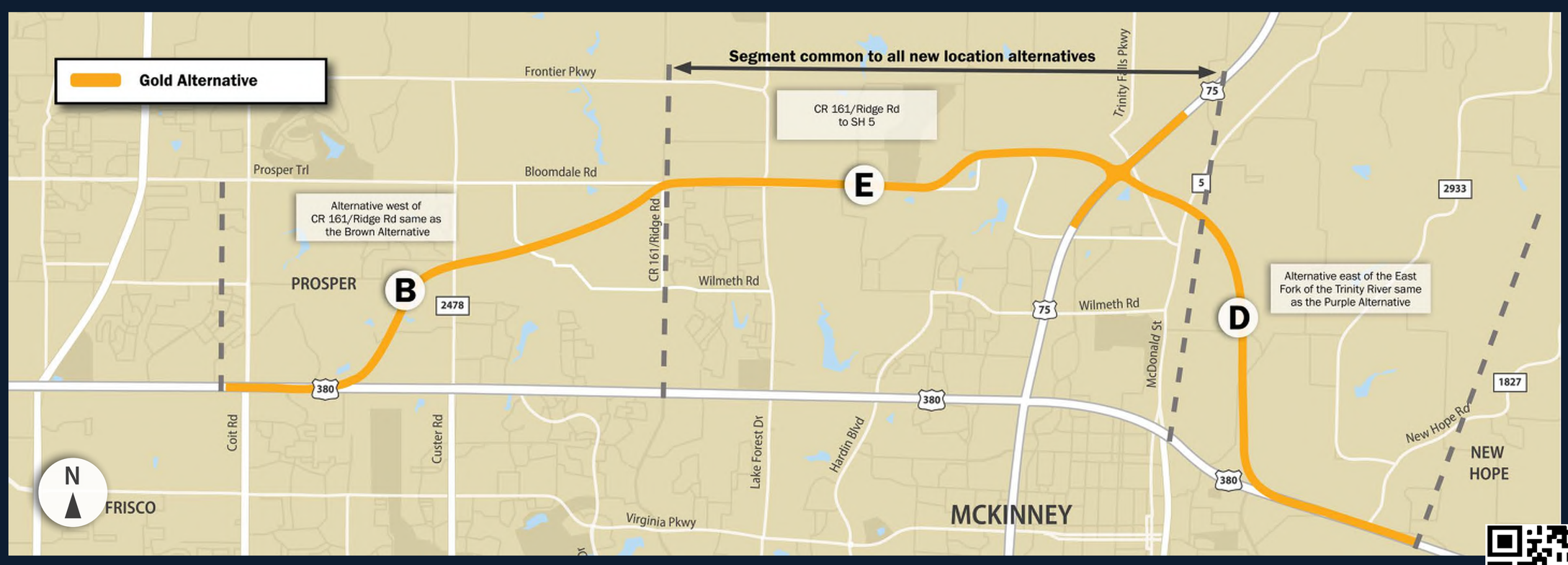
TEXAS DEPARTMENT OF TRANSPORTATION

ALTERNATIVES UNDER CONSIDERATION









VIEW THE ENTIRE MATRIX ON THE PUBLIC MEETING WEBSITE

US 380
Environmental Constraints

Texas Department of Transportation

- Project Area
- Cemeteries
- McKinney Parks
- McKinney Planned Parks
- USACE_Property
- USACE Flowage Easement
- FEMA Floodway
- Wetlands (NWI)
- Landfill
- McKinney National Airport Property
- Streams (NHD)
- Railroads

NORTH

0 2,000 4,000 8,000
Feet

Melissa
Celina
Prosper
McKinney
New Hope
Frisco
McKinney National Airport

Erwin Park
McKinney Future Parkland
Inspiration Park
McLarry Cemetery
Walnut Grove Cemetery
Hunt Cemetery
Oak Hollow Golf Course
Wattey Park
Trinity River Greenway
City Parkland
Old Settler's Park
Wilson Creek Greenbelt
Wilson Creek
Wilson Creek City Parkland
Heard Natural Museum
Wilsom Creek Greenway
Gabe Nesbitt Community Park

Gentle Creek
Stover Creek
Franklin Branch
East Fork Trinity River
Fitzhugh Branch
Clemons Creek
Honey Creek
Coit Rd.
Rutherford Branch
Jeans Creek
Big Branch
Rowlett Creek
Herndon Branch
Cottonwood Creek

380
75
543
545
121
1461
2933
1827
2478
5
546

Map created on 9/29/2021

TEXAS DEPARTMENT OF TRANSPORTATION

TxDOT'S HISTORIC PRESERVATION PROCESS

WHAT IS THE SECTION 106 PROCESS?

Before TxDOT starts construction of roads and bridges, historians and archeologists look at how those projects affect important historic places along the roadside.

State and federal laws like the National Historic Preservation Act (NHPA) and Antiquities Code of Texas can protect:

- **Historic buildings and bridges**
- **Archeological sites and cemeteries**
- **Sacred/religious landmarks and sites**
- **Historic object and landscapes**

2163 E. Dave Brown Road

Your Role in Historic Preservation

Public participation is the cornerstone of effective government and we know that Texans value the places that reflect a community's history.

TXDOT LOOKS FOR HISTORIC PROPERTIES THAT ARE:

At least 45 years old

And have a documented connection with a historic event or person

Or have notable architectural or engineering design

Step 1: NOTIFY
TxDOT will notify you when it starts a project that might have impacts to historic resources. Do you have specialized input you would like to share as a "Consulting Party?"

Step 2: IDENTIFY
TxDOT looks for places that are at least 45 years old. Your role: Tell us what is important to you and your community.

Step 3: ELEVATE
Work with TxDOT to determine if there are sites or structures that tell an important story about the community history. Why is this place important? Do you know its history? Do you have old photos?

Step 4: DECIDE
TxDOT uses all this information to determine how to balance progress with preservation. Can we change our project to avoid the historic place? If not, how can we preserve its story for future generations?

The public is encouraged to be involved in the Section 106 Process by asking questions and expressing concerns about historic properties and public and recreation areas. You can also help the study team indentify actions that may be taken to mitigate or offset unavoidable impacts to these resources as described in the EIS.

TEXAS DEPARTMENT OF TRANSPORTATION

THE SECTION 4(f) PROCESS

WHAT IS THE SECTION 4(f) PROCESS?

Section 4(f) of the Department of Transportation Act stipulates that TxDOT cannot approve the use of land from:

- **Publicly owned parks or recreational areas**
- **Wildlife and waterfowl refuges**
- **Public and private historic sites**

Unless the following conditions apply:

There is no feasible and prudent avoidance alternative to the use of that land; and the action includes all possible planning to minimize harm to the property resulting from such use;

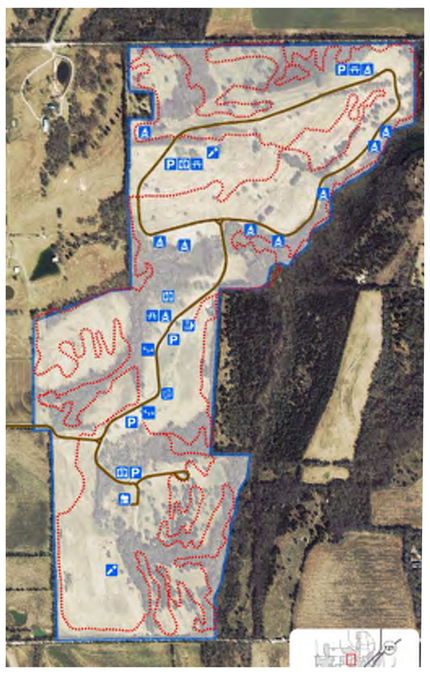
OR

TxDOT determines that the use of the property will have a de minimis impact.

Resources in the US 380 from Coit Road to FM 1827 study area that may be protected under Section 106 and/or Section 4(f) include:

2163 E. Dave Brown Road

Houston & Texas Central Thru-Truss Bridge



Erwin Park
City of McKinney
the proposed project is avoiding the use of land from Erwin Park

WHEN TXDOT DETERMINES THE USE SECTION 4(f) PROPERTY, THERE ARE THREE METHODS AVAILABLE FOR TXDOT TO APPROVE THE USE:

***De Minimis* Impact Determination**
after taking into account ways to minimize harm to the resource, the project would result in either no adverse effect to a historic property, or would not adversely affect the activities, features, or attributes that make the park, historic site, recreation area, or refuge eligible for protection under Section 4(f).

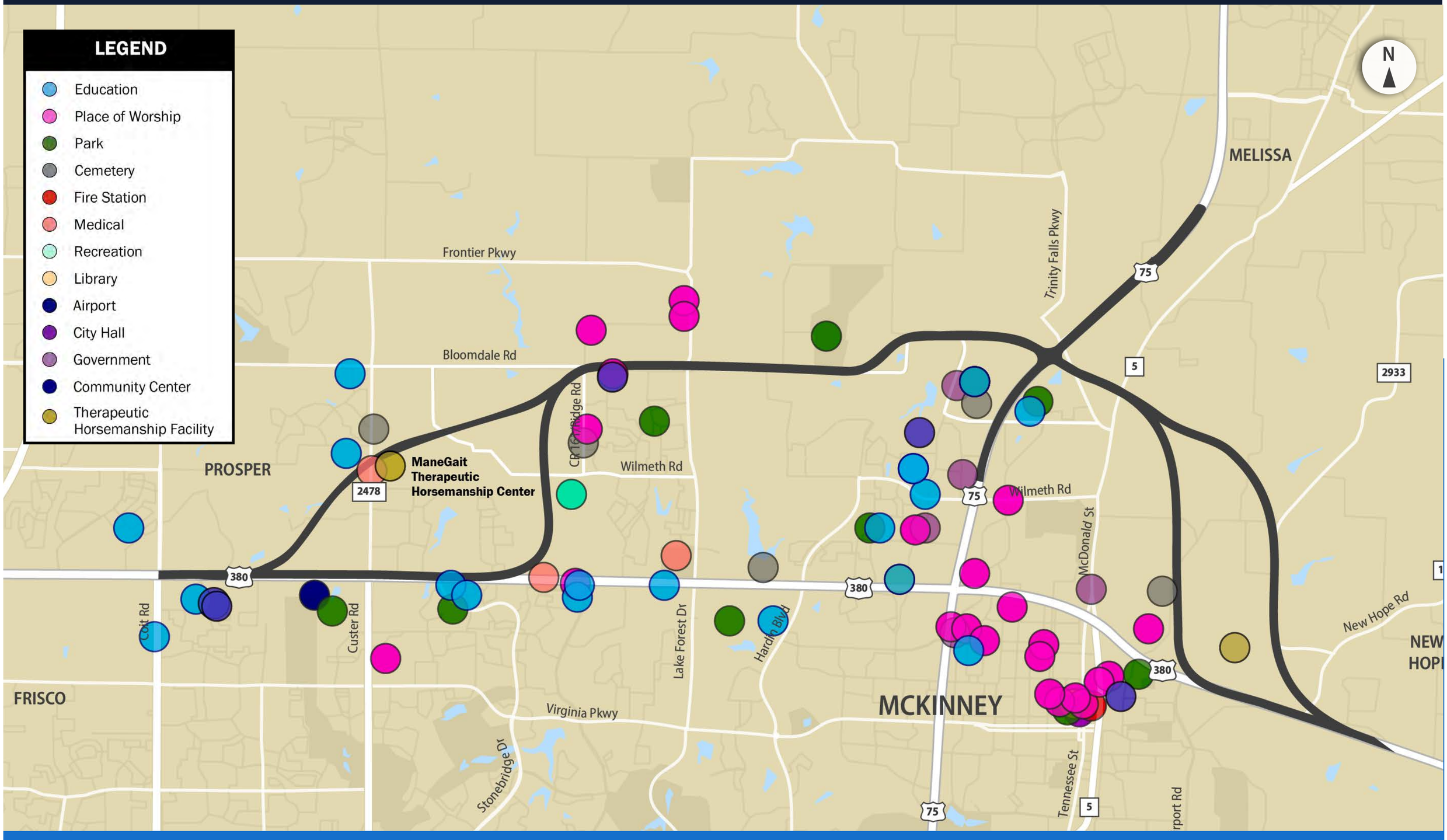
Applying a Programmatic Section 4(f) Evaluation
developed by the FHWA based on factors common to many previous projects of a similar type. Programmatic Section 4(f) evaluations can be applied to the use of historic bridges; minor improvements to public parks, recreational areas, and wildlife refuges; and projects that have a net benefit of Section 4(f) property.

Preparing an Individual Section 4(f) Evaluation
prepared when the project results in the use of a Section 4(f) property that exceeds *de minimis* impacts and when a Programmatic 4(f) cannot be applied to the situation.

The public is encouraged to be involved in the Section 4(f) Process by asking questions and expressing concerns about historic properties and public and recreation areas. You can also help the study team indentify actions that may be taken to mitigate or offset unavoidable impacts to these resources as described in the EIS.

TEXAS DEPARTMENT OF TRANSPORTATION

MINIMIZING IMPACTS TO COMMUNITIES AND COMMUNITY FACILITIES



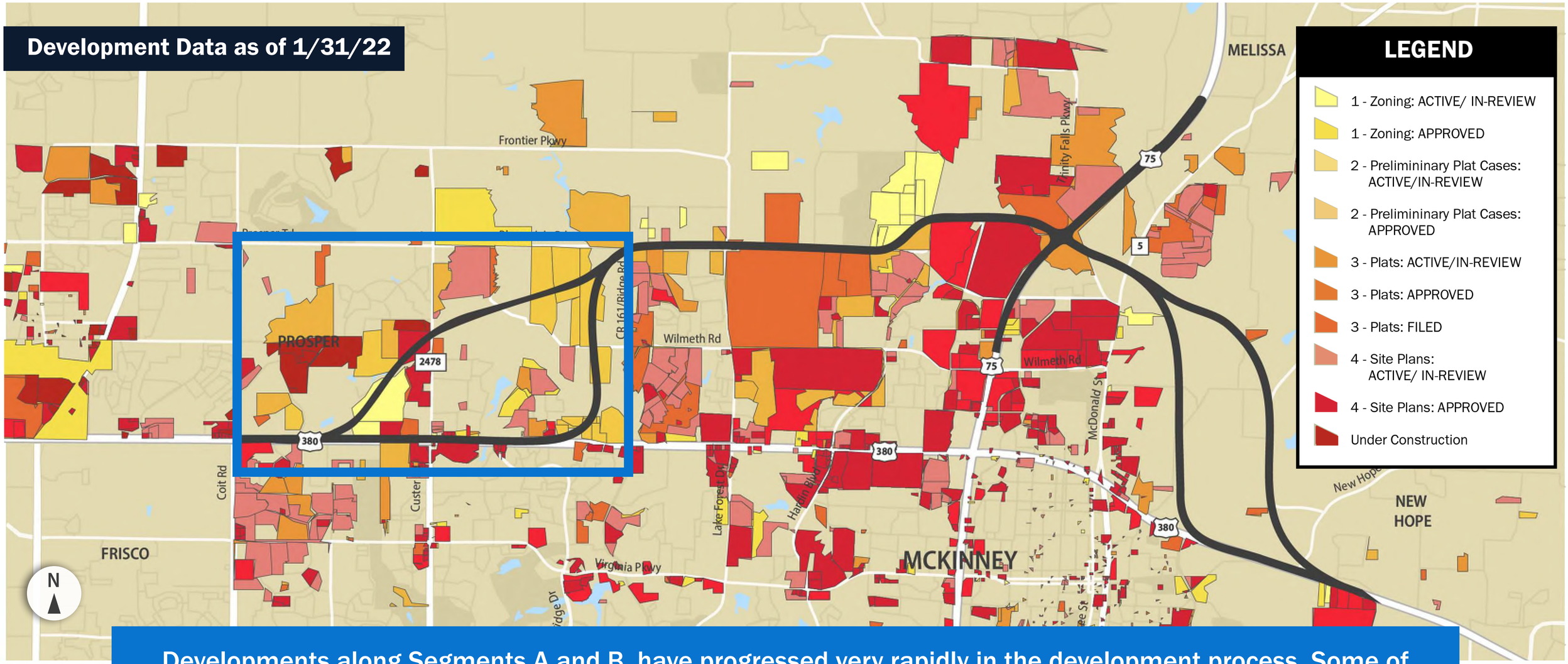
None of the proposed segments directly impact community facilities including parks, places of worship, community centers, or other neighborhood services and facilities.

Avoided direct impact to ManeGait. After additional research, it was found it is possible for therapeutic horsemanship facilities to function effectively in a variety of physical and environmental settings.

TEXAS DEPARTMENT OF TRANSPORTATION

VIEW THE ENTIRE MATRIX ON THE PUBLIC MEETING WEBSITE

RAPIDLY DEVELOPING STUDY AREA

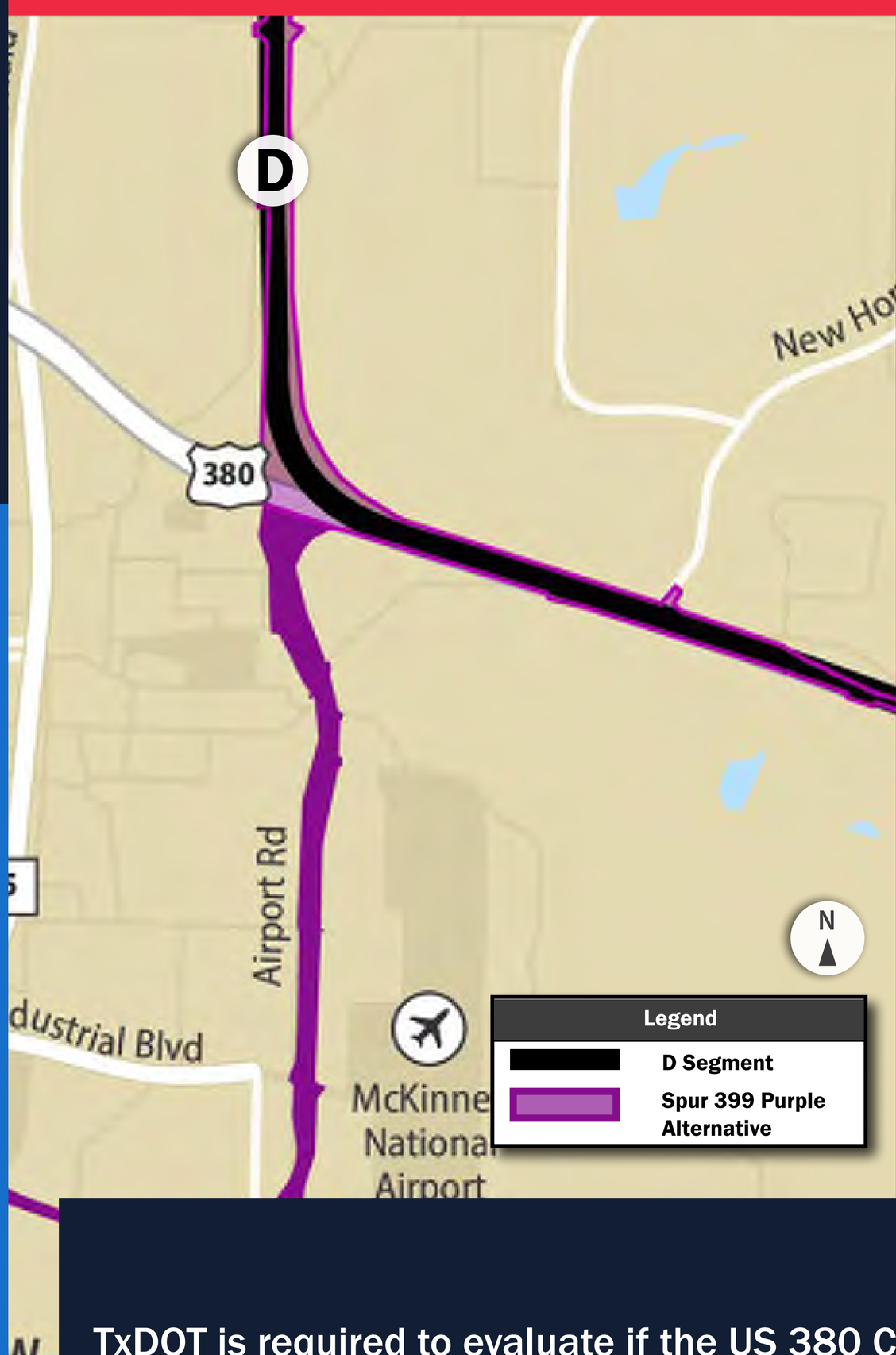


Developments along Segments A and B, have progressed very rapidly in the development process. Some of these projects are future homes and less than a year from beginning construction.

TEXAS DEPARTMENT OF TRANSPORTATION

SPUR 399 EXTENSION CONNECTIONS

Segment D + Spur 399 Purple Alternative



Segment C + Spur 399 Orange Alternative

TxDOT is required to evaluate if the US 380 Coit Road to FM 1827 Project could function on its own as an individual project. Therefore roll plots show the schematic design for only the Coit Road to FM 1827 Project. However, several areas would look different should the Spur 399 Extension Project be constructed and connected to the Coit Road to FM 1827 Project. These connecting projects would improve mobility and connectivity in the DFW region now and in the future.

- ***More land would be needed including for interchanges***
- ***Additional impacts would occur including displacements***

TEXAS DEPARTMENT OF TRANSPORTATION

PROJECT SCHEDULE

2020			2021					2022					2023	
SUMMER 2020	FALL 2020	WINTER 2020	WINTER 2021	SPRING 2021	SUMMER 2021	FALL 2021	WINTER 2021	WINTER 2022	SPRING 2022	SUMMER 2022	FALL 2022	WINTER 2022	WINTER 2023	SPRING 2023

WE ARE HERE

PRE-SCOPING | AGENCY SCOPING | PROJECT NOTICE OF INTENT | PUBLIC SCOPING | ALTERNATIVE SCREENING AND EVALUATION | PUBLIC MEETING Presentation of Reasonable Alternatives | TECHNICAL STUDIES, DEVELOP DRAFT EIS INCLUDING PREFERRED ALTERNATIVE, AGENCY REVIEWS | PUBLIC HEARING Presentation of Preferred Alternative | FINAL EIS/ ROD

DATA COLLECTION, FIELD INVESTIGATIONS, AND SURVEY

SCHEMATIC DEVELOPMENT

SCHEMATIC DEVELOPMENT (PREFERRED ALTERNATIVE)

PUBLIC AND STAKEHOLDER OUTREACH

TEXAS DEPARTMENT OF TRANSPORTATION

WHERE WE'RE HEADING: PROJECT DEVELOPMENT

US 380 FEASIBILITY STUDY COLLIN COUNTY

CORRIDOR IDENTIFIED

Corridor separated into 5 independent projects

★ **COIT ROAD TO FM 1827**

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

1 OF 5 PROJECTS

2 YEARS

ENVIRONMENTAL IMPACT STATEMENT AND DESIGN SCHEMATIC

2 TO 4 YEARS

FINAL DESIGN, CONSTRUCTION PLANS, COST ESTIMATES, AND UTILITIES COORDINATION

3 TO 4 YEARS

PHASED CONSTRUCTION

CONSTRUCTION CANNOT BEGIN UNTIL FULL FUNDING IS SECURED. THIS PROJECT IS CURRENTLY PARTIALLY FUNDED.

WE ARE HERE

PREFERRED ALTERNATIVE FINALIZED/ ROD ISSUED

TEXAS DEPARTMENT OF TRANSPORTATION

VIEW THE ENTIRE MATRIX ON THE PUBLIC MEETING WEBSITE

SEGMENT ANALYSIS MATRIX

US 380 FROM COIT ROAD TO FM 1827

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

- ● EXEMPLARY: Highly Meets Criteria
- ◕ GOOD: Mostly Meets Criteria
- ◑ ADEQUATE OR NEUTRAL: No Change
- ◔ INADEQUATE: Sometimes Meets Criteria
- ○ POOR: Does Not Meet Criteria

*All references to "with Spur 399 Extension connection" refer to impacts that would be caused should the separate Spur 399 Extension project be constructed.

	SCREENING/ EVALUATION CATEGORY	SEGMENT A (MCKINNEY-WEST)	SEGMENT B (PROSPER - FURTHEST WEST)	SEGMENT E (BLOOMDALE) COMMON TO ALL ALTERNATIVES	SEGMENT C (MCKINNEY- FURTHEST EAST)	SEGMENT D (MCKINNEY - EAST)	NO-BUILD ALTERNATIVE	KEY TAKEAWAYS
Purpose & Need	**Manage Congestion - Travel Time** Measured by the projected time in minutes (min) it takes a motorist to drive the section of road from Coit Road to FM 1827 in the year 2050 (TxDOT Design Year). Noted for the morning and evening rush hour and traveling both eastbound and westbound. Derived from Highway Capacity Software using TxDOT approved projections based on the NCTCOG Travel Demand Model, historical roadway volumes, future growth projections, and census data.	● Morning Rush Hour 4.3 min (Eastbound) 5 min (Westbound)	● Morning Rush Hour 3.7 min (Eastbound) 3.9 min (Westbound)	● Morning Rush Hour 5.6 min (Eastbound) 6.3 min (Westbound)	● Morning Rush Hour 4.3 min (Eastbound) 4.3 min (Westbound)	● Morning Rush Hour 3.1 min (Eastbound) 3.2 min (Westbound)	○ Morning Rush Hour 70.9 min (Eastbound) 91.5 min (Westbound)	
		● Evening Rush Hour 4.3 min (Eastbound) 5 min (Westbound)	● Evening Rush Hour 3.8 min (Eastbound) 3.8 min (Westbound)	● Evening Rush Hour 5.7 min (Eastbound) 6.2 min (Westbound)	● Evening Rush Hour 4.5 min (Eastbound) 3.8 min (Westbound)	● Evening Rush Hour 3.2 min (Eastbound) 3.1 min (Westbound)	○ Evening Rush Hour 118.8 min (Eastbound) 108.3 min (Westbound)	
	Manage Congestion - Average Moving Speed Measured by the average projected speed in miles per hour (MPH), it takes a motorist to drive from Coit Road to FM 1827 in the year 2050 (TxDOT Design Year). Noted for the morning and evening rush hour and traveling eastbound and westbound. Derived from Highway Capacity Software using TxDOT approved projections based on the NCTCOG Travel Demand Model, historical roadway volumes, future growth projections, and census data.	● Morning Rush Hour 67.8 MPH (Eastbound) 63 MPH (Westbound)	● Morning Rush Hour 67.7 MPH (Eastbound) 64 MPH (Westbound)	● Morning Rush Hour 64.7 MPH (Eastbound) 59.5 MPH (Westbound)	● Morning Rush Hour 65.8 MPH (Eastbound) 67.7 MPH (Westbound)	● Morning Rush Hour 67.4 MPH (Eastbound) 67.1 MPH (Westbound)	○ Morning Rush Hour 14 MPH (Eastbound) 10 MPH (Westbound)	
		● Evening Rush Hour 67.7 MPH (Eastbound) 63.4 MPH (Westbound)	● Evening Rush Hour 66.8 MPH (Eastbound) 66.2 MPH (Westbound)	● Evening Rush Hour 64.3 MPH (Eastbound) 60.6 MPH (Westbound)	● Evening Rush Hour 63.9 MPH (Eastbound) 67.9 MPH (Westbound)	● Evening Rush Hour 65.8 MPH (Eastbound) 68.0 MPH (Westbound)	○ Evening Rush Hour 10 MPH (Eastbound) 9 MPH (Westbound)	
	Improve East-West Mobility - Level of Service (LOS) 2050 (TxDOT Design Year) LOS using a scale of A to F. Level of Service measures the quality of vehicle traffic service based on performance measures like vehicle speed, density, and congestion. For example, a level of service "F" is a rating assigned to roadways with breakdown flow which means that there are high traffic volumes and limited capacity on the roadway. A level of service "A" is a rating that means free flow conditions with low traffic volumes and greater roadway capacity available. Derived from Highway Capacity Software using TxDOT approved projections based on the NCTCOG Travel Demand Model, historical roadway volumes, future growth projections, and census data.	● Morning Rush Hour LOS B (Eastbound) LOS C (Westbound)	● Morning Rush Hour LOS B (Eastbound) LOS C (Westbound)	● Morning Rush Hour LOS B (Eastbound) LOS C (Westbound)	● Morning Rush Hour LOS B (Eastbound) LOS B (Westbound)	● Morning Rush Hour LOS B (Eastbound) LOS C (Westbound)	○ Morning Rush Hour LOS F (Eastbound) LOS F (Westbound)	
		● Evening Rush Hour LOS B (Eastbound) LOS B (Westbound)	● Evening Rush Hour LOS B (Eastbound) LOS B (Westbound)	● Evening Rush Hour LOS C (Eastbound) LOS B (Westbound)	● Evening Rush Hour LOS B (Eastbound) LOS B (Westbound)	● Evening Rush Hour LOS C (Eastbound) LOS B (Westbound)	○ Morning Rush Hour LOS F (Eastbound) LOS F (Westbound)	
	Improve Safety	All segments would be a freeway generally consisting of eight lanes (four in each direction), and two lanes of continuous access roads running parallel to each side. Traffic will be traveling in one direction which eliminates direct access to the freeway mainlanes from driveways and other roadways. Drivers will only be able to make left turns or U-turns where there are signalized intersections on access roads. Generally safety is not measurably better or worse on any one Build Alternative.					The ability to provide safety improvements along existing US 380 is constrained by existing and proposed development.	
	Meet Purpose & 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.**					**Does not meet the project's Purpose and Need. Would not help manage congestion, improve east-west mobility, or improve safety.**	

TEXAS DEPARTMENT OF TRANSPORTATION

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US 380 FROM COIT ROAD TO FM 1827

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	SCREENING/ EVALUATION CATEGORY	SEGMENT A (MCKINNEY-WEST)	SEGMENT B (PROSPER - FURTHEST WEST)	SEGMENT E (BLOOMDALE) COMMON TO ALL ALTERNATIVES	SEGMENT C (MCKINNEY- FURTHEST EAST)	SEGMENT D (MCKINNEY - EAST)	NO-BUILD ALTERNATIVE	KEY TAKEAWAYS
Engineering	Total Segment Length along Centerline (miles)	5.5 miles	4.5 miles	5.6 miles	4.7 miles	4.9 miles	0 miles	
Engineering	Total Bridge Length (miles)	3.31 miles	4.91 miles	12.38 miles	7.23 miles	14.69 miles	0 miles	Bridge sections include mainlanes, frontage roads, ramps, direct connectors, cross streets, and turnarounds.
Engineering	Number of New Grade-Separated Interchanges	6 new interchanges	5 new interchanges	9 new interchanges	*without Spur 399 Ext. connection* 4 new interchanges *with Spur 399 Ext. connection* 5 new interchanges	*without Spur 399 Ext. connection* 2 new interchanges *with Spur 399 Ext. connection* 4 new interchanges	No new grade-separated interchanges	Interchange design is coordinated with local governments.
Engineering	Number of Major Utility Conflicts and Construction Delays Estimated Cost to Relocate and Accommodate Utilities in Millions (M)	7 major utility conflicts 48" NTMWD Waterline 30"-66" McKinney Waterline 36" McKinney Waterlines (3) 72" Irving Waterline McKinney University Pump Station water distribution lines Cost for relocating major and minor utilities is estimated to be $61M **Cost potentially greater as this does not include the cost for the pump station water lines*	2 major utility conflicts 48" NTMWD Waterline 72" Irving Waterline Cost for relocating major and minor utilities is estimated to be $25.2M	6 major utility conflicts 36" McKinney Waterlines (2) 36" McKinney Wastewater lines (2) Transmission Line (2) Cost for relocating major and minor utilities is estimated to be $23.1M	2 major utility conflicts 72" Irving Waterline 84" NTMWD Waterline (under construction) Cost for relocating major and minor utilities is estimated to be $35.6M	6 major utility conflicts 72" Irving Waterline 84" NTMWD Waterline (under construction) 48" Melissa Wastewater line 72" NTMWD Waterline 48" NTMWD Wastewater line 36" McKinney Waterline Cost for relocating major and minor utilities is estimated to be $87.5M	No major utility conflicts No cost to relocate any utilities	Major utility conflicts include existing transmission lines and power, electric, water, and wastewater utilities that are 36" or larger in diameter. At least two years of design and construction would be required for all Build Alternatives prior to taking existing utilities out of service.

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Displacements and Right-of-Way Requirements	Residential Displacements	2 residential displacements	5 residential displacements	13 residential displacements	*without Spur 399 Ext. connection* 16 residential displacements *with Spur 399 Ext. connection* 18 residential displacements	*without Spur 399 Ext. connection* 12 residential displacements *with Spur 399 Ext. connection* 12 residential displacements	No displacements	The location of displacements can be found on the schematic roll plot and interactive map.
	Business Displacements	17 business displacements	0 business displacements	0 business displacements	*without Spur 399 Ext. connection* 34 business displacements *with Spur 399 Ext. connection* 35 business displacements	*without Spur 399 Ext. connection* 38 business displacements *with Spur 399 Ext. connection* 43 business displacements	No displacements	The location of displacements can be found on the schematic roll plot and interactive map. The business types displaced by all Build Alternatives aren't unique to the area as there are other areas where they could re-establish.
	Other Displacements (includes barns, sheds, and outbuildings)	12 other displacements	7 other displacements	37 other displacements	*without Spur 399 Ext. connection* 39 other displacements *with Spur 399 Ext. Connection* 42 displacements	*without Spur 399 Ext. connection* 32 other displacements *with Spur 399 Ext. connection* 32 other displacements	No displacements	The location of displacements can be found on the schematic roll plot and interactive map.
	Amount of New Right-of-Way (ROW) Required (acres) Estimated ROW Cost in Millions (M)	179.8 acres $177.8M	191.1 acres $136.8M	272.61 acres $83.3M	*without Spur 399 Ext. connection* 209.6 acres $168.3M *with Spur 399 Ext. connection* 221.7 acres	*without Spur 399 Ext. connection* 228 acres $158.5M *with Spur 399 Ext. connection* 238.8 acres	No new ROW required No cost to acquire ROW	
Land Use and Development Impacts	Land Use	Mix of land uses including single and multi-family residential, commercial, and open space with many developing parcels. Areas not currently planned for development would most likely change to uses matching those currently planned as infill occurs.		This area is dominated by existing and planned residential land uses (primarily single-family), The City of McKinney has acquired additional land west of Erwin Park both north and south of Bloomdale for future recreational use. The area west of the proposed US 380/US 75 interchange is planned for mixed-use development. East of US 75, the area is dominated by floodplains that would limit development along the freeway.	Land use may change from the rural residential and agricultural uses currently present to more dense land uses in areas not restricted by floodplains. More potential for development than Segment D because the area does not have as many acres of floodplains and floodways. Redevelopment may occur adjacent to the proposed interchange connecting to existing US 380.	Land use may change from the rural residential and agricultural uses currently present to more dense land uses in areas not restricted by floodplains. Less development potential than Segment C because the area is consumed with floodplains and floodways Redevelopment may occur adjacent to the proposed interchange connecting to existing US 380.	Since there would be no improvements, there would not be a change in land use due to the project.	
	Considerable Future Development Impacts and Planning and Zoning Commission Status (As identified through City of McKinney, Town of Prosper, and Collin County coordination)	The Chase at Wilson Creek - Billingsley Multifamily (Preliminary Plat), potentially 204 residential displacements, planned for construction start in the Fall/Winter of 2022 Billingsley Residential (Preliminary Plat), potentially 163 residential displacements Shops at Walnut Grove (Preliminary Plat), number of units TBD	Billingsley Residential (Preliminary Plat), potentially 201 residential displacements Wandering Creek Residential (Preliminary Plat), potentially 8 residential displacements Ladera Residential Phase 1 (Approved Site Plan), potentially 111 residential displacements	Painted Tree Residential (Preliminary Plat) Erwin Farms Residential (Preliminary Plat), potentially 50 residential displacements Timber Creek Phases 7 & 8 (Site Plan Review)	According to the City of McKinney's Future Land Use Plan, this area has potential to be a location for future residential development.	No considerable future development impact.	No affect on future land use changes or proposed developments away from the existing US 380 corridor. However, areas of vacant land along existing US 380 would continue to develop and generate additional traffic, contributing to increased congestion and delay and continue to negatively affect mobility along US 380. Reduced mobility and increased congestion into the future could deter future development within McKinney and adjacent areas.	Due to the considerable and fast paced growth in the area, TxDOT is tracking future developments including future homes and businesses. This is an important consideration because even if those homes and businesses are not there today, it is very possible they will be when TxDOT would construct the project. TxDOT is working with local governments to gather information on developments currently going through the planning/permit process that would be potentially impacted by the project. Lists of future developments provided here are not comprehensive. See development maps on our presentation, exhibits, and interactive map. TxDOT will continue to work with developers and local governments to minimize development impacts.

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Environment and Natural Resources	Total Acres of Jurisdictional Wetlands Total Linear Feet of Rivers/Streams Total Acres of Forests and Prairies/Grasslands	1.8 total acres of jurisdictional wetlands 4,665 total linear feet of rivers/streams 67 total acres of forest/ 41 total acres of prairies and grasslands Would not require an Individual Standard Section 404 Permit (IP)	0.7 total acres of jurisdictional wetlands 1,852 total linear feet of rivers/streams 35 total acres of forest/67 total acres of prairies and grasslands Would not require an IP	0.9 total acres of jurisdictional wetlands 2,187 total linear feet of rivers/streams 62 total acres of forest/47 total acres of prairies and grasslands Would not require an IP	0.2 total acres of jurisdictional wetlands 1,008 total linear feet of rivers/streams 100 total acres of forest/86 total acres of prairies and grasslands Would not require an IP	0.4 total acres of jurisdictional wetlands 1,140 total linear feet of rivers/streams 58 total acres of forest/20 total acres of prairies and grasslands Would not require an IP	No impact	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.
	Water Features, Section 303(d) Waters, Floodplains (100-year) and Floodways within Proposed Right-of-Way (ROW) in acres	20 acres of floodplain 6 acres of regulatory floodway	25 acres of floodplain 1 acre of regulatory floodway	110 acres of floodplain 29 acres of regulatory floodway	*without Spur 399 Ext. connection* 36 acres of floodplain 32 acres of regulatory floodway *with Spur 399 Ext. connection* 45 acres of floodplain 58 acres of regulatory floodway	*without Spur 399 Ext. connection* 132 acres of floodplain 106 acres of regulatory floodway *with Spur 399 Ext. connection* 138 acres of floodplain 107 acres of regulatory floodway	No impact	2 Impaired Waters for all alternatives (Wilson Creek and East Fork Trinity River above Lake Lavon) Mitigation to be determined. Sections of the roadway constructed on bridges would result in fewer acres of impacts to floodplains and floodways.
	Protected Species and their Potential Habitats Potential protected species in the study area include the Alligator Snapping Turtle, 3 Mussels, Monarch butterfly (candidate species), bats species (Species of Greatest Conservation Need or SGCN), 2 bird species (Black Rail and Whooping Crane)	Potential stop-over habitats along Wilson Creek Tributary east of Tucker Hill (Black Rail and Whooping Crane habitat) 6 perennial stream crossings (potential Mussel and Alligator Snapping Turtle habitat) 11 crossings of wooded habitats (potential SGCN bat species habitat) Grasslands and pastures would be potential habitats for the Monarch butterfly	10 perennial stream crossings (potential Mussel and Alligator Snapping Turtle habitat) 12 crossings of wooded habitats (potential SGCN bat species habitat) Grasslands and pastures would be potential habitats for the Monarch butterfly	Potential stop-over habitats along Honey Creek (Black Rail and Whooping Crane habitat) Tributaries near Collin County Courthouse and Campus (potential Mussel and Alligator Snapping Turtle habitat) 7 perennial stream crossings (potential Mussel and Alligator Snapping Turtle habitat) 15 crossings of wooded habitats (potential SGCN bat species habitat) Grasslands and pastures would be potential habitats for the Monarch butterfly	*without Spur 399 Ext. connection* 1 perennial stream crossing (potential Mussel and Alligator Snapping Turtle habitat) 6 crossings of wooded habitats (potential SGCN bat species habitat) Potential stop-over habitats along East Fork of Trinity River at gore between Segments C & D (Black Rail and Whooping Crane habitat) Tributaries near Collin County Campus (potential Mussel and Alligator Snapping Turtle habitat) Grasslands and pastures would be potential habitats for the Monarch butterfly *with Spur 399 Ext. connection* 2 perennial stream crossings (potential Mussel and Alligator Snapping Turtle habitat) 7 crossings of wooded habitats (potential SGCN bat species habitat) Potential stop-over habitats along East Fork of Trinity River at gore between C & D (Black Rail and Whooping Crane habitat) Grasslands and pastures would be potential habitats for the Monarch butterfly	*without Spur 399 Ext. connection* 3 perennial stream crossings (potential Mussel and Alligator Snapping Turtle habitat) 4 crossings of wooded habitats (potential SGCN bat species habitat) Potential stop-over habitats along East Fork of Trinity River at gore between C & D Grasslands and pastures would be potential habitats for the Monarch butterfly *with Spur 399 Ext. connection* 4 perennial stream crossings (potential Mussel and Alligator Snapping Turtle habitat) 5 crossings of wooded habitats (potential SGCN bat species habitat) Potential stop-over habitats along East Fork of Trinity River at gore between C & D (Black Rail and Whooping Crane habitat) Grasslands and pastures would be potential habitats for the Monarch butterfly	No impact	Coordination is ongoing with the Texas Parks & Wildlife Department to obtain concurrence on the type of effect the project may have on habitats in the study area and on their use by federal and state-protected species including freshwater mussels, migratory birds, and other resident wildlife. Mitigation to minimize impacts will be considered.

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Environment and Natural Resources - Continued	Hazardous Materials	11 sites (7 low risk, 2 moderate risk, 2 high risk) Potential high risk sites are Bomac (current Valvoline Oil Change Facility) and the closed Country Boy Store	0 sites with potential to affect the project	6 sites (4 low risk, 2 moderate risk)	*without Spur 399 Ext. connection* 9 sites (4 low risk, 5 moderate risk) *with Spur 399 Ext. connection* 11 sites (5 low risk , 6 moderate risk) *with Spur 399 Ext. connection* 9 sites (4 low risk, 5 moderate risk)	*without Spur 399 Ext. connection* 5 sites (3 low risk, 2 moderate risk) *with Spur 399 Ext. connection* 9 sites (5 low risk, 3 moderate risk, 1 high risk) *with Spur 399 Ext. connection* 7 sites (3 low risk, 3 moderate risk, 1 high risk) High risk site - Lattimore Materials	No impact	Sites of potential high risk are located along the existing US 380 corridor.
	Farmland Impacts	44.3 acres Prime Farmland 14.9 acres Statewide Important Farmland	46.3 acres Prime Farmland 2 acres Statewide Important Farmland	174.9 acres Prime Farmland 25 acres Statewide Important Farmland	*With and Without Spur 399 Ext. connection* 56.6 acres Prime Farmland No Statewide Important Farmland	*With and Without Spur 399 Ext. connection* 61.9 acres Prime Farmland No Statewide Important Farmland	No impact	Prime Farmland is land that has the best combination of physical and chemical characteristics for producing food. Statewide Important Farmland is identified as such by the state or local agency. Mitigation would not be required.
Community Impacts and Cultural Resources	Community Facilities Affected or Separated from Neighborhoods	None of the proposed segments directly impact any community facilities including parks, places of worship, community centers, or other neighborhood services and facilities. None of the segments would bisect neighborhoods not already separated by existing roadways. All segments are adjacent to facilities and may create a sense of a barrier or separation between neighborhoods.					As growth continues, increasing traffic congestion and delay along existing US 380 may contribute to increased travel times for emergency responders and add time to school bus routes. Congestion and delay may also interfere with the public gaining access to community facilities located along or primarily accessed from existing US 380.	
	Disproportionate Impacts to Environmental Justice (EJ), Low-Income, and Minority Communities Source for data is the 2015-2019 American Community Census 5-YR Estimates	Segments A, B, C, and E do not intersect low-income or minority block groups nor are there any displacements located in minority block group. Segment D with the Spur 399 Ext. connection would separate historic minority neighborhoods from parks.					Increasing traffic volumes along existing US 380 would contribute traffic noise, localized air emissions, and congestion affecting access to low-income and minority neighborhoods adjacent to US 380.	
	Visual and Aesthetic Impacts	Construction of all segments would change the existing visual environment caused by new location roadways, new grade-separated interchanges, new safety streetlighting, and signage. Grade separated interchanges align a junction of two or more roadways at different heights (grades) so that they will not disrupt the traffic flow when they cross each other. Grade separated interchanges generally consist of a combination of roads and bridges (overpasses or flyovers).					No impact	
	Archeological Sites, Cemeteries, and Historic Properties	No direct effect on recommended National Register of Historic Place (NRHP) eligible resources	No direct effect on recommended NRHP-eligible resources	No direct effect on recommended NRHP-eligible resources	An intensive survey is underway to identify the NRHP-eligibility of a property on Dave Brown Road in the proposed ROW of the interchange between Segment C and existing US 380.	NRHP-eligible Dallas Garland Northeastern (DGNO) railroad truss bridge is located on the edge of the proposed right-of-way (ROW)	No impact	There are no cemeteries in the proposed ROW for any of the segments. The results of archeological surveys will be evaluated after the Public Meeting and incorporated in the Draft EIS (DEIS) for disclosure at the Public Hearing.

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Community Impacts and Cultural Resources - Continued	Protected Lands/Parks (Section 4(f), Section 6(f), Chapter 26 properties)	No Section 4(f), Section 6(f), or Chapter 26 properties would be impacted.	No Section 4(f), Section 6(f), or Chapter 26 properties would be impacted.	No Section 4(f), Section 6(f), or Chapter 26 properties would be impacted.	*without Spur 399 Ext. connection* An intensive survey is underway to identify the NRHP-eligibility of a property on Dave Brown Road in the proposed ROW of the interchange between Segment C and existing US 380. It is possible it could result in a "use" under Section 4(f) (historic site). No other Section 4(f), Section 6(f) or Chapter 26 properties would be impacted. *with Spur 399 Ext. connection* An intensive survey is underway to identify the NRHP-eligibility of a property on Dave Brown Road in the proposed ROW of the interchange between Segment C and existing US 380. It is possible it could result in a "use" under Section 4(f) (historic site) No other Section 4(f), Section 6(f) or Chapter 26 properties would be impacted. ROW may be needed from McKinney Future Parkland (de minimis Section 4(f))	*without Spur 399 Ext. connection* No Section 4(f), Section 6(f), or Chapter 26 properties would be impacted. *with Spur 399 Ext. connection* ROW may be needed from McKinney Future Parkland (de minimis Section 4(f); no other Section 4(f), Section 6(f), or Chapter 26 properties would be impacted.	No impact	See glossary for definitions of Section 4(f), Section 6(f), and Chapter 26. All segments avoid Erwin Park.
Air Quality and Traffic Noise	Air Quality	Regardless of the 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.					Localized air emissions would increase due to the increase in traffic volumes and congestion contributing to slower travel speeds and longer idling times at signalized intersections. Although these effects would be localized, overall, 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.	Air quality is a measure of how clean or polluted the air is in the project vicinity. Any impacts would likely be similar since the EPA designated Collin County as marginal non-attainment for the 2015 ozone National Ambient Air Quality Standard (NAAQS). The proposed project is also forecasted to carry more than 140,000 vehicles per day in 2045, the threshold triggering detailed air quality analyses. TxDOT will evaluate how the project impacts air quality after the Public Meeting and provide results at the Public Hearing. Studies will be conducted to determine if the project is compliant with regional and federal air quality standards. Studies will consider fuel types and usage, new vehicle technologies, vehicle idling and traffic congestion, and air emissions during construction.
	Traffic Noise	To be determined					Increases in traffic volumes, including the use of the corridor by heavy trucks, would contribute to increased traffic noise. Numerous receptors, including residences, daycares, medical facilities, and schools, along existing US 380 would experience increased noise levels. Modeling will be conducted to determine how many receptors are affected and if the construction of barriers would reduce noise impacts.	Traffic Noise Analysis will be conducted after TxDOT assesses public input from this meeting for any feasible changes that can be made to the schematic design. Existing sound level measurements will be collected at noise sensitive areas adjacent to the segments. Noise modeling software will also predict what noise would be expected in 2050. Noise abatement measures are evaluated if traffic noise impacts are identified. Results will be presented at the Public Hearing. TxDOT has already included below grade roadway designs, which are generally considered to help with mitigating noise impacts to nearby neighborhoods.

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Induced Growth Cumulative Effects	Induced Growth	To be determined					To be determined	Induced growth involves identifying what likely land use changes and development could occur in the study area as a result of the improved mobility and connectivity the proposed project would provide. Typically, induced development could be the development of gas stations, truck stops, and hotels in the vicinity of the new roadway. Induced growth or development can have both positive and negative effects – it can be a positive for tax base and employment growth but negative for things like impacts to traffic noise and natural resources.
	Cumulative Effects	To be determined					To be determined	How the environment in the study area could be affected by the US 380 project, together with other current and future reasonably foreseeable local and regional projects and other non-roadway projects, will be assessed. Some projects could include the following: all other US 380 segments in Collin County, Spur 399 Ext., US 380 Denton County, Collin County Outer Loop, and all proposed developments in the study area as they will be traffic generators and have impacts of their own.
Cost	Estimated Right-of-Way Cost + Estimated Cost to Relocate and Accommodate Utilities + Estimated Design and Construction Cost = Estimated Total Project Cost M=Million	$177.8M + $61.0M + $449.7M = $688.5M Estimated Total	$136.8M + $25.2M + $427.7M = $589.7M Estimated Total	$83.3M + $23.1M + $704.9M = $811.3M Estimated Total	$168.3M + $35.6M + $491.5M = $695.4M Estimated Total	$158.5M + $87.5M + $606.4M = $852.4M Estimated Total	Although no money would be spent to build or improve a road, long-term costs would occur due to maintenance of the existing roadway system, increased congestion and safety considerations as traffic increases, and travel times and delay increases as traffic continues to grow in the study area.	
Stakeholder, Agency, and Public Input	City of McKinney		Support	Support a freeway alignment generally between future Ridge Road and Community Avenue				Opposes Segment F (freeway constructed along the existing US 380)
	Town of New Hope							Supports locating proposed expansion north of the Town of New Hope
	Town of Prosper	Supports US 380 being a Controlled Access Highway along its current alignment within the Town limits.	Oppose					
	Collin County			Supports alignment along CR 164 and Bloomdale Rd between future Ridge Rd and Community Ave with possible adjustments of up to 300 ft each side.				
	Texas Parks and Wildlife Department				Discourages Segments C & D and supports use of existing roadways.	Discourages Segments C & D and supports use of existing roadways.		
	Public							To be determined after Public Meeting

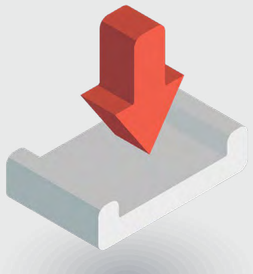
Information shown is only for positions provided by local governments and agencies in the study area. Since the schematic for the alternatives are only now being made available, the public, local governments, and agencies will require time to review information before providing official positions or resolutions.

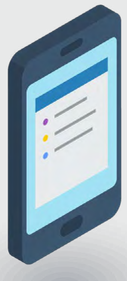
TEXAS DEPARTMENT OF TRANSPORTATION

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 75150	(833) 933-0440





PROJECT CONTACT:

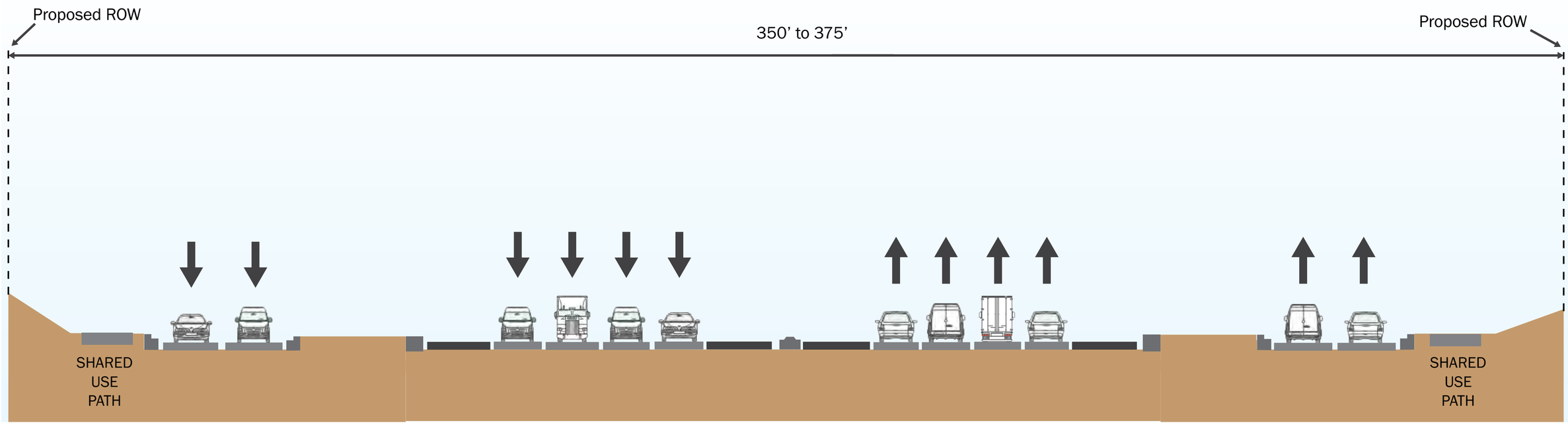
Stephen Endres, P.E.
TxDOT Project Manager

Email:
Stephen.Endres@txdot.gov

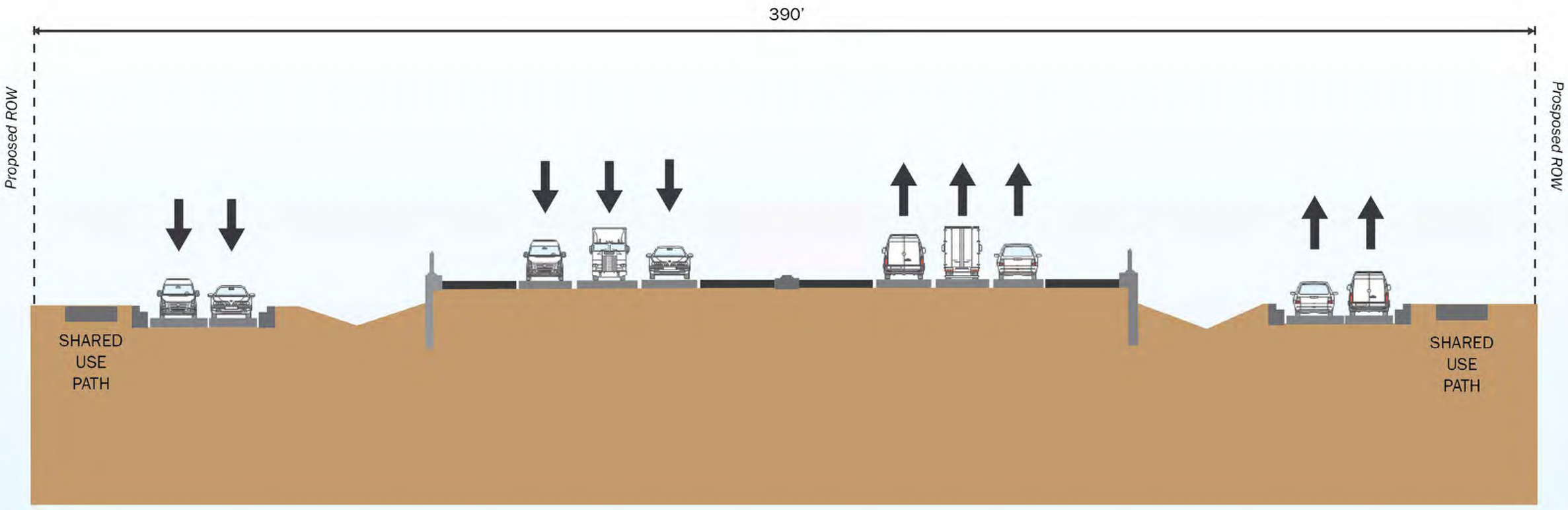
Phone:
(214) 320-4469

TEXAS DEPARTMENT OF TRANSPORTATION

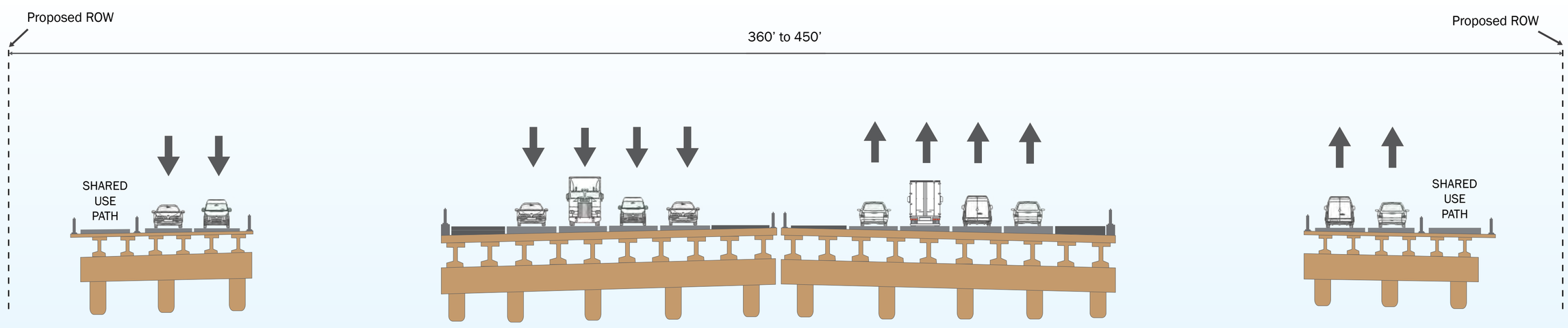
8-LANE TYPICAL SECTION



6-LANE TYPICAL SECTION



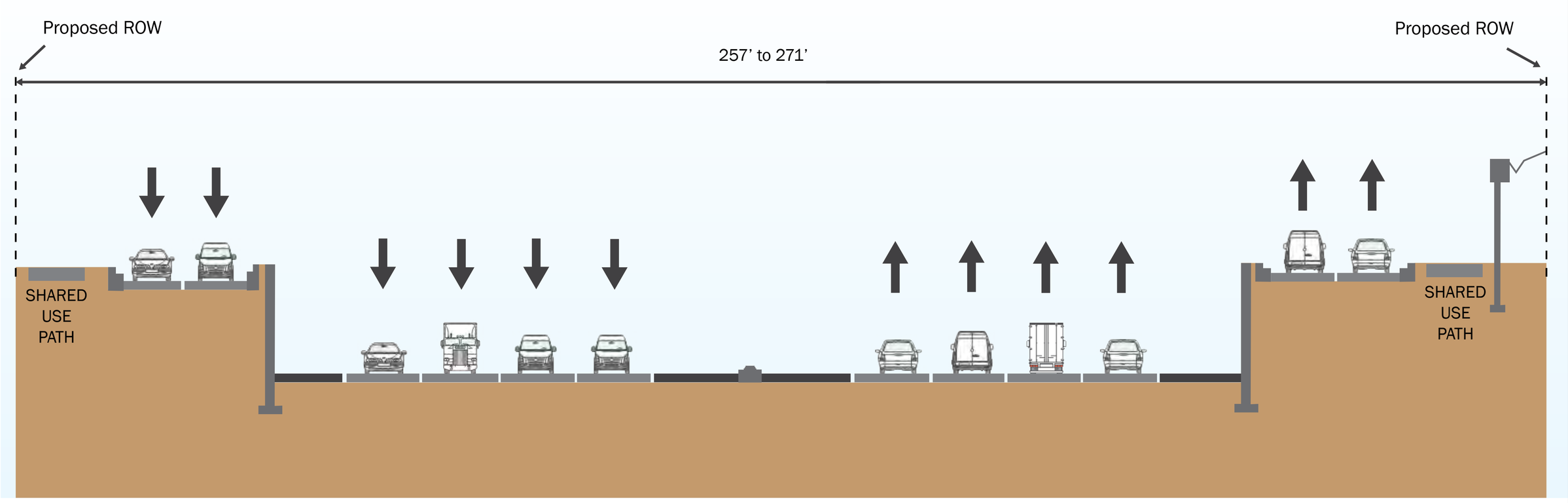
BRIDGE TYPICAL SECTION



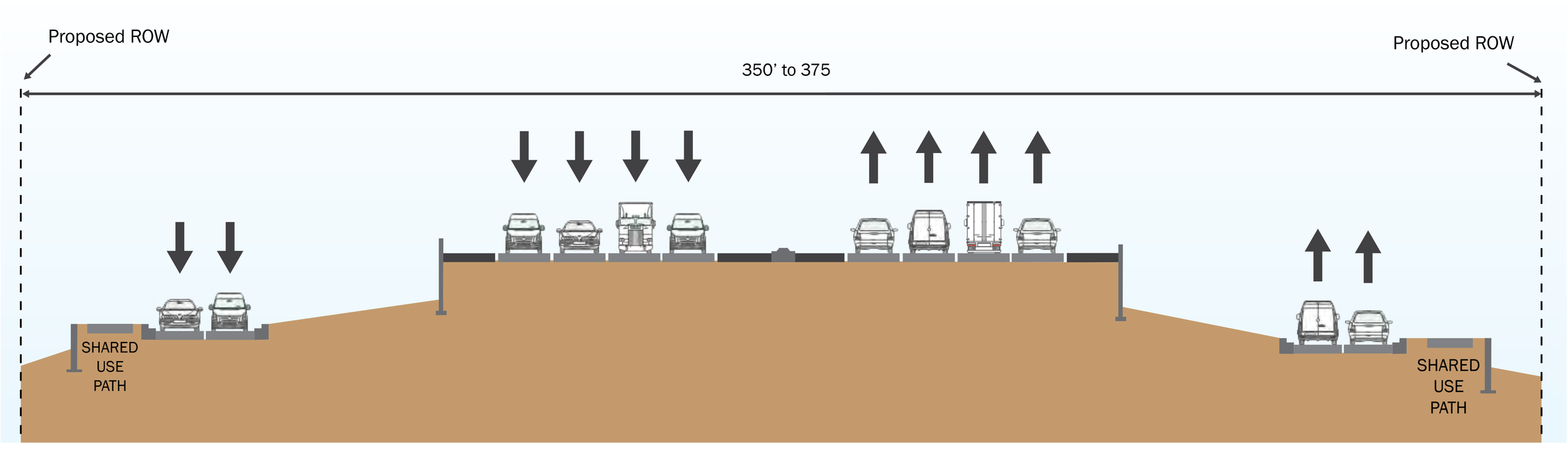
*RIGHT-OF-WAY (ROW) WIDTHS MAY VARY IN SOME LOCATIONS AND IS SUBJECT TO CHANGE.

TEXAS DEPARTMENT OF TRANSPORTATION

BELOW GRADE MAINLANES TYPICAL SECTION



BELOW GRADE FRONTAGE ROADS TYPICAL SECTION



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TEXAS DEPARTMENT OF TRANSPORTATION

SEGMENT E & US 75 INTERCHANGE

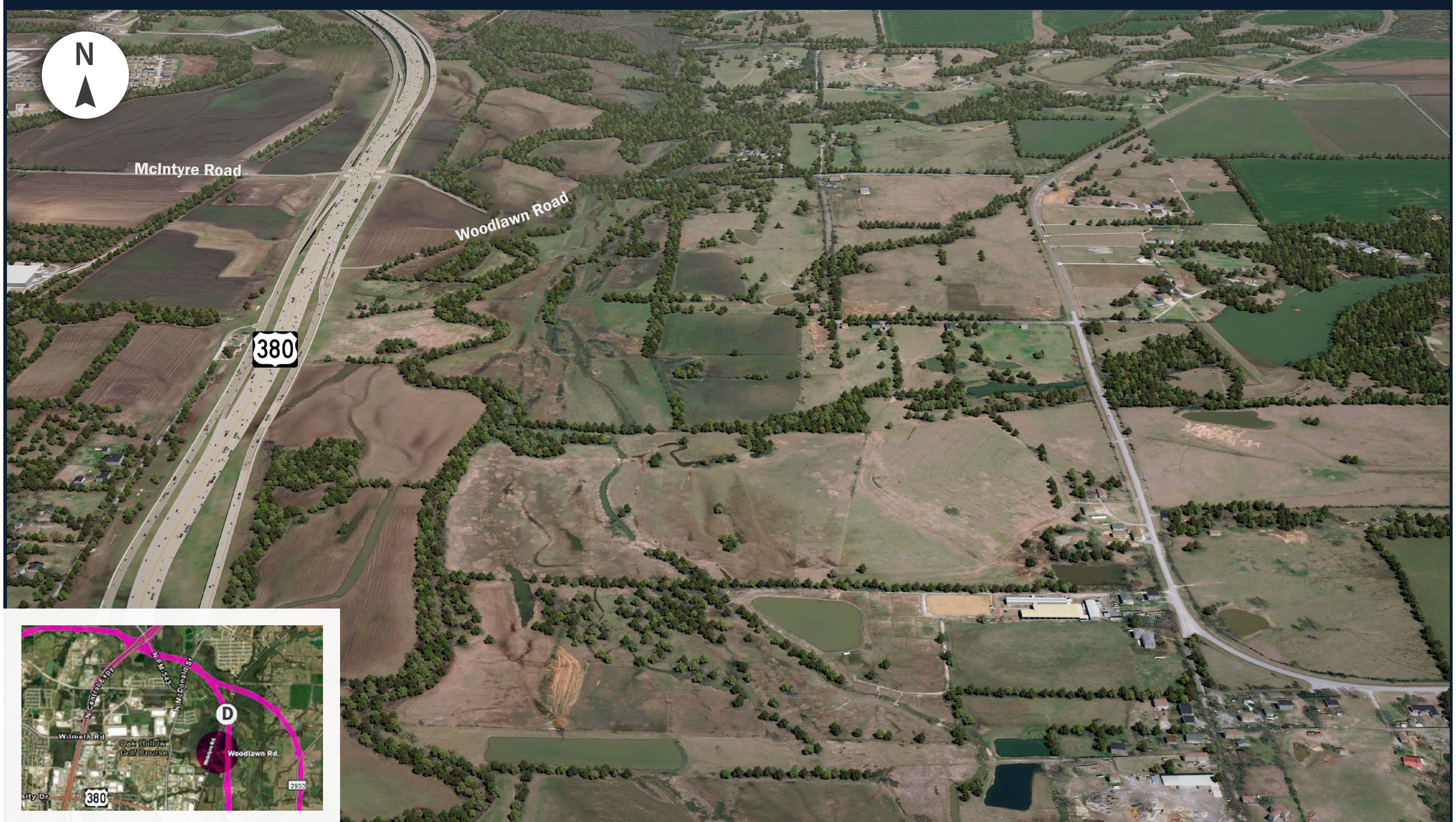
SEGMENT E NEAR HEATHERWOOD

THESE ILLUSTRATIVE RENDERINGS ARE CONCEPTUAL AND SUBJECT TO CHANGE.

TEXAS DEPARTMENT OF TRANSPORTATION

SEGMENT C

SEGMENT D

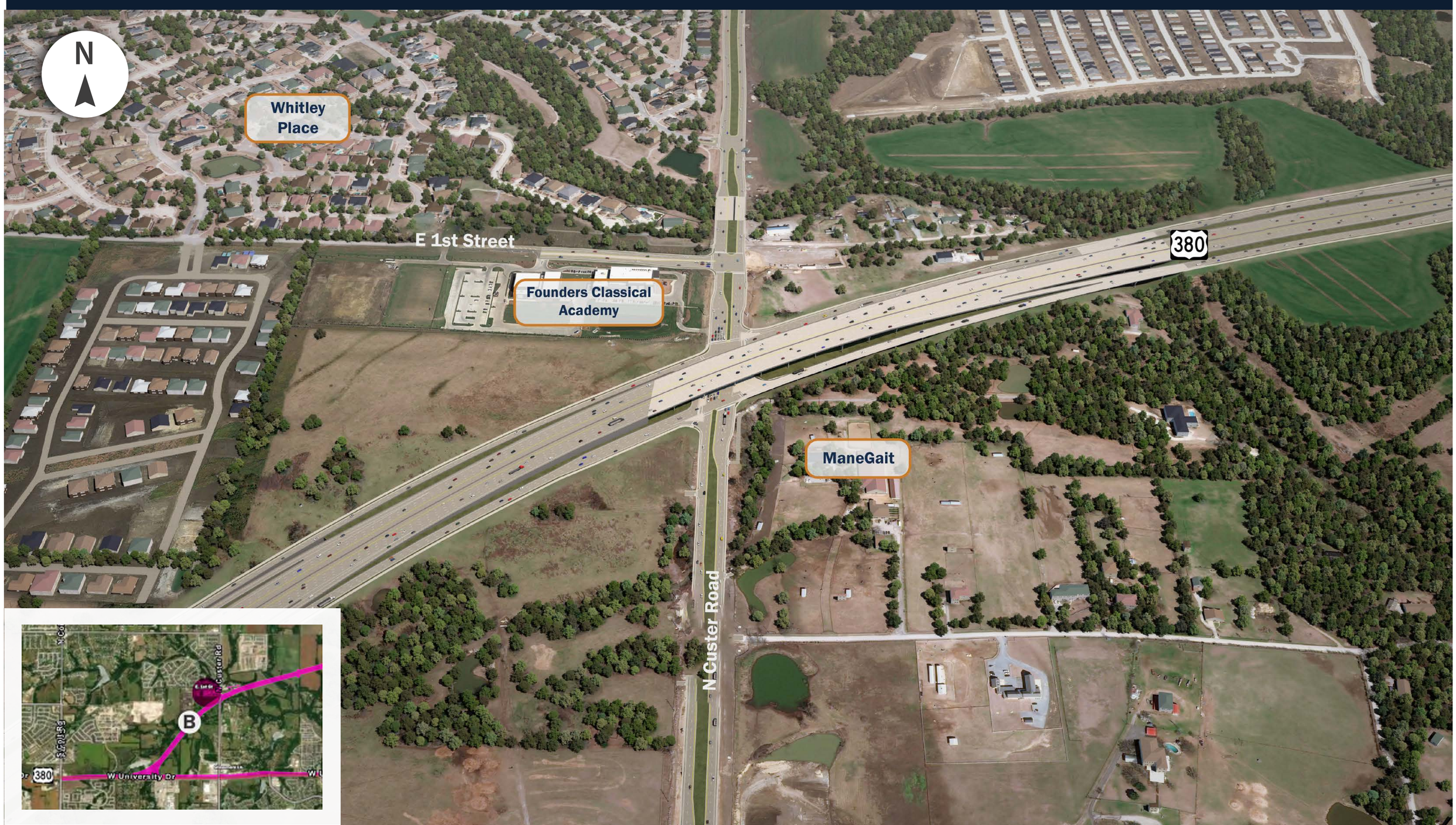


THESE ILLUSTRATIVE RENDERINGS ARE CONCEPTUAL AND SUBJECT TO CHANGE.

TEXAS DEPARTMENT OF TRANSPORTATION

SEGMENT A NEAR TUCKER HILL & STONEBRIDGE RANCH

SEGMENT B & CUSTER ROAD



THESE ILLUSTRATIVE RENDERINGS ARE CONCEPTUAL AND SUBJECT TO CHANGE.

THANK YOU!

FOR TAKING THE TIME TO LEARN MORE ABOUT US 380 IMPROVEMENTS FROM COIT ROAD TO FM 1827.
YOUR INPUT WILL HELP SHAPE THE FUTURE OF THE PROJECT.

TxDOT WILL PRESENT THE PREFERRED ALTERNATIVE AT A PUBLIC HEARING.

RIGHT-OF-WAY (ROW) INFORMATION

Each alternative being studied will require new ROW and relocations and displacements will result.

Information about the process for state purchase of ROW and relocation assistance is available at the ROW table (in-person meeting) and at keepitmovingdallas.com/US380EISPublicMeeting

HAVE QUESTIONS, NEED ASSISTANCE?

For general comments about the presentation or project, please contact TxDOT project manager, Stephen Endres, P.E. at

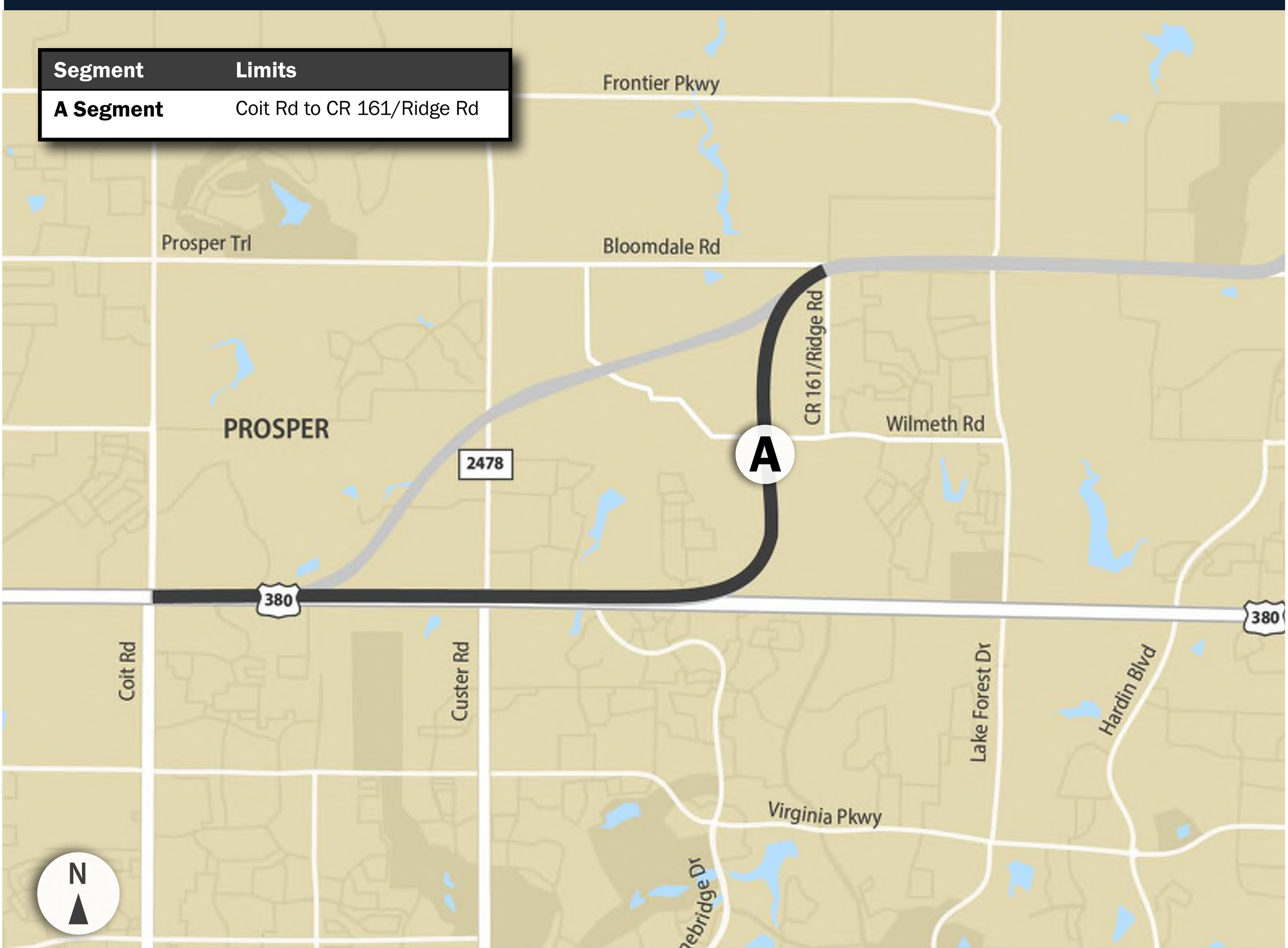
Phone: (214) 320-4469 | Email: Stephen.Endres@txdot.gov

TEXAS DEPARTMENT OF TRANSPORTATION

SEGMENT A

FROM COIT ROAD TO CR 161/RIDGE ROAD

Segment	Limits
A Segment	Coit Rd to CR 161/Ridge Rd

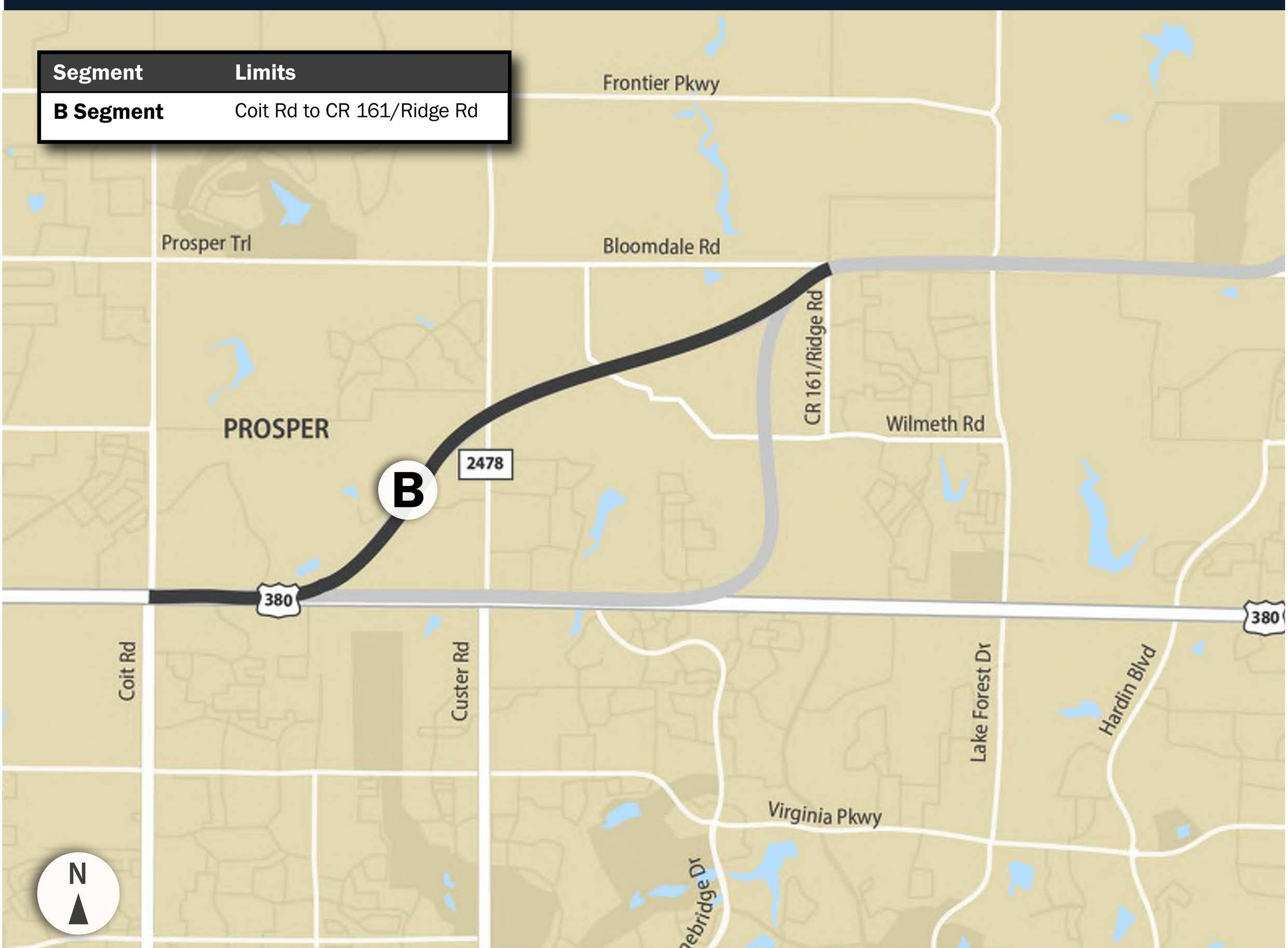


TEXAS DEPARTMENT OF TRANSPORTATION

SEGMENT B

FROM COIT ROAD TO CR 161/RIDGE ROAD

Segment	Limits
B Segment	Coit Rd to CR 161/Ridge Rd



TEXAS DEPARTMENT OF TRANSPORTATION

SEGMENT E

FROM CR 161/RIDGE ROAD TO SH 5

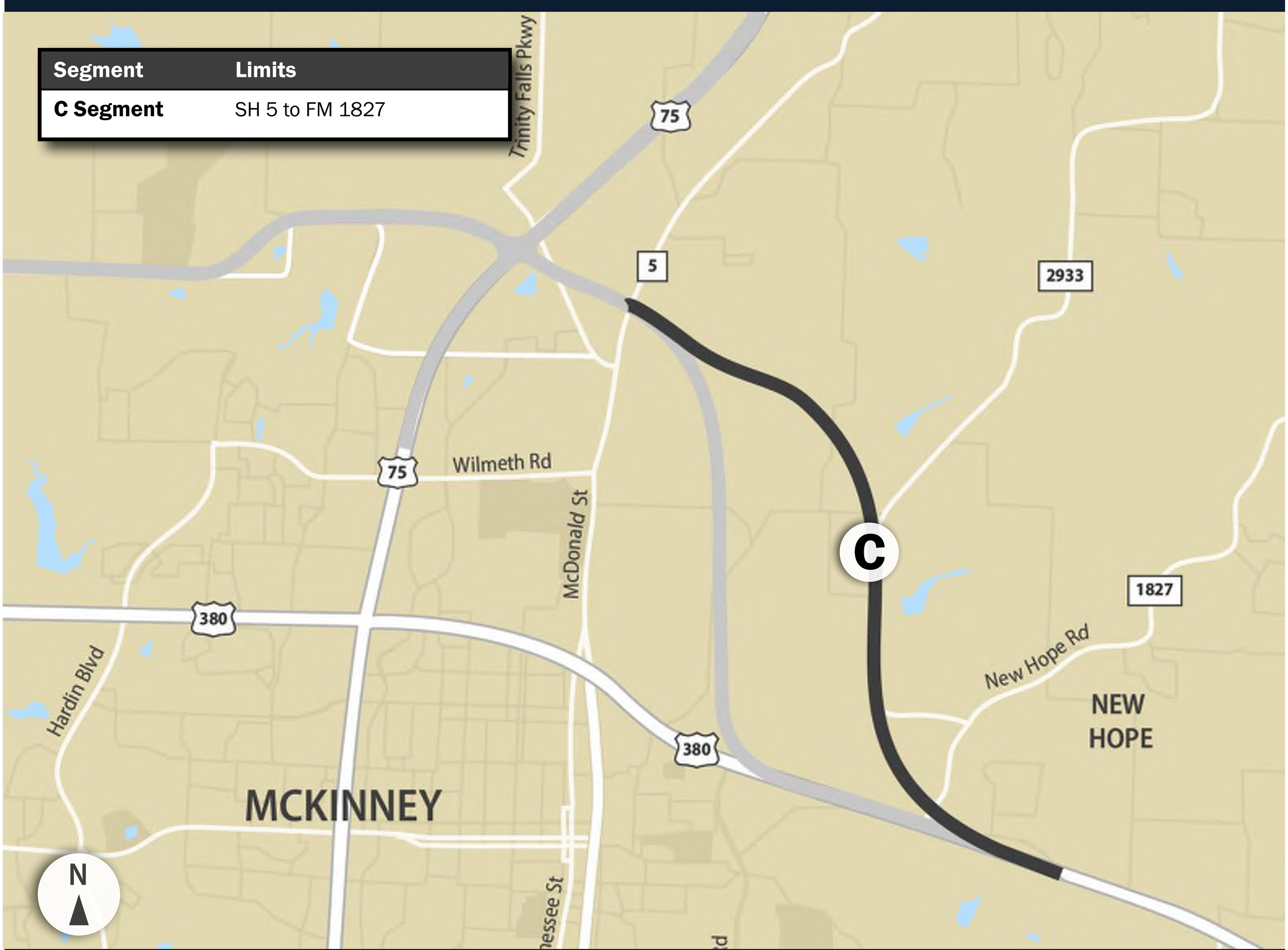
Segment	Limits
E Segment	CR 161/Ridge Road to SH 5

TEXAS DEPARTMENT OF TRANSPORTATION

SEGMENT C

FROM SH 5 TO FM 1827

Segment	Limits
C Segment	SH 5 to FM 1827

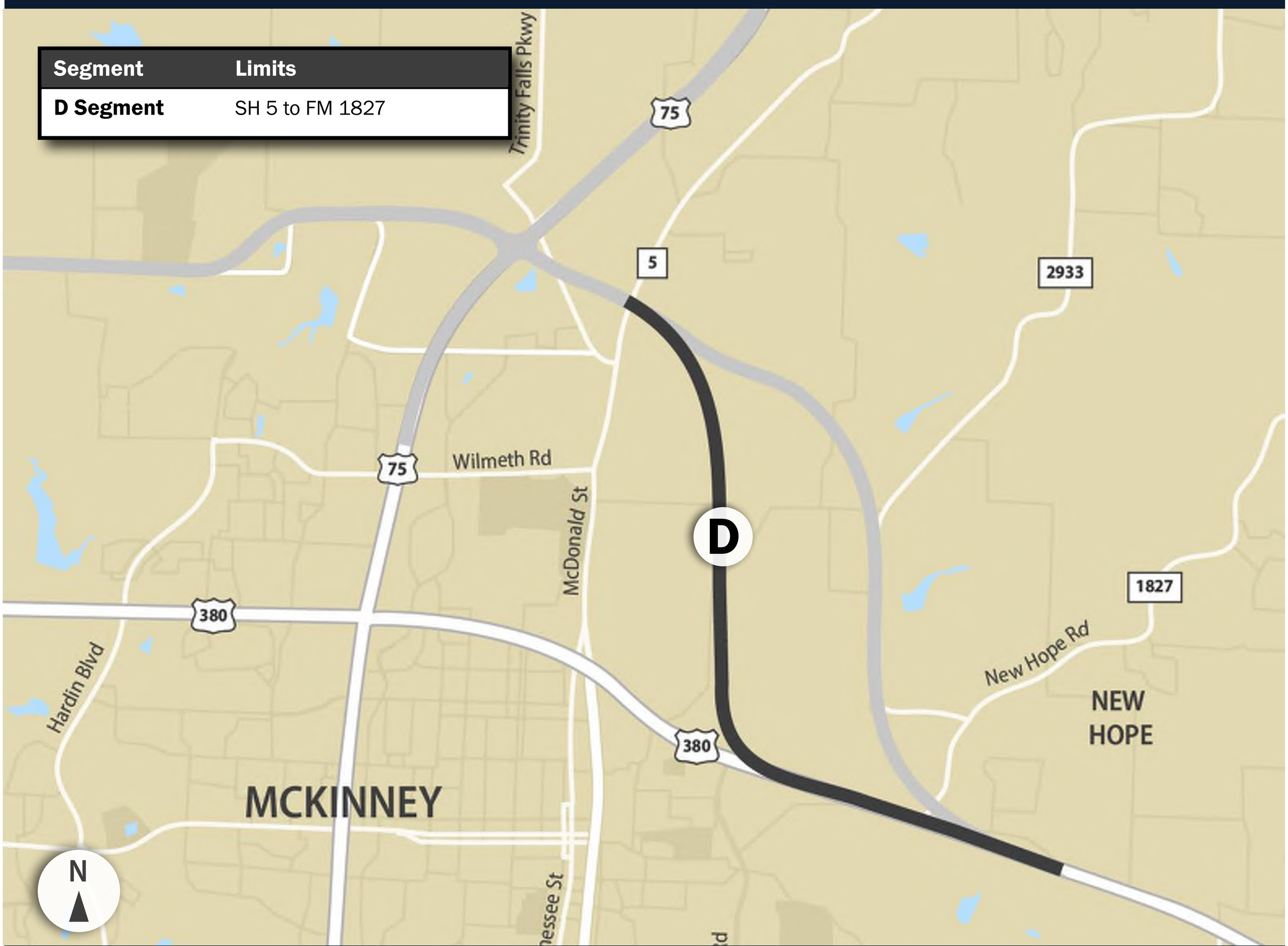


TEXAS DEPARTMENT OF TRANSPORTATION

SEGMENT D

FROM SH 5 TO FM 1827

Segment	Limits
D Segment	SH 5 to FM 1827



TEXAS DEPARTMENT OF TRANSPORTATION

COMMENT STATION

TEXAS DEPARTMENT OF TRANSPORTATION

INTERACTIVE MAP STATION

TEXAS DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY

TEXAS DEPARTMENT OF TRANSPORTATION

REGISTRATION

E7 Virtual Public Meeting Website

(*Keep It Moving Dallas*)

Virtual Public Meeting for US 380

From Coit Road to FM 1827

Collin County, Texas

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

March 22, 2022

This virtual meeting begins on Tuesday, March 22, 2022 at 5:30 PM and will remain available online through the comment period deadline of Wednesday, April 6, 2022. During this time, please view the project materials and other information provided on this site to learn about the project and provide your comments.

PROJECT DESCRIPTION

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.

PRESENTATION

The presentation slides and script are also available in PDF format here:

Presentation

Script

FREQUENTLY ASKED QUESTIONS AND GLOSSARY OF TERMS

FAQ

Glossary

TxDOT EXHIBITS

You may click on any of the project exhibits below to view them at full size.

TEXAS DEPARTMENT OF TRANSPORTATION

NEPA PROCESS
National Environmental Policy Act

TxDOT is developing an EIS under an agreement with the Federal government.

TxDOT'S NEPA ASSIGNMENT

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 the Federal Highway Administration (FHWA) and TxDOT.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido, llevado a cabo por TxDOT - en virtud de 23 U.S.C. 327 y un Memorando de Entendimiento fechado el 9 de diciembre del 2019, y ejecutado por la FHWA y TxDOT.

PROJECT PURPOSE & NEED

PURPOSE

MANAGE CONGESTION

IMPROVE EAST-WEST MOBILITY

IMPROVE SAFETY

NEED

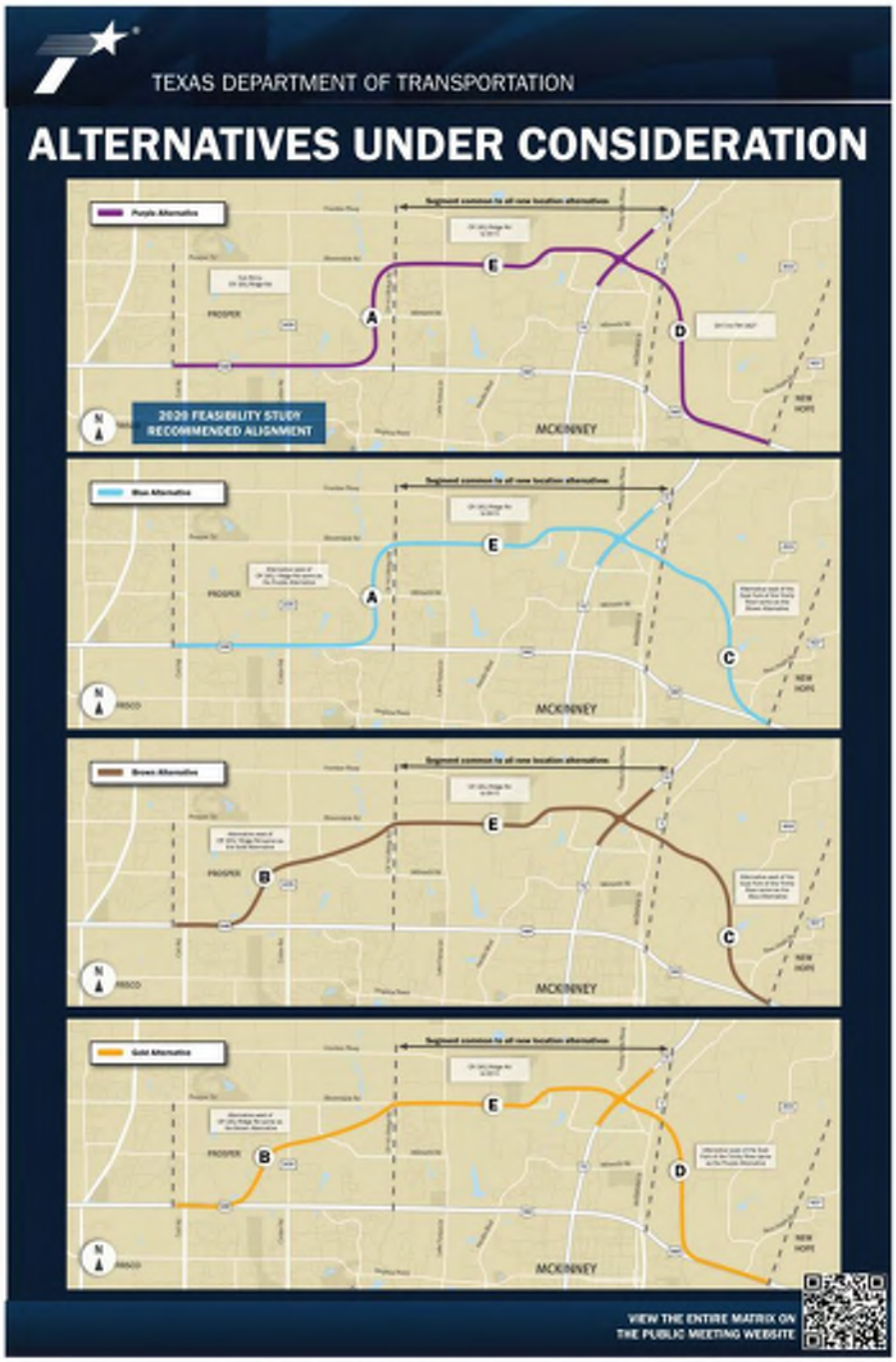
Population growth within the central portion of Collin County has caused increases in current and forecasted traffic volumes that exceed the capacity of US 380 between Coit Road and FM 1827, leading to increased congestion, reduced mobility, and higher crash rates compared to other similar roadways in the region.

View the Purpose and Need Memorandum at Drive380.com

TEXAS DEPARTMENT OF TRANSPORTATION

VIEW THE ENTIRE MAPPA ON THE PUBLIC MEETING WEBSITE

SEGMENT MAP



Click the image below to view the full Segment Analysis Matrix.

TEXAS DEPARTMENT OF TRANSPORTATION

VIEW THE ENTIRE MATRIX ON THE PUBLIC MEETING WEBSITE

SEGMENT ANALYSIS MATRIX

EXEMPLARY: Highly Meets Criteria

GOOD: Mostly Meets Criteria

NEGLIGIBLE OR NEUTRAL: No Change

INADEQUATE: Sometimes Meets Criteria

POOR: Does Not Meet Criteria

US 380 FROM COIT ROAD TO FM 1827

CSJs: 0135-02-068, 0135-03-063, AND 0135-15-002

"All references to "with Spur 399 Extension connection" refer to impacts that would be caused should the separate Spur 399 Extension project be constructed.

	SCREENING/ EVALUATION CATEGORY	SEGMENT A	SEGMENT B	SEGMENT E	SEGMENT C	SEGMENT D	NO-BUILD ALTERNATIVE	KEY TAKEAWAYS
Purpose & Need	Manage Congestion - Travel Time							
	Manage Congestion - Average Moving Speed							
	Improve East-West Mobility - Level of Service (LOS)							
	Improve Safety							
	Meet Purpose & Need							

TEXAS DEPARTMENT OF TRANSPORTATION

TxDOT'S HISTORIC PRESERVATION PROCESS

WHAT IS THE SECTION 106 PROCESS?

Before TxDOT starts construction of roads and bridges, historians and archeologists look at how those projects affect important historic places along the roadside.

State and federal laws like the **National Historic Preservation Act (NHPA)** and **Antiquities Code of Texas** can protect:

- **Historic buildings and bridges**
- **Archeological sites and cemeteries**
- **Sacred/religious landmarks and sites**
- **Historic object and landscapes**

2163 E. Dave Brown Road

Your Role in Historic Preservation

Public participation is the cornerstone of effective government and we know that Texans value the places that reflect a community's history.

TXDOT LOOKS FOR HISTORIC PROPERTIES THAT ARE:

At least 45 years old

And have a documented connection with a historic event or person

Or have notable architectural or engineering design

Step 1: NOTIFY
TxDOT will notify you when it starts a project that might have impacts to historic resources. Do you have specialized input you would like to share as a "Consulting Party?"

Step 2: IDENTIFY
TxDOT looks for places that are at least 45 years old. Your role: Tell us what is important to you and your community.

Step 3: ELEVATE
Work with TxDOT to determine if there are sites or structures that tell an important story about the community history. Why is this place important? Do you know its history? Do you have old photos?

Step 4: DECIDE
TxDOT uses all this information to determine how to balance progress with preservation. Can we change our project to avoid the historic place? If not, how can we preserve its story for future generations?

The public is encouraged to be involved in the Section 106 Process by asking questions and expressing concerns about historic properties and public and recreation areas. You can also help the study team indentify actions that may be taken to mitigate or offset unavoidable impacts to these resources as described in the EIS.

TEXAS DEPARTMENT OF TRANSPORTATION

THE SECTION 4(f) PROCESS

WHAT IS THE SECTION 4(f) PROCESS?

Section 4(f) of the Department of Transportation Act stipulates that TxDOT cannot approve the use of land from:

- **Publicly owned parks or recreational areas**
- **Wildlife and waterfowl refuges**
- **Public and private historic sites**

Unless the following conditions apply:

There is no feasible and prudent avoidance alternative to the use of that land; and the action includes all possible planning to minimize harm to the property resulting from such use;

OR

TxDOT determines that the use of the property will have a de minimis impact.

Resources in the US 380 from Colt Road to FM 1827 study area that may be protected under Section 106 and/or Section 4(f) include:

2163 E. Dave Brown Road

Houston & Texas Central Thru Truss Bridge

Erwin Park
City of McKinney
the proposed project is avoiding the use of land from Erwin Park

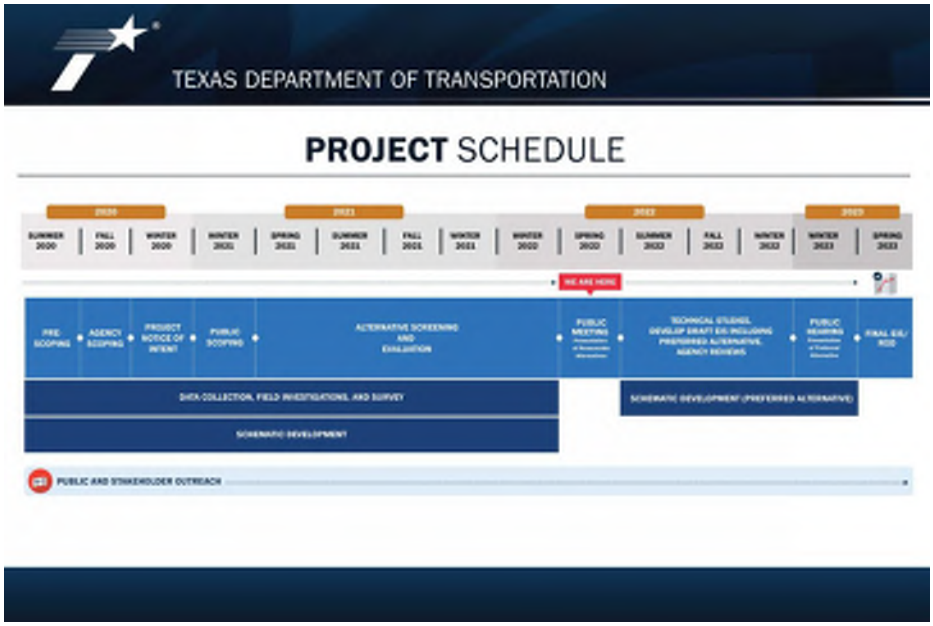
WHEN TXDOT DETERMINES THE USE SECTION 4(f) PROPERTY, THERE ARE THREE METHODS AVAILABLE FOR TXDOT TO APPROVE THE USE:

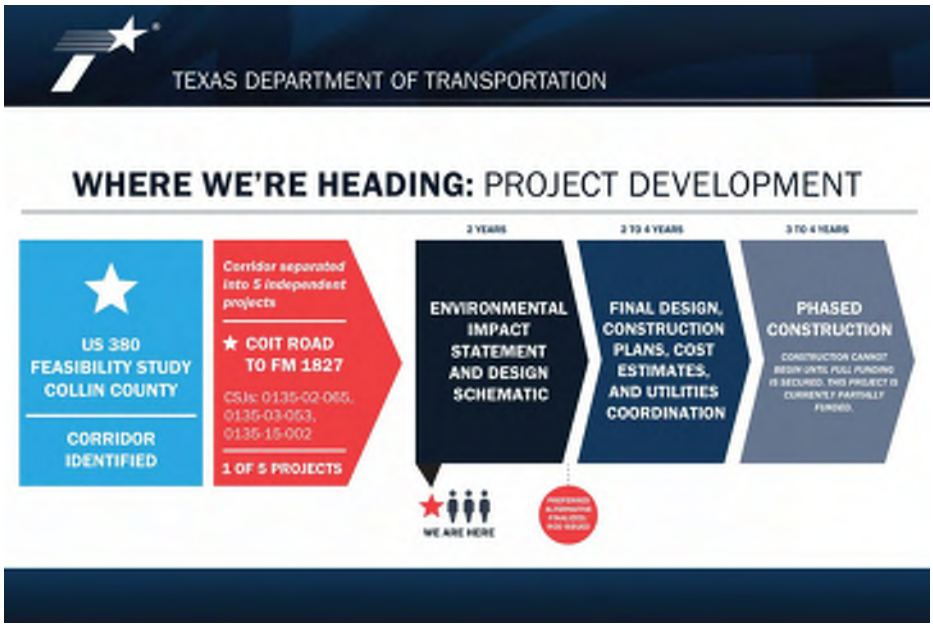
De Minimis Impact Determination
after taking into account ways to minimize harm to the resource, the project would result in either no adverse effect to a historic property, or would not adversely affect the activities, features, or attributes that make the park, historic site, recreation area, or refuge eligible for protection under Section 4(f).

Applying a Programmatic Section 4(f) Evaluation
developed by the FHWA based on factors common to many previous projects of a similar type. Programmatic Section 4(f) evaluations can be applied to the use of historic bridges; minor improvements to public parks, recreational areas, and wildlife refuges; and projects that have a net benefit of Section 4(f) property.

Preparing an Individual Section 4(f) Evaluation
prepared when the project results in the use of a Section 4(f) property that exceeds de minimis impacts and when a Programmatic 4(f) cannot be applied to the situation.

The public is encouraged to be involved in the Section 4(f) Process by asking questions and expressing concerns about historic properties and public and recreation areas. You can also help the study team indentify actions that may be taken to mitigate or offset unavoidable impacts to these resources as described in the EIS.


TEXAS DEPARTMENT OF TRANSPORTATION
PROJECT SCHEDULE
2020
2021
2022
2023
SUMMER 2020
FALL 2020
WINTER 2020
WINTER 2021
SPRING 2021
SUMMER 2021
FALL 2021
WINTER 2021
WINTER 2022
SPRING 2022
SUMMER 2022
FALL 2022
WINTER 2022
WINTER 2023
SPRING 2023
WE ARE HERE
PRE-SCOPING
AGENCY SCOPING
PROJECT NOTICE OF INTENT
PUBLIC SCOPING
ALTERNATIVE SCREENING AND EVALUATION
PUBLIC MEETING
TECHNICAL STUDIES, DEVELOP DRAFT EIS INCLUDING PREFERRED ALTERNATIVE, AGENCY REVIEWS
PUBLIC HEARINGS
FINAL EIS/ ROD
DATA COLLECTION, FIELD INVESTIGATIONS, AND SURVEY
SCHEMATIC DEVELOPMENT (PREFERRED ALTERNATIVE)
SCHEMATIC DEVELOPMENT
PUBLIC AND STAKEHOLDER OUTREACH


TEXAS DEPARTMENT OF TRANSPORTATION
WHERE WE'RE HEADING: PROJECT DEVELOPMENT
US 380 FEASIBILITY STUDY COLLIN COUNTY
CORRIDOR IDENTIFIED
Corridor separated into 5 independent projects
★ COIT ROAD TO FM 1827
CSJs: 0135-02-065, 0135-03-053, 0135-15-002
1 OF 5 PROJECTS
2 YEARS
ENVIRONMENTAL IMPACT STATEMENT AND DESIGN SCHEMATIC
2 TO 4 YEARS
FINAL DESIGN, CONSTRUCTION PLANS, COST ESTIMATES, AND UTILITIES COORDINATION
3 TO 4 YEARS
PHASED CONSTRUCTION
CONSTRUCTION CANNOT BEGIN UNTIL FULL FUNDING IS SECURED. THIS PROJECT IS CURRENTLY PARTIALLY FUNDED.
WE ARE HERE

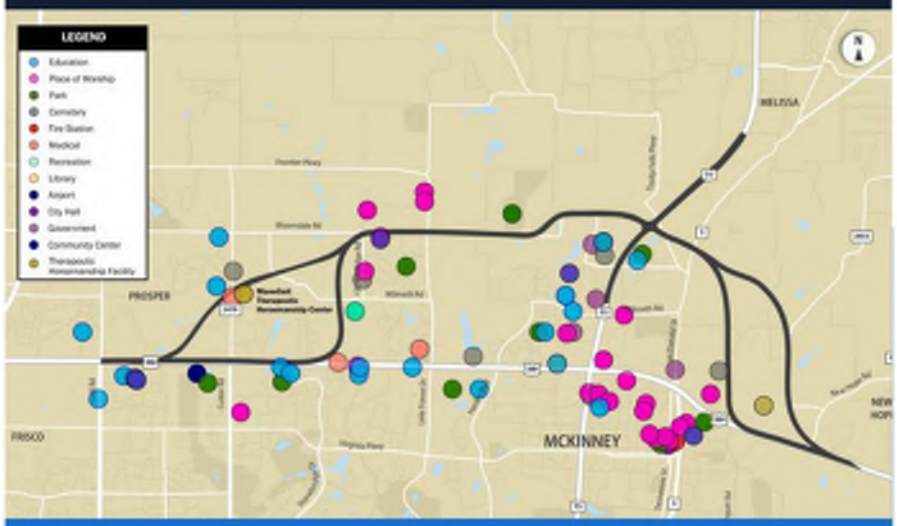
TEXAS DEPARTMENT OF TRANSPORTATION

RAPIDLY DEVELOPING STUDY AREA

Developments along Segments A and B, have progressed very rapidly in the development process. Some of these projects are future homes and less than a year from beginning construction.

TEXAS DEPARTMENT OF TRANSPORTATION

MINIMIZING IMPACTS TO COMMUNITIES AND COMMUNITY FACILITIES



- None of the proposed segments directly impact community facilities including parks, places of worship, community centers, or other neighborhood services and facilities.
- Avoided direct impact to ManeGait. After additional research, it was found it is possible for therapeutic horsemanship facilities to function effectively in a variety of physical and environmental settings.

TEXAS DEPARTMENT OF TRANSPORTATION

SEGMENT E & US 75 INTERCHANGE

SEGMENT E NEAR HEATHERWOOD

THESE ILLUSTRATIVE RENDERINGS ARE CONCEPTUAL AND SUBJECT TO CHANGE.

TEXAS DEPARTMENT OF TRANSPORTATION

SEGMENT C

SEGMENT D

THESE ILLUSTRATIVE RENDERINGS ARE CONCEPTUAL AND SUBJECT TO CHANGE.

TEXAS DEPARTMENT OF TRANSPORTATION

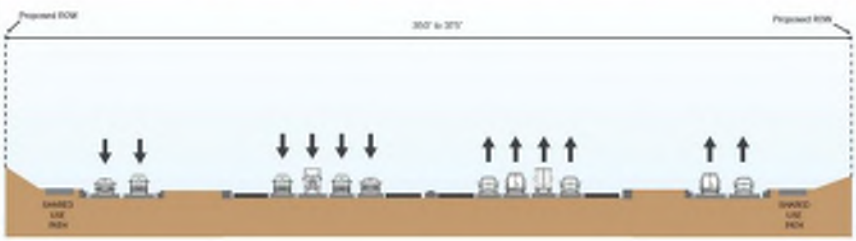
SEGMENT A NEAR TUCKER HILL & STONEBRIDGE RANCH

SEGMENT B & CUSTER ROAD

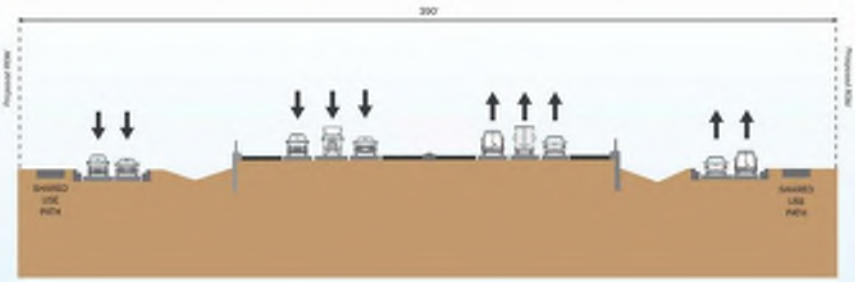
THESE ILLUSTRATIVE RENDERINGS ARE CONCEPTUAL AND SUBJECT TO CHANGE.

TEXAS DEPARTMENT OF TRANSPORTATION

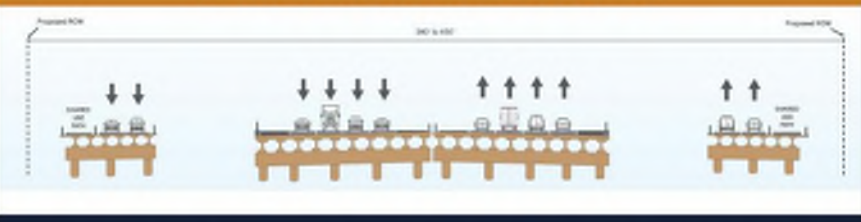
8-LANE TYPICAL SECTION



6-LANE TYPICAL SECTION



BRIDGE TYPICAL SECTION



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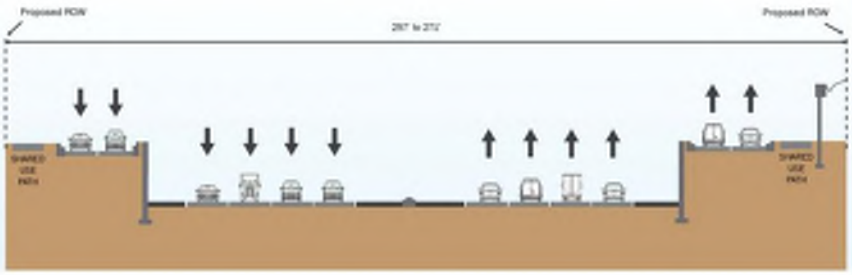
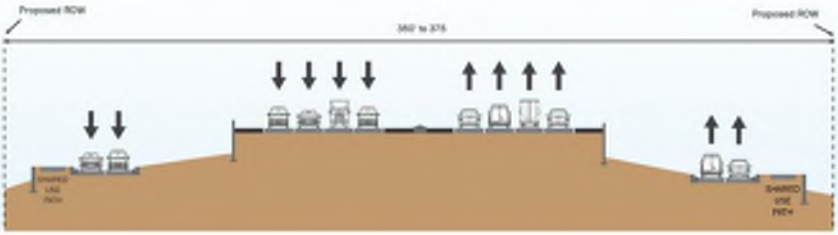
TEXAS DEPARTMENT OF TRANSPORTATION

BELOW GRADE MAINLANES TYPICAL SECTION



BELOW GRADE FRONTAGE ROADS TYPICAL SECTION



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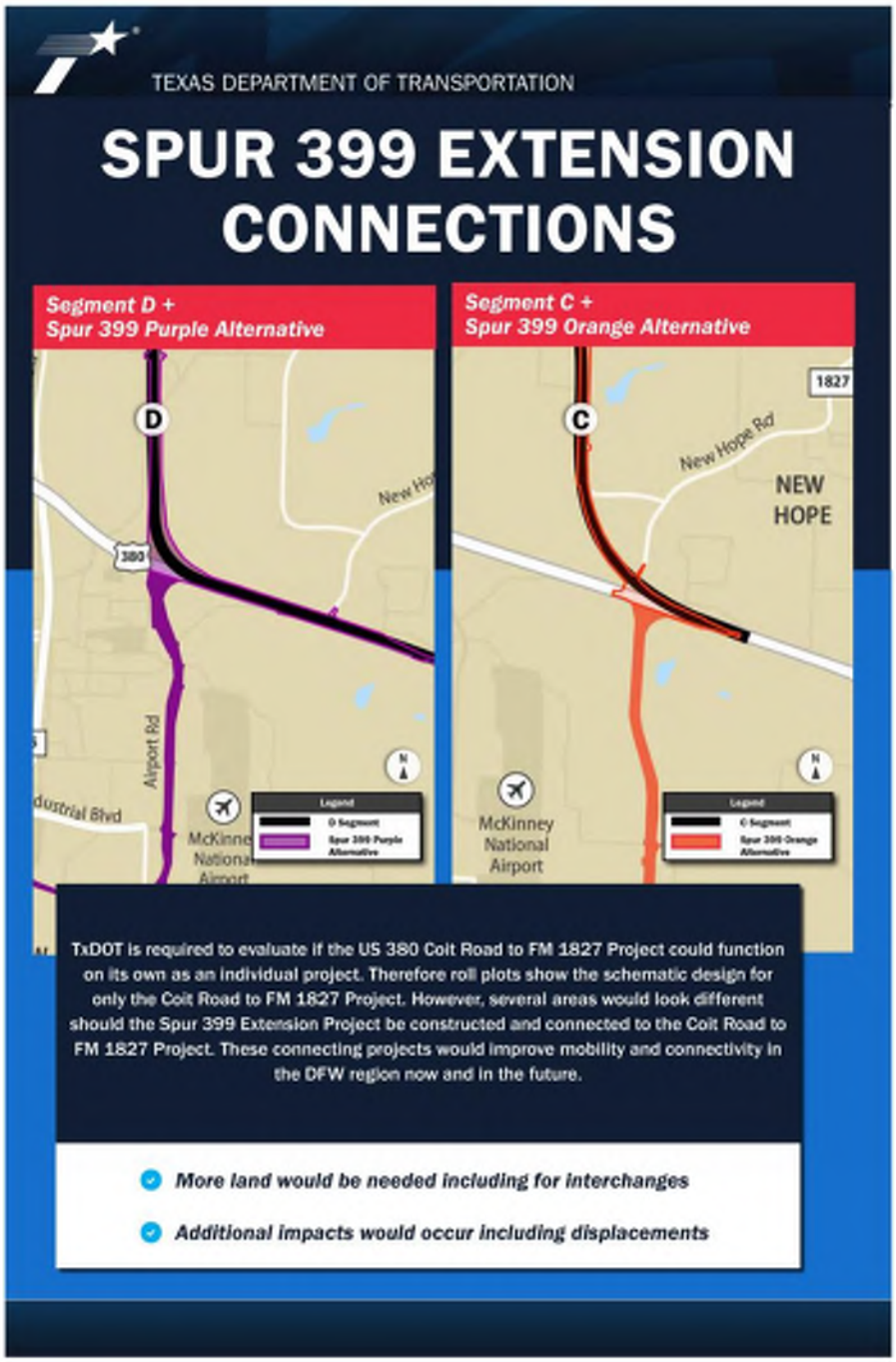


SCHEMATIC ROLL PLOTS

Click the links below to view the project schematics. A schematic viewing guide is also provided.

Segment A

Segment B

Segment E (Common Alignment)

Segment C

Segment D

Schematic Viewing Guide

INTERACTIVE MAP

Click HERE to View the Interactive Map

RIGHT OF WAY (ROW) INFORMATION

The proposed project would, subject to final design considerations, require additional right of way and potentially displace residences and non-residential structures.

Information about the process for state purchase of ROW and relocation assistance may be found in the following pamphlets:

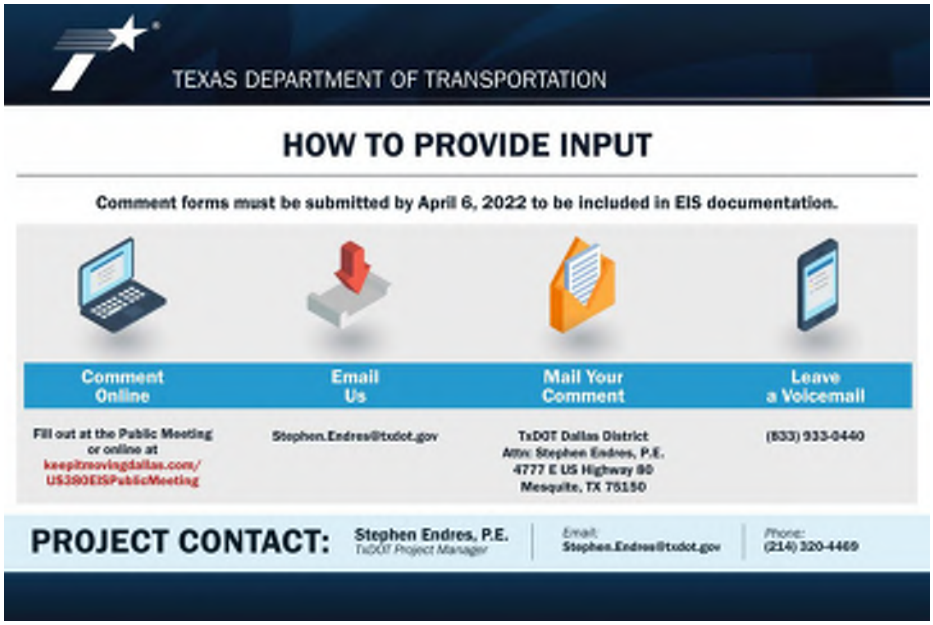
Relocation Assistance: English
Relocation Assistance: Spanish
State Purchase of ROW: English
State Purchase of ROW: Spanish

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



QUESTIONS?

Contact the TxDOT project manager Stephen Endres, P.E. to ask questions about the project at Stephen.Endres@txdot.gov or (214) 320-4469.

THANK YOU!

FOR TAKING THE TIME TO LEARN MORE ABOUT US 380 IMPROVEMENTS FROM COIT ROAD TO FM 1827.
YOUR INPUT WILL HELP SHAPE THE FUTURE OF THE PROJECT.

TxDOT WILL PRESENT THE PREFERRED ALTERNATIVE AT A PUBLIC HEARING.

RIGHT-OF-WAY (ROW) INFORMATION

Each alternative being studied will require new ROW and relocations and displacements will result.

Information about the process for state purchase of ROW and relocation assistance is available at the ROW table (in-person meeting) and at keepitmovingdallas.com/US380EISPublicMeeting

HAVE QUESTIONS, NEED ASSISTANCE?

For general comments about the presentation or project, please contact TxDOT project manager, Stephen Endres, P.E. at

Phone: (214) 320-4469 | Email: Stephen.Endres@txdot.gov

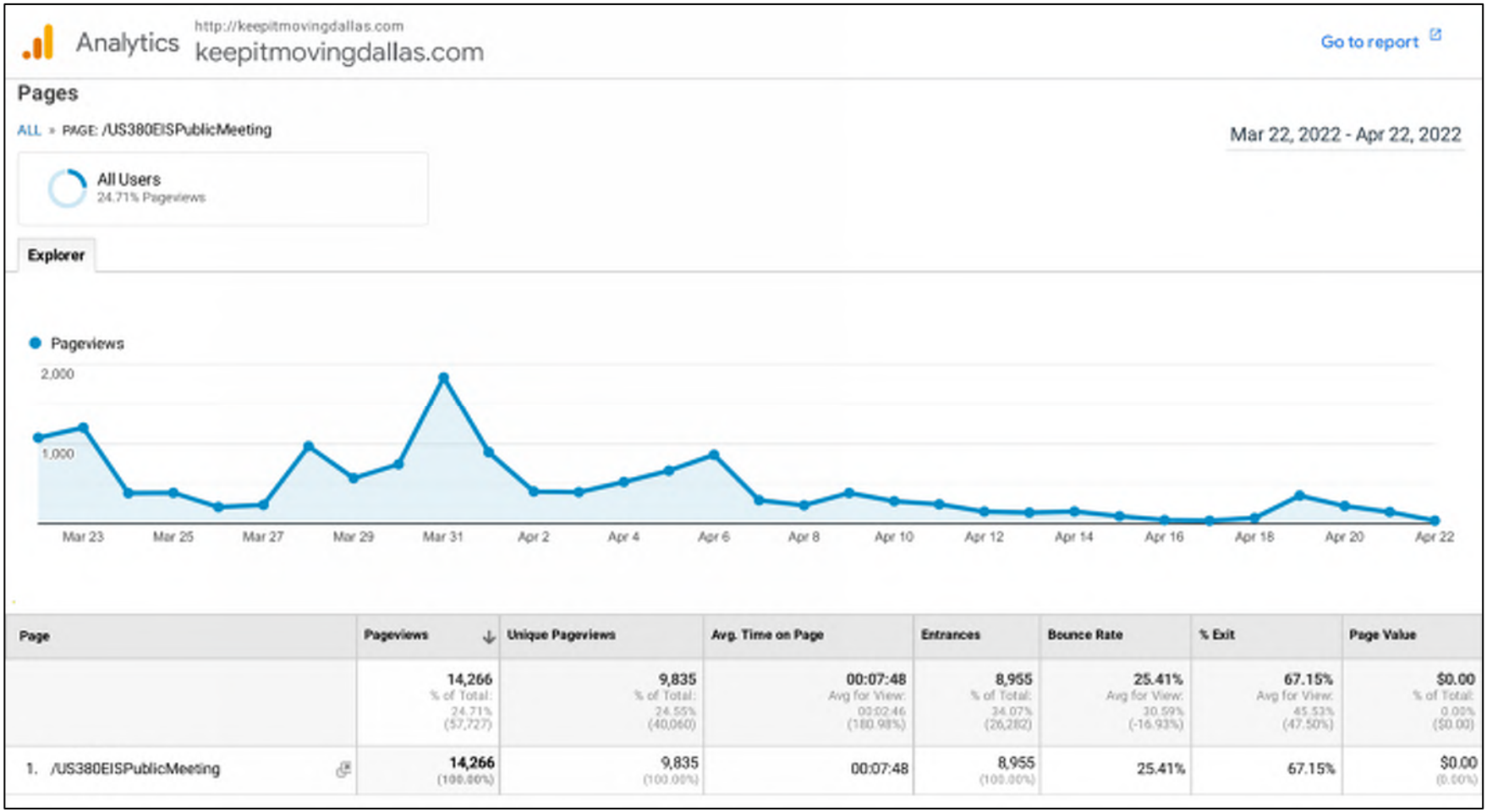
Copyright TxDOT

E8 Website Data

NUMBER OF VISITORS/PAGE VIEWS:

Keep It Moving Dallas Website Unique Page Views: 9,835

YouTube Views: 1,151



Page	Pageviews	Unique Pageviews	Avg. Time on Page	Entrances	Bounce Rate	% Exit	Page Value
	14,266 % of Total: 24.71% (57,727)	9,835 % of Total: 24.55% (40,060)	00:07:48 Avg for View: 00:02:46 (180.98%)	8,955 % of Total: 34.07% (26,282)	25.41% Avg for View: 30.59% (-16.93%)	67.15% Avg for View: 45.53% (47.50%)	$0.00 % of Total: 0.00% ($0.00)
1. /US380EISPublicMeeting	14,266 (100.00%)	9,835 (100.00%)	00:07:48	8,955 (100.00%)	25.41%	67.15%	$0.00 (0.00%)

E9 Roll Plots for Segments Under Consideration

Segment A

Texas Department of Transportation

DALLAS DISTRICT

MOHAMED K. BURI, P.E.,V. DISTRICT ENGINEER

PUBLIC MEETING ROLL PLOTS
US 380
COLLIN COUNTY, TEXAS

CSJ 0135-02-065
FROM COIT RD TO JCT US 380/UNIVERSITY DR
CSJ 0135-15-002
FROM EAST JCT US 380/UNIVERSITY DR
TO WEST JCT US 380/UNIVERSITY DR
CSJ 0135-03-053
FROM SH5 TO FM 1827

SCHEMATIC & CROSS SECTIONS
SCHEMATIC & PROFILE SHEETS
SCHEMATIC & CONTROL OF ACCESS

SCHEMATIC & CONTROL OF ACCESS
SCHEMATIC & PROFILE SHEETS
SCHEMATIC & CROSS SECTIONS

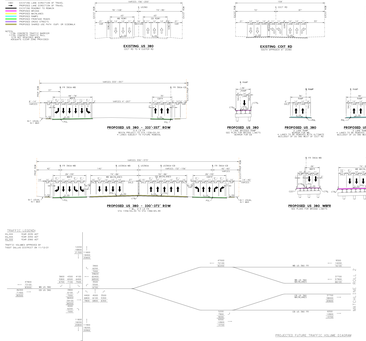
PROJECT	BRIDGE NAME
US 380 BETW.RDWY	JOHNS CREEK(WB)
US 380 BETW.RDWY	JOHNS CREEK(EB)
US 380 BETW.RDWY	JOHNS CREEK(WB)
US 380 BETW.RDWY	JOHNS CREEK(EB)
SH 5 BETW.RDWY	JOHNS CREEK(NB)
SH 5 BETW.RDWY	JOHNS CREEK(SB)
SH 5 BETW.RDWY	JOHNS CREEK(NB)
SH 5 BETW.RDWY	JOHNS CREEK(SB)

BURNS & MCDONNELL

LICENSED TO PRACTICE IN TEXAS
FIRM NO. F-2529
BURNS & McDONNELL ENGINEERING CO., INC.
USA
KANSAS CITY, MISSOURI

LICENSED TO PRACTICE IN TEXAS
FIRM NO. F-2529
JOHNSON BURKHALTER & ASSOCIATES, INC.
USA
DALLAS, TEXAS

ROLL 1 OF 20



ALIGNMENT	STATION	OFFSET	LATITUDE	LONGITUDE	NORTHING	EASTING	ELEVATION	DESCRIPTION
US 380 BL-WB	1000+00.00	0.00	33° 06' 00.0"	96° 36' 00.0"	10000000.00	2500000.00	0.00	

Texas Department of Transportation

DALLAS DISTRICT

MOHAMED A. BUHL P.E.,L.S. DISTRICT ENGINEER

PUBLIC MEETING ROLL PLOTS
US 380
COLLIN COUNTY, TEXAS

CSJ 0135-02-065
FROM COIT RD TO JCT US 380/UNIVERSITY DR
CSJ 0135-05-052
FROM EAST JCT US 380/UNIVERSITY DR
TO WEST JCT US 380/UNIVERSITY DR
CSJ 0135-03-053
FROM SH5 TO FM 1827

SUMMARY A (WORK ON ALL ROUTES)
SUMMARY B (WORK ON US 380)
SUMMARY C (WORK ON US 380)

PROJECT	DESCRIPTION	SHEET	ROLL
US 380 (WITH SHS)	JOINT PROJECT	01-04	01
US 380 (WITH SHS)	JOINT PROJECT	05-08	02
US 380 (WITH SHS)	JOINT PROJECT	09-12	03
SH 5 (WITH US 380)	JOINT PROJECT	13-16	04
SH 5 (WITH US 380)	JOINT PROJECT	17-20	05
SH 5 (WITH US 380)	JOINT PROJECT	21-24	06
SH 5 (WITH US 380)	JOINT PROJECT	25-28	07
SH 5 (WITH US 380)	JOINT PROJECT	29-32	08
SH 5 (WITH US 380)	JOINT PROJECT	33-36	09
SH 5 (WITH US 380)	JOINT PROJECT	37-40	10
SH 5 (WITH US 380)	JOINT PROJECT	41-44	11
SH 5 (WITH US 380)	JOINT PROJECT	45-48	12
SH 5 (WITH US 380)	JOINT PROJECT	49-52	13
SH 5 (WITH US 380)	JOINT PROJECT	53-56	14
SH 5 (WITH US 380)	JOINT PROJECT	57-60	15
SH 5 (WITH US 380)	JOINT PROJECT	61-64	16
SH 5 (WITH US 380)	JOINT PROJECT	65-68	17
SH 5 (WITH US 380)	JOINT PROJECT	69-72	18
SH 5 (WITH US 380)	JOINT PROJECT	73-76	19
SH 5 (WITH US 380)	JOINT PROJECT	77-80	20

PRELIMINARY

SUBMITTED FOR PROMPTING BY:
TYLER A. MATTHEWS, P.E.
PROJECT MANAGER

JOSHUA RYAN SUBSTITUTE LICENSE
PROJECT ENGINEER

BURNS & MCDONNELL
ENGINEERS ARCHITECTS CONSULTANTS
9400 NORTH CENTRAL EXPRESSWAY
DALLAS, TEXAS 75231
(214) 696-8100
TBPE FIRM NO. F-2009

MARCH 2022

TYPICAL SECTIONS LEGEND:
- EXISTING LANE LINE
- EXISTING LANE EDGE OF PAVEMENT
- EXISTING CURB AND GUTTER
- EXISTING CONCRETE PAVEMENT
- EXISTING ASPHALT PAVEMENT
- EXISTING SHOULDER
- PROPOSED PAVEMENT MARKING
- PROPOSED CONCRETE PAVEMENT
- PROPOSED ASPHALT PAVEMENT
- PROPOSED SHOULDER
- PROPOSED CURB AND GUTTER
- PROPOSED RIGHT OF WAY
- PROPOSED TRAFFIC BARRIER
- PROPOSED SIDEWALK
- PROPOSED TRAFFIC BARRIER WITH CURB AT SIDEWALK

TYPE CURBS TABLE REFER TO TYPICAL SECTION DETAILS

EXISTING US 380

EXISTING US 380

FUTURE N. CUSTER RD. (TM 2476) BT. STARES

FUTURE EXISTING N. CUSTER RD. (TM 2476)

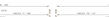
EXISTING CR 852

PROPOSED CR 852

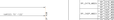
PROPOSED US 380 - 120'/172' ROW

PROPOSED US 380

PROPOSED INDEPENDENCE PKWY



PROPOSED N. CUSTER RD. (TM 2476)



PROPOSED N. CUSTER RD. (TM 2476)

PROPOSED US 380 - 172'/412' ROW

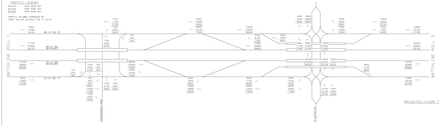
PROPOSED US 380 - 120'/382' ROW

PROPOSED INDEPENDENCE PKWY

PROPOSED N. CUSTER RD. (TM 2476)

TRAFFIC LEGEND:
- EXISTING LANE LINE
- EXISTING LANE EDGE OF PAVEMENT
- EXISTING CURB AND GUTTER
- EXISTING SHOULDER
- EXISTING CONCRETE PAVEMENT
- EXISTING ASPHALT PAVEMENT
- PROPOSED PAVEMENT MARKING
- PROPOSED CONCRETE PAVEMENT
- PROPOSED ASPHALT PAVEMENT
- PROPOSED SHOULDER
- PROPOSED CURB AND GUTTER
- PROPOSED RIGHT OF WAY
- PROPOSED TRAFFIC BARRIER
- PROPOSED SIDEWALK
- PROPOSED TRAFFIC BARRIER WITH CURB AT SIDEWALK

TRAFFIC VOLUMES BY:
TRAFFIC ENGINEERS, INC.
DATE: MARCH 2022



PROJECTED FUTURE TRAFFIC VOLUME DIAGRAM

CONTROL POINT					
POINT NAME	NORTHING	EASTING	ELEVATION	DESCRIPTION	
CP 1 (FOR ALL SHEETS)	7,000,000.000	2,500,000.000	0.000		
CP 2 (FOR ALL SHEETS)	7,000,000.000	2,500,000.000	0.000		
CP 3 (FOR ALL SHEETS)	7,000,000.000	2,500,000.000	0.000		
CP 4 (FOR ALL SHEETS)	7,000,000.000	2,500,000.000	0.000		
CP 5 (FOR ALL SHEETS)	7,000,000.000	2,500,000.000	0.000		
CP 6 (FOR ALL SHEETS)	7,000,000.000	2,500,000.000	0.000		
CP 7 (FOR ALL SHEETS)	7,000,000.000	2,500,000.000	0.000		
CP 8 (FOR ALL SHEETS)	7,000,000.000	2,500,000.000	0.000		
CP 9 (FOR ALL SHEETS)	7,000,000.000	2,500,000.000	0.000		
CP 10 (FOR ALL SHEETS)	7,000,000.000	2,500,000.000	0.000		
CP 11 (FOR ALL SHEETS)	7,000,000.000	2,500,000.000	0.000		
CP 12 (FOR ALL SHEETS)	7,000,000.000	2,500,000.000	0.000		
CP 13 (FOR ALL SHEETS)	7,000,000.000	2,500,000.000	0.000		
CP 14 (FOR ALL SHEETS)	7,000,000.000	2,500,000.000	0.000		
CP 15 (FOR ALL SHEETS)	7,000,000.000	2,500,000.000	0.000		
CP 16 (FOR ALL SHEETS)	7,000,000.000	2,500,000.000	0.000		
CP 17 (FOR ALL SHEETS)	7,000,000.000	2,500,000.000	0.000		
CP 18 (FOR ALL SHEETS)	7,000,000.000	2,500,000.000	0.000		
CP 19 (FOR ALL SHEETS)	7,000,000.000	2,500,000.000	0.000		
CP 20 (FOR ALL SHEETS)	7,000,000.000	2,500,000.000	0.000		

CONTROL POINT			
POINT NAME	NORTHING	EASTING	ELEVATION
CP 1 (FOR ALL SHEETS)	7,000,000.000	2,500,000.000	0.000
CP 2 (FOR ALL SHEETS)	7,000,000.000	2,500,000.000	0.000
CP 3 (FOR ALL SHEETS)	7,000,000.000	2,500,000.000	0.000
CP 4 (FOR ALL SHEETS)	7,000,000.000	2,500,000.000	0.000
CP 5 (FOR ALL SHEETS)	7,000,000.000	2,500,000.000	0.000
CP 6 (FOR ALL SHEETS)	7,000,000.000	2,500,000.000	0.000
CP 7 (FOR ALL SHEETS)	7,000,000.000	2,500,000.000	0.000
CP 8 (FOR ALL SHEETS)	7,000,000.000	2,500,000.000	0.000
CP 9 (FOR ALL SHEETS)	7,000,000.000	2,500,000.000	0.000
CP 10 (FOR ALL SHEETS)	7,000,000.000	2,500,000.000	0.000
CP 11 (FOR ALL SHEETS)	7,000,000.000	2,500,000.000	0.000
CP 12 (FOR ALL SHEETS)	7,000,000.000	2,500,000.000	0.000
CP 13 (FOR ALL SHEETS)	7,000,000.000	2,500,000.000	0.000
CP 14 (FOR ALL SHEETS)	7,000,000.000	2,500,000.000	0.000
CP 15 (FOR ALL SHEETS)	7,000,000.000	2,500,000.000	0.000
CP 16 (FOR ALL SHEETS)	7,000,000.000	2,500,000.000	0.000
CP 17 (FOR ALL SHEETS)	7,000,000.000	2,500,000.000	0.000
CP 18 (FOR ALL SHEETS)	7,000,000.000	2,500,000.000	0.000
CP 19 (FOR ALL SHEETS)	7,000,000.000	2,500,000.000	0.000
CP 20 (FOR ALL SHEETS)	7,000,000.000	2,500,000.000	0.000

CONSTRUCTION LEGEND	
CONCRETE PAVEMENT	
ASPHALT PAVEMENT	
CONCRETE PAVEMENT REPAIR	
ASPHALT PAVEMENT REPAIR	
CONCRETE PAVEMENT REPAIR	
ASPHALT PAVEMENT REPAIR	

Texas Department of Transportation

DALLAS DISTRICT
MOHAMED K. BUH, P.E.,DISTRICT ENGINEER

PUBLIC MEETING ROLL PLOTS
US 380
COLLIN COUNTY, TEXAS

CSJ 0135-02-065
FROM COIT RD TO JCT US 380/UNIVERSITY DR
CSJ 0135-05-002
FROM EAST JCT US 380/UNIVERSITY DR
TO WEST JCT US 380/UNIVERSITY DR
CSJ 0135-03-053
FROM SH5 TO FM 1827

SCHEMATIC & CONCEPT APPROVAL
SCHEMATIC & CONCEPT W/ MINOR REVISIONS
SCHEMATIC & CONCEPT W/ MAJOR REVISIONS

REVISIONS	MINOR REVISIONS	MAJOR REVISIONS
US 380 (WITH SH5)	(YEAR REVISED)	(YR REV)
US 380 (WITH FM 1827)	(YEAR REVISED)	(YR REV)
US 380 (WITH FM 1827)	(YEAR REVISED)	(YR REV)
SH5/FM1827 (WITH US 380)	(YEAR REVISED)	(YR REV)
SH5/FM1827 (WITH US 380)	(YEAR REVISED)	(YR REV)
SH5/FM1827 (WITH US 380)	(YEAR REVISED)	(YR REV)
SH5/FM1827 (WITH US 380)	(YEAR REVISED)	(YR REV)

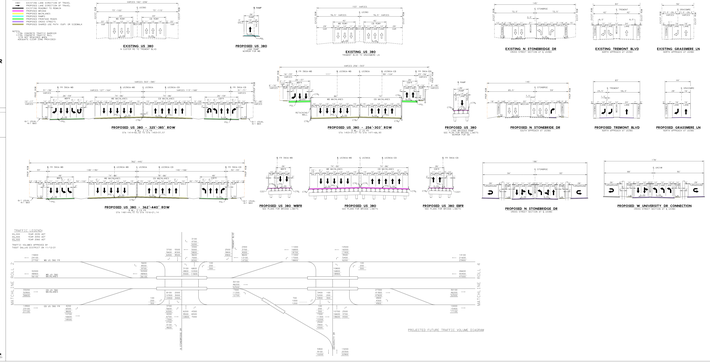
PRELIMINARY

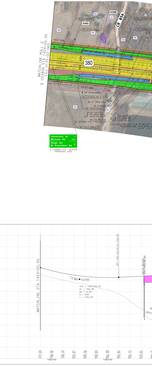
THIS DOCUMENT IS PRELIMINARY AND IS FOR REVIEW PURPOSES ONLY. IT WAS NOT INTENDED OR ADOPTED FOR BIDDING OR CONSTRUCTION PURPOSES.

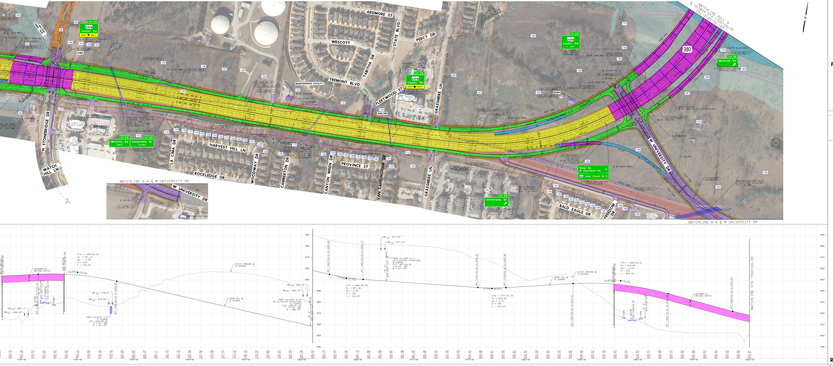
BURNS & McDONNELL
ENGINEERING CONSULTANTS
7800 SHOAL CREEK BLVD.
SUITE 160-W
AUSTIN, TX 78757
(512) 467-7777
TBPE FIRM NO. F-2127

MARCH 2022

ROLL 3 OF 20







Texas Department of Transportation

DALLAS DISTRICT
MOHAMED K. BUHL, P.E.
DISTRICT ENGINEER

PUBLIC MEETING ROLL PLOTS
US 380
COLLIN COUNTY, TEXAS

CSJ: 0135-02-065
FROM COIT RD TO JCT US 380/UNIVERSITY DR
CSJ: 0135-15-002
FROM EAST JCT US 380/UNIVERSITY DR
TO WEST JCT US 380/UNIVERSITY DR
CSJ: 0135-03-053
FROM SH5 TO FM 1827

SCHEMATIC & CONTROL AS BUILT
SCHEMATIC & CONTROL AS BUILT

PROJECT	DESIGN SPEED
US 380 (WITH SH5)	URBAN PRIMARY 45 MPH
US 380 (EAST)	URBAN PRIMARY 45 MPH
US 380 (WEST)	URBAN PRIMARY 45 MPH
COLLIN COUNTY	URBAN PRIMARY 45 MPH
SH5 (NORTH)	URBAN PRIMARY 45 MPH
SH5 (SOUTH)	URBAN PRIMARY 45 MPH
CR 1124 (NORTH)	URBAN PRIMARY 45 MPH
CR 1124 (SOUTH)	URBAN PRIMARY 45 MPH
CR 1124 (FUTURE)	URBAN PRIMARY 45 MPH
BLOOMDALE RD	URBAN PRIMARY 45 MPH

PRELIMINARY

SCHEMATIC PREPARED BY:
T.PAE ENGINEERS, INC.
JOHNSON & PETERSON, LTD.
BURNS & McDONNELL

MARCH 2022

BURNS & McDONNELL
1600 N. PRESTON ROAD
SUITE 400
DALLAS, TX 75231

ROLL 4 OF 20

TYPICAL SECTIONS LEGEND:
- PROPOSED EDGE OF PAVEMENT
- PROPOSED EDGE OF TRAVEL LANE
- PROPOSED EDGE OF SHOULDER
- PROPOSED CURB
- PROPOSED SIDEWALK
- PROPOSED RIGHT OF WAY
- PROPOSED PROFILE GRADE
- PROPOSED PROFILE GRADE
- PROPOSED PAVEMENT MARKING (WHITE, YELLOW, BLUE, RED, ETC. AS DISPLAY)

* FOR CURRENT TRAFFIC DATA SEE TRAFFIC DATA SHEET
COLLIN COUNTY TRAFFIC DATA

STATION	OFFSET	ELEVATION
21+00.00 LT	0.00	671.00
21+00.00 LT	15.00	671.00
21+00.00 LT	30.00	671.00
21+00.00 LT	45.00	671.00
21+00.00 LT	60.00	671.00
21+00.00 LT

Texas Department of Transportation

Segment B

Texas Department of Transportation

DALLAS DISTRICT

MOHAMED A. BUN, P.E.,I DISTRICT ENGINEER

PUBLIC MEETING ROLL PLOTS
US 380
COLLIN COUNTY, TEXAS

CSJ 0135-02-065
FROM COIT RD TO JCT US 380/UNIVERSITY DR
CSJ 0135-03-052
FROM EAST JCT US 380/UNIVERSITY DR
TO WEST JCT US 380/UNIVERSITY DR
CSJ 0135-03-053
FROM SHS TO FM 1827

PROJECT			
CSJ	DESCRIPTION	FUNDING	AMOUNT
0135-02-065	(ZERO FUNDING)	FY 2021	$0
0135-03-052	(ZERO FUNDING)	FY 2021	$0
0135-03-053	(ZERO FUNDING)	FY 2021	$0
0135-02-065	(ZERO FUNDING)	FY 2022	$0
0135-03-052	(ZERO FUNDING)	FY 2022	$0
0135-03-053	(ZERO FUNDING)	FY 2022	$0
0135-02-065	(ZERO FUNDING)	FY 2023	$0
0135-03-052	(ZERO FUNDING)	FY 2023	$0
0135-03-053	(ZERO FUNDING)	FY 2023	$0

SUMMARY OF CONTRACT COSTS
SUMMARY OF CONTRACT TIME
SUMMARY OF CONTRACT DAYS BY YEARS

PRELIMINARY

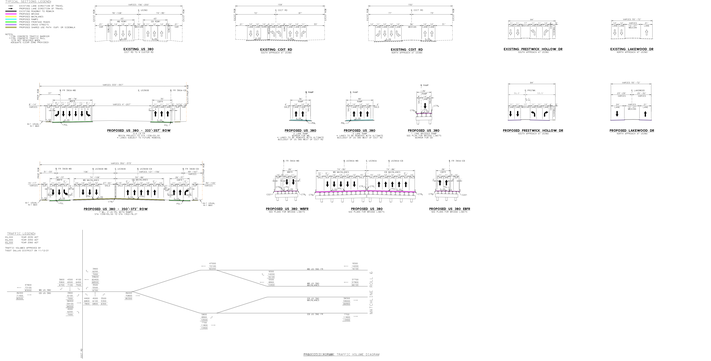
THIS DOCUMENT IS PRELIMINARY AND IS FOR REVIEW PURPOSES ONLY. IT WAS PREPARED BY OR UNDER THE SUPERVISION OF JOSHUA RYAN SCHUTZLER, A LICENSED PROFESSIONAL ENGINEER IN THE STATE OF TEXAS.

MARCH 2022

BURNS & McDONNELL

LICENSED FIRM
TBPE FIRM F-2529
TBPLS FIRM 10194

ROLL 5 OF 20


TYPICAL SECTIONS LEGEND
EXISTING US 380
EXISTING COIT RD
EXISTING COIT RD
EXISTING PRESTWICK HOLLOW DR
EXISTING LAKEWOOD DR
PROPOSED US 380 - 202'-202' ROW
PROPOSED US 380
PROPOSED US 380
PROPOSED US 380
PROPOSED LAKEWOOD DR
PROPOSED US 380 - 202'-172' ROW
PROPOSED US 380 WBFR
PROPOSED US 380
PROPOSED US 380 EBFR
TRAFFIC LEGEND
TRAFFIC FLOW
TRAFFIC FLOW
TRAFFIC FLOW

Texas Department of Transportation

DALLAS DISTRICT

MOHAMED A. BUHL PLEUL DISTRICT ENGINEER

PUBLIC MEETING ROLL PLOTS
US 380
COLLIN COUNTY, TEXAS

CSJ 0135-02-065
FROM COIT RD TO JCT US 380/UNIVERSITY DR
CSJ 0135-02-052
FROM EAST JCT US 380/UNIVERSITY DR
TO WEST JCT US 380/UNIVERSITY DR
CSJ 0135-03-053
FROM SHS TO FM 1827

SCHEMATIC APPROVAL DATE: 03-25-2022
SCHEMATIC LENGTH: 14.00 MILES
SCHEMATIC LENGTH: 14.00 MILES

PROJECT	ROUTE NAME	LENGTH
US 380 (WITH SHS)	JOHNS CREEK	1.00 MILES
US 380 (WITH SHS)	JOHNS CREEK	1.00 MILES
US 380 (WITH SHS)	JOHNS CREEK	1.00 MILES
CONNECTOR (FM 1827)	JOHNS CREEK	0.50 MILES
CONNECTOR (FM 1827)	JOHNS CREEK	0.50 MILES
CONNECTOR (FM 1827)	JOHNS CREEK	0.50 MILES
CONNECTOR (FM 1827)	JOHNS CREEK	0.50 MILES

380
Allen
Fairview
Lucas
Wylie
Farmersville
Princeton
Frisco
Celina
Prosper
Plano
Dallas
Ft. Worth
Denton
Sherman
Bonham
Paris
Mt. Pleasant
Texarkana
Tyler
Longview
Marshall
Jacksonville
Nacogdoches
Lufkin
Corsicana
Waco
Hillsboro
Cleburne
Weatherford
Mineral Wells
Graham
Wichita Falls
Vernon
Quanah
Childress
Paducah
Amarillo
Canyon
Dimmitt
Lubbock
Levelland
Brownfield
Seminole
Andrews
Midland
Odessa
Pecos
Big Spring
Sweetwater
Abilene
Stamford
Haskell
Seymour
Quitman
Van Horn
Alpine
Marfa
Presidio
Fort Stockton
Ozona
Sonora
Del Rio
Eagle Pass
Uvalde
Hondo
Pleasanton
Kerrville
Fredericksburg
Boerne
Seguin
Gonzales
Victoria
Bay City
Angleton
Galveston
Texas City
Beaumont
Port Arthur
Orange
Lake Charles
Jasper
Silsbee
Kirbyville
Hemphill
Center
Carthage
Mineola
Gilmer
Sulphur Springs
Cooper
Paris
Clarksville
Texarkana
Hooks
Atlanta
Linden
Daingerfield
Mt. Pleasant
Pittsburg
Naples
Mt. Vernon
Winnsboro
Quitman
Gilmer
Longview
Kilgore
Henderson
Tyler
Jacksonville
Palestine
Rusk
Alto
Crockett
Lufkin
Nacogdoches
Center
Jasper
Silsbee
Kirbyville
Hemphill
Orange
Port Arthur
Beaumont
Texas City
Galveston
Angleton
Bay City
Victoria
Gonzales
Seguin
Boerne
Fredericksburg
Kerrville
Pleasanton
Hondo
Uvalde
Eagle Pass
Del Rio
Sonora
Ozona
Fort Stockton
Alpine
Marfa
Presidio
Van Horn
Quitman
Seymour
Haskell
Stamford
Abilene
Sweetwater
Big Spring
Pecos
Odessa
Midland
Andrews
Seminole
Brownfield
Levelland
Lubbock
Dimmitt
Canyon
Amarillo
Childress
Paducah
Quanah
Vernon
Wichita Falls
Graham
Mineral Wells
Weatherford
Cleburne
Hillsboro
Waco
Corsicana
Marshall
Jacksonville
Nacogdoches
Lufkin
Tyler
Longview
Texarkana
Mt. Pleasant
Paris
Bonham
Sherman
Denton
Ft. Worth
Dallas
Plano
Princeton
Farmersville
Wylie
Lucas
Fairview
Allen
Celina
Prosper
Frisco
380
Collin
Dallas
Hunt
Rockwall
Kaufman
Van Zandt
Grayson
Fannin
Lamar
Delta
Hopkins
Franklin
Titus
Camp
Morris
Cass
Marion
Harrison
Panola
Shelby
Sabine
San Augustine
Jasper
Newton
Orange
Hardin
Jefferson
Chambers
Liberty
Polk
Tyler
Angelina
Nacogdoches
Cherokee
Anderson
Houston
Trinity
Leon
Madison
Walker
Grimes
Brazos
Burleson
Lee
Bastrop
Caldwell
Hays
Travis
Williamson
Bell
Milam
Robertson
Falls
Limestone
Freestone
Navarro
Ellis
Johnson
Tarrant
Parker
Wise
Jack
Young
Clay
Wichita
Baylor
Knox
Haskell
Throckmorton
Shackelford
Callahan
Eastland
Erath
Hood
Somervell
Bosque
McLennan
Coryell
Bell
Lampasas
Mills
Hamilton
Comanche
Brown
Coleman
Runnels
Concho
Tom Green
Irion
Reagan
Upton
Crockett
Sutton
Kimble
Mason
Gillespie
Kerr
Bandera
Medina
Bexar
Wilson
Karnes
Atascosa
Frio
Zavala
Dimmit
Maverick
Webb
Zapata
Jim Hogg
Brooks
Duval
McMullen
La Salle
Live Oak
Bee
Goliad
Refugio
Aransas
San Patricio
Nueces
Kleberg
Kenedy
Willacy
Cameron
Hidalgo
Starr
Jim Wells
Brazoria
Fort Bend
Wharton
Matagorda
Jackson
Calhoun
Victoria
Gonzales
Lavaca
Fayette
Colorado
Austin
Waller
Harris
Galveston
Brazoria
Chambers
Liberty
Hardin
Jefferson
Orange
Newton
Sabine
San Augustine
Shelby
Panola
Harrison
Marion
Cass
Morris
Camp
Titus
Franklin
Hopkins
Delta
Lamar
Fannin
Grayson
Collin
Rockwall
Kaufman
Van Zandt
Hunt
Dallas
Tarrant
Parker
Wise
Denton
Collin
Rockwall
Kaufman
Dallas
Tarrant
Ellis
Navarro
Henderson
Anderson
Cherokee
Smith
Gregg
Rusk
Upshur
Wood
Van Zandt
Hunt

Texas Department of Transportation

DALLAS DISTRICT

MOHAMED K. BUH, P.E.,I DISTRICT ENGINEER

PUBLIC MEETING ROLL PLOTS
US 380
COLLIN COUNTY, TEXAS

CSJ 0135-02-065
FROM COIT RD TO JCT US 380/UNIVERSITY DR
CSJ 0135-05-052
FROM EAST JCT US 380/UNIVERSITY DR
TO WEST JCT US 380/UNIVERSITY DR
CSJ 0135-03-053
FROM SH5 TO FM 1827

SUBMIT A LETTER OF INTEREST
SUBMIT A CONTRACT PLAN BIDDER

SUBMIT A LETTER OF INTEREST
SUBMIT A CONTRACT PLAN BIDDER

PROJECT	DESIGN SPEED	LIMITS
US 380 (WITH COIT)	45MPH PROPOSED	FM 1827 - SH 5
US 380 (WITH COIT)	45MPH PROPOSED	SH 5 - CR 124
US 380 (WITH COIT)	45MPH PROPOSED	CR 124 - CR 164
US 380 (WITH COIT)	45MPH PROPOSED	CR 164

Texas Department of Transportation

DALLAS DISTRICT

MOHAMED A. BUN, P.E.,A DISTRICT ENGINEER

PUBLIC MEETING ROLL PLOTS
US 380
COLLIN COUNTY, TEXAS
CSJ 0135-02-065
FROM COIT RD TO JCT US 380/UNIVERSITY DR
CSJ 0135-15-002
FROM EAST JCT US 380/UNIVERSITY DR
TO WEST JCT US 380/UNIVERSITY DR
CSJ 0135-03-053
FROM SHS TO FM 1827

SCHEMATIC & CROSS SECTIONS
SCHEMATIC & PROFILE SHEETS
SCHEMATIC & CONTROL & ALIGN SHEETS

SCHEMATIC & CONTROL & ALIGN SHEETS
SCHEMATIC & PROFILE SHEETS
SCHEMATIC & CROSS SECTIONS

| PROJECT | | |

Segment C

Texas Department of Transportation

DALLAS DISTRICT

MOHAMED K. BUHL P.E.,L.T. DISTRICT ENGINEER

PUBLIC MEETING ROLL PLOTS
US 380
COLLIN COUNTY, TEXAS

CSJ 0135-02-065
FROM COIT RD TO JCT US 380/UNIVERSITY DR
CSJ 0135-15-002
FROM EAST JCT US 380/UNIVERSITY DR
TO WEST JCT US 380/UNIVERSITY DR
CSJ 0135-03-053
FROM SH5 TO FM 1827

SCHEMATIC PREPARED BY:
HDR ENGINEERING, INC.
5000 QUORUM DRIVE, SUITE 700
DALLAS, TEXAS 75240-6389
(214) 648-3700

PRELIMINARY

MARCH 2022

HDR

DATE PLOTTED:
Wednesday, September 14, 2022
2:01:14 PM
C:\PW_WORK\dsmith\d0390576\Segment C.dgn
HDR Engineering, Inc. V-7.04
5000 Quorum Drive, Suite 700
Dallas, Texas 75240-6389
(214) 648-3700

SCALE: 1" = 1000'

ROLL 15 OF 20

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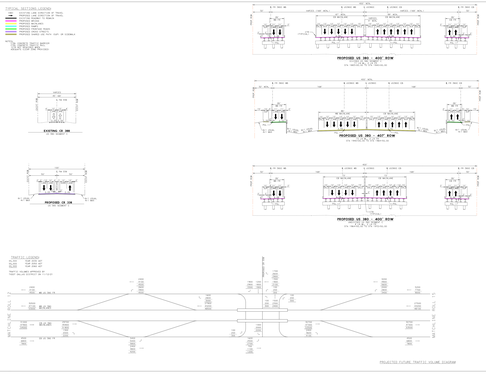
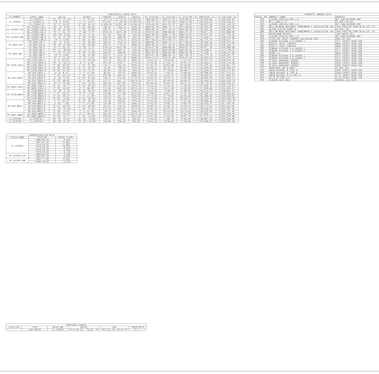
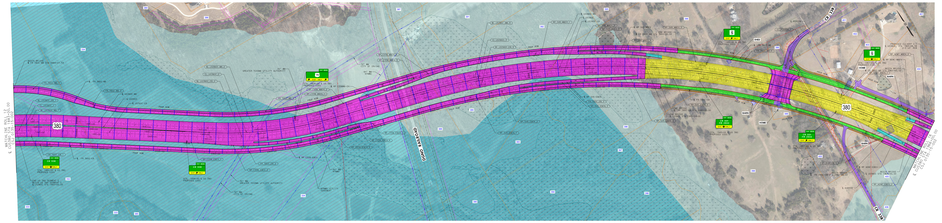
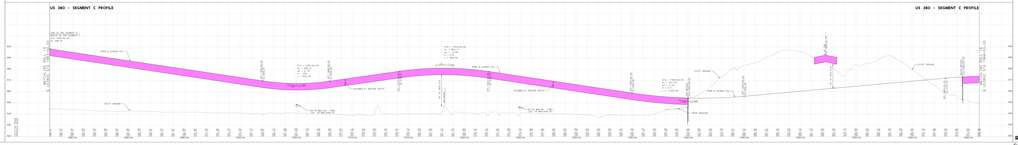




US 380 - SEGMENT C





Texas Department of Transportation

DALLAS DISTRICT

MOHAMED K. BUHL P.E.,L.T. DISTRICT ENGINEER

PUBLIC MEETING ROLL PLOTS
US 380
COLLIN COUNTY, TEXAS

CSJ 0135-02-065
FROM COIT RD TO JCT US 380/UNIVERSITY DR
CSJ 0135-15-002
FROM EAST JCT US 380/UNIVERSITY DR
TO WEST JCT US 380/UNIVERSITY DR
CSJ 0135-03-053
FROM SH5 TO FM 1827

SCHEMATIC PREPARED BY:
HDR ENGINEERING, INC.
5000 QUORUM DRIVE, SUITE 700
DALLAS, TEXAS 75240-6389
(214) 648-3700

PRELIMINARY

MARCH 2022

HDR

DATE PLOTTED:
Wednesday, September 14, 2022
2:01:14 PM
C:\PW_WORK\dsmith\d0390576\Segment C.dgn
HDR Engineering, Inc. V-7.04
5000 Quorum Drive, Suite 700
Dallas, Texas 75240-6389
(214) 648-3700

SCALE: 1" = 1000'

ROLL 15 OF 20

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Texas Department of Transportation

DALLAS DISTRICT

MOHAMED K. BUHL, P.E.,DISTRICT ENGINEER

PUBLIC MEETING ROLL PLOTS
US 380
COLLIN COUNTY, TEXAS

CSJ 0135-02-065
FROM COIT RD TO JCT US 380/UNIVERSITY DR
CSJ 0135-15-002
FROM EAST JCT US 380/UNIVERSITY DR
TO WEST JCT US 380/UNIVERSITY DR
CSJ 0135-03-053
FROM SHS TO FM 1827

SCHEMATIC & LENGTH SUM BELOW
SCHEMATIC & LENGTH SUM BELOW

ROADWAY		DESIGN SPEED	LENGTH
US 380 (WITH ADD)	(FROM PROJECT)	70 MPH	0.5
US 380 (WITH ADD)	(FROM PROJECT)	70 MPH	0.5
PRESTON RD	(FROM PROJECT)	45 MPH	0.5
PRESTON RD	(FROM PROJECT)	45 MPH	0.5
SANDERS RD	(FROM PROJECT)	30 MPH	0.5
SANDERS RD	(FROM PROJECT)	30 MPH	0.5
CR 1827	(FROM PROJECT)	30 MPH	0.5
CR 1827	(FROM PROJECT)	30 MPH	0.5

LOCATION
FUTURE WILMETH RD
FUTURE MCCLUNG RD
FUTURE ALMA RD
CR 1827
FUTURE PRESTON RD
FUTURE SANDERS RD
FUTURE CR 1827
FUTURE CR 1827
FUTURE CR 1827

Texas Department of Transportation

DALLAS DISTRICT

MOHAMED K. ALI, P.E.,L.S. DISTRICT ENGINEER

PUBLIC MEETING ROLL PLOTS
US 380
COLLIN COUNTY, TEXAS
CSJ 0135-02-065
FROM COIT RD TO JCT US 380/UNIVERSITY DR
CSJ 0135-05-052
FROM EAST JCT US 380/UNIVERSITY DR
TO WEST JCT US 380/UNIVERSITY DR
CSJ 0135-03-053
FROM SHS TO FM 1827

SCHEMATIC & CROSS SECTIONS
SCHEMATIC & CONTROL OF ACCESS

SCHEMATIC & CONTROL OF ACCESS

REVISION	REVISION DATE
US 380 WETN-EXIST	LEGEND FEATURES
US 380 WETN-PROP	LEGEND FEATURES
US 380 EETN-EXIST	LEGEND FEATURES
US 380 EETN-PROP	LEGEND FEATURES
UNIVERSITY DR-EXIST	LEGEND FEATURES
UNIVERSITY DR-PROP	LEGEND FEATURES
FM 1827-EXIST	LEGEND FEATURES
FM 1827-PROP	LEGEND FEATURES

LEGEND
LEGEND
LEGEND

Segment D

Texas Department of Transportation

DALLAS DISTRICT

MOHAMED K. BUHL P.E.
DISTRICT ENGINEER

PUBLIC MEETING ROLL PLOTS
US 380
COLLIN COUNTY, TEXAS

CSJ 0135-02-065
FROM COIT RD TO JCT US 380/UNIVERSITY DR
CSJ 0135-05-002
FROM EAST JCT US 380/UNIVERSITY DR
TO WEST JCT US 380/UNIVERSITY DR
CSJ 0135-03-053
FROM SHS TO FM 1827

SUBMIT A CHECK FOR $0.00
SUBMIT A CHECK FOR $0.00
SUBMIT A CHARGE OF $0.00

SUBMIT A CHECK FOR $0.00
SUBMIT A CHARGE OF $0.00

PROJECT	ROUTE	FROM	TO
US 380 (WITH SHS)	(FROM FM1827)	(0.000 MEB)	(0.000 MEB)
US 380 (WITH SHS)	(FROM FM1827)	(0.000 MEB)	(0.000 MEB)
US 380 (WITH SHS)	(FROM FM1827)	(0.000 MEB)	(0.000 MEB)
US 380 (WITH SHS)	(FROM FM1827)	(0.000 MEB)	(0.000 MEB)
SH 121 (WITH SHS)	(FROM FM1827)	(0.000 MEB)	(0.000 MEB)
SH 121 (WITH SHS)	(FROM FM1827)	(0.000 MEB)	(0.000 MEB)
SH 121 (WITH SHS)	(FROM FM1827)	(0.000 MEB)	(0.000 MEB)
SH 121 (WITH SHS)	(FROM FM1827)	(0.000 MEB)	(0.000 MEB)
SH 121 (WITH SHS)	(FROM FM1827)	(0.000 MEB)	(0.000 MEB)
SH 121 (WITH SHS)	(FROM FM1827)	(0.000 MEB)	(0.000 MEB)

CONTRACT PROJECT NO.
CONTRACTOR
DATE BEGAN
DATE COMPLETED
DATE ACCEPTED

PRELIMINARY

MARCH 2022

HDR

HDR
2211 North Greenville Ave
Suite 100
Dallas, Texas 75206-1206
214-848-4848

ROLL 18 OF 20

TYPICAL SECTIONS LEGEND

- PROPOSED LANE WIDENING
- PROPOSED LANE WIDENING
- PROPOSED LANE WIDENING
- PROPOSED LANE WIDENING
- PROPOSED PAVEMENT
- PROPOSED PAVEMENT
- PROPOSED PAVEMENT

Texas Department of Transportation

DALLAS DISTRICT

MOHAMED K. BUHL P.E.,/ DISTRICT ENGINEER

PUBLIC MEETING ROLL PLOTS
US 380
COLLIN COUNTY, TEXAS
CSJ 0135-02-065
FROM COIT RD TO JCT US 380/UNIVERSITY DR
CSJ 0135-05-002
FROM EAST JCT US 380/UNIVERSITY DR
TO WEST JCT US 380/UNIVERSITY DR
CSJ 0135-03-053
FROM SHS TO FM 1827

SEGMENT A LENGTH 6.25 MILES
SEGMENT B LENGTH 3.75 MILES
SEGMENT C LENGTH 2.50 MILES
SEGMENT D LENGTH 3.50 MILES

PROJECT	DESIGN SPEED
US 380 (MAIN LINE)	45MPH (PROPOSED)
COIT RD (MAIN LINE)	45MPH (PROPOSED)
WOODLAND RD	45MPH (PROPOSED)
CHAPARRAL DR	45MPH (PROPOSED)
CHAPARRAL DR	45MPH (PROPOSED)
CHAPARRAL DR

Texas Department of Transportation

DALLAS DISTRICT

MOHAMED A. BUHL PUBLIC DISTRICT ENGINEER

PUBLIC MEETING ROLL PLOTS
US 380
COLLIN COUNTY, TEXAS

CSJ 0135-02-065
FROM COIT RD TO JCT US 380/UNIVERSITY DR
CSJ 0135-05-002
FROM EAST JCT US 380/UNIVERSITY DR
TO WEST JCT US 380/UNIVERSITY DR
CSJ 0135-03-053
FROM SHS TO FM 1827

SUBMIT A CHANGE ORDER TO:
SUBMIT A CHANGE TO ALL:

REQUEST	DESCRIPTION	DATE	BY
1st PDF (WITH RED)	(ORIGINAL PLOTS)	00 JAN 00	XX
2nd PDF (WITH RED)	(ORIGINAL PLOTS)	00 JAN 00	XX
3rd PDF (WITH RED)	(ORIGINAL PLOTS)	00 JAN 00	XX
4th PDF (WITH RED)	(ORIGINAL PLOTS)	00 JAN 00	XX
SUPPORTING FILES	(ORIGINAL PLOTS)	00 JAN 00	XX
SUPPORTING FILES	(ORIGINAL PLOTS)	00 JAN 00	XX
SUPPORTING FILES	(ORIGINAL PLOTS)	00 JAN 00	XX

PRELIMINARY

COMPLETE PROJECT NOT ADVERTISED FOR CONSTRUCTION

PLANS PRESENTED FOR PUBLIC INVESTIGATION AND COMMENT

MARCH 2022

HDR

HDR
2211 North Greenville Ave
Suite 100
Dallas, Texas 75206-1005
214-848-4848

ROLL 20 OF 20

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TYPICAL SECTIONS LEGEND:

- PROPOSED PAVEMENT
- PROPOSED CURB AND GUTTER
- PROPOSED CURB RAMP
- PROPOSED SIDEWALK
- PROPOSED RIPRAP
- PROPOSED PRESTRESSED PANEL
- PROPOSED PRESTRESSED BEAM
- PROPOSED PRESTRESSED BOX CAP, BY OTHERS
- PROPOSED PRESTRESSED BOX CAP, BY OTHERS

THE LEGEND ABOVE MAY NOT APPLY TO ALL TYPICAL SECTIONS.

EXISTING US 380
EXISTING CROSS SLOPE
EXISTING CROSS SLOPE
EXISTING CROSS SLOPE

Segment E

(common to all alternatives)

Texas Department of Transportation

DALLAS DISTRICT

MOHAMED K. BUHL P.E.,DISTRICT ENGINEER

PUBLIC MEETING ROLL PLOTS
US 380
COLLIN COUNTY, TEXAS

CSJ 0135-02-065
FROM COIT RD TO JCT US 380/UNIVERSITY DR
CSJ 0135-15-002
FROM EAST JCT US 380/UNIVERSITY DR
TO WEST JCT US 380/UNIVERSITY DR
CSJ 0135-03-053
FROM SH5 TO FM 1827

SCHEMATIC & CONTROL SHEET INDEX
SCHEMATIC & CONTROL SHEET INDEX

1	COVER SHEET	11	EXISTING CR 125/144
2	TYPICAL SECTIONS LEGEND	12	EXISTING CR 180
3	TYPICAL SECTIONS	13	PROPOSED CR 180/FUTURE RIDGE RD
4	TYPICAL SECTIONS	14	EXISTING BANNERET LN
5	TYPICAL SECTIONS	15	EXISTING BLUEWOOD DRIVE
6	TYPICAL SECTIONS	16	EXISTING LAKE FOREST DR (FM 1462)
7	TYPICAL SECTIONS	17	EXISTING LAKE FOREST DR (FM 1462)
8	TYPICAL SECTIONS	18	PROPOSED US 380 - 242'-42'+ ECM
9	TYPICAL SECTIONS	19	PROPOSED CR 180
10	TYPICAL SECTIONS	20	PROPOSED BANNERET LN
		21	PROPOSED BLUEWOOD DRIVE
		22	PROPOSED LAKE FOREST DR (FM 1462)
		23	PROPOSED LAKE FOREST DR (FM 1462)
		24	PROPOSED US 380 - 242'-48'+ ECM
		25	PROPOSED US 380 WBFR
		26	PROPOSED US 380
		27	PROPOSED US 380 EBFR
		28	PROPOSED US 380
		29	PROPOSED US 380
		30	PROPOSED LAKE FOREST DR (FM 1462)

US 380
CR 180
CR 125/144
CR 180/FUTURE RIDGE RD
CR 125/144
CR 180

Texas Department of Transportation

DALLAS DISTRICT

MOHAMED A. BUHL P.E.,L.S. DISTRICT ENGINEER

PUBLIC MEETING ROLL PLOTS
US 380
COLLIN COUNTY, TEXAS

CSJ 0135-02-065
FROM COIT RD TO JCT US 380/UNIVERSITY DR
CSJ 0135-15-002
FROM EAST JCT US 380/UNIVERSITY DR
TO WEST JCT US 380/UNIVERSITY DR
CSJ 0135-03-053
FROM SHS TO FM 1827

SUBMIT A CHECK SHEET
SUBMIT A CHECK SHEET

SUBMIT A CHECK SHEET
SUBMIT A CHECK SHEET

PROJECT	ROUTE NAME
US 380 (MAIN LANE)	JONES PARKWAY
US 380 (MAIN LANE)	JONES PARKWAY
US 380 (MAIN LANE)	JONES PARKWAY
US 380 (MAIN LANE)	JONES PARKWAY
CONNECTOR (CD)	JONES PARKWAY
CONNECTOR (CD)	JONES PARKWAY
CONNECTOR (CD)	JONES PARKWAY
CONNECTOR (CD)	JONES PARKWAY

PRELIMINARY

SUBMIT A CHECK SHEET
SUBMIT A CHECK SHEET

THIS DOCUMENT IS PRELIMINARY AND IS NOT TO BE USED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

JASON RYAN PORTERFIELD, P.ENGINEER
TEXAS REGISTRATION NUMBER 124255
DATE: MARCH 2022

MARCH 2022

BURNS McDONNELL

1616 N. FT. WORTH AVENUE
DALLAS, TX 75208

ROLL 10 OF 20

SCALE: 1" = 1000'

SCALE: 1" = 1000'

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TYPICAL SECTIONS LEGEND

- PROPOSED JONES PARKWAY (US 380)
- PROPOSED JONES PARKWAY (US 380) (MAIN LANES)
- PROPOSED JONES PARKWAY (US 380) (CONNECTOR)
- PROPOSED JONES PARKWAY (US 380) (CONNECTOR)
- PROPOSED PARKWAY PAVEMENT
- PROPOSED PARKWAY PAVEMENT
- PROPOSED PARKWAY PAVEMENT

Texas Department of Transportation

DALLAS DISTRICT

MOHAMED A. BUN, P.E.,I.I. DISTRICT ENGINEER

PUBLIC MEETING ROLL PLOTS
US 380
COLLIN COUNTY, TEXAS

CSJ 0135-02-065
FROM COIT RD TO JCT US 380/UNIVERSITY DR
CSJ 0135-15-002
FROM EAST JCT US 380/UNIVERSITY DR
TO WEST JCT US 380/UNIVERSITY DR
CSJ 0135-03-053
FROM SHS TO FM 1827

SUBMIT A CHECK SUMMARY
SUBMIT A CHECK ALL SHEETS

PROJECT	SHEET NO.
US 380 BETW.RDWY	2PROJ PROLOG1
US 380 BETW.RDWY	3PROJ PROLOG2
US 380 BETW.RDWY	4PROJ PROLOG3
US 380 BETW.RDWY	5PROJ PROLOG4
COLLINSVILLE RD	6PROJ PROLOG5
COLLINSVILLE RD	7PROJ PROLOG6
COLLINSVILLE RD	8PROJ PROLOG7
COLLINSVILLE RD	9PROJ PROLOG8

SUBMIT PROJECT BY:
1.FOR ACTUAL PLOT PLOTS
2.FOR PDF PLOTS

PRELIMINARY

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MARCH 2022

BURNS & McDONNELL

LICENSE NO. F-2529
DALLAS, TEXAS

ROLL 11 OF 20

SCALE: 1" = 1000'

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TYPICAL SECTIONS LEGEND
PROPOSED LANE WITH DIMENSIONS
PROPOSED LANE WITH LANE NO.
PROPOSED LANE WITH LANE NO. AND DIMENSIONS
EXISTING LANE
EXISTING PAVEMENT
PROPOSED PAVEMENT
EXISTING PAVEMENT TO BE REMOVED
PROPOSED PAVEMENT TO BE REMOVED
EXISTING PAVEMENT TO BE REMOVED AND PROPOSED PAVEMENT TO BE CONSTRUCTED
EXISTING GRADE
PROPOSED GRADE
EXISTING GRADE TO BE REMOVED
PROPOSED GRADE TO BE CONSTRUCTED

VARIES 90'-150'
VARIES 12'-16'
VARIES 12'-16'
VARIES 12'-16'
VARIES 12'-16'
VARIES 90'-150'
6 TO 10:1
VARIES 12'-16'
VARIES 12'-16'
VARIES 12'-16'
VARIES 12'-16

Texas Department of Transportation

DALLAS DISTRICT

MOHAMED K. BUHL P.E.,A.I. DISTRICT ENGINEER

PUBLIC MEETING ROLL PLOTS
US 380
COLLIN COUNTY, TEXAS

CSJ 0135-02-065
FROM COIT RD TO JCT US 380/UNIVERSITY DR
CSJ 0135-15-002
FROM EAST JCT US 380/UNIVERSITY DR
TO WEST JCT US 380/UNIVERSITY DR
CSJ 0135-03-053
FROM SH5 TO FM 1827

SCHEMATIC & CONTROL SCALE 1:20 SCALE
SCHEMATIC & CONTROL SCALE 1:40 SCALE

US 380 BETW.REF.	(FROM PREVIOUS)	48.000	48
US 380	(FROM PREVIOUS)	48.000	96
US 380	(FROM PREVIOUS)	48.000	144
US 380	(FROM PREVIOUS)	48.000	192
SECTIONS(TYP. 2)	(FROM PREVIOUS)	48.000	240
SECTIONS(TYP. 3)	(FROM PREVIOUS)	48.000	288
SECTIONS(TYP. 4)	(FROM PREVIOUS)	48.000	336

SCHEMATIC PROPERTY MAP
1:100 SCALE

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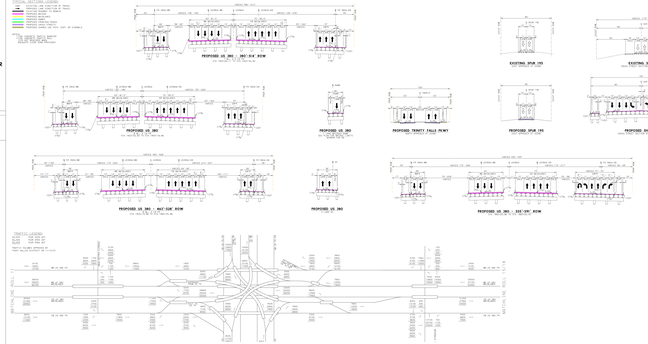
JOSHUA RYAN BURCHFIELD, 119008
PRELIMINARY
NOT FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES

MARCH 2022

BURNS McDONNELL

LICENSED FIRM
BURNS & McDONNELL ENGINEERING CO., INC.
9400 NORTH CENTRAL EXPRESSWAY
DALLAS, TEXAS

ROLL 12 OF 20


TYPICAL SECTIONS LEGEND
PROPOSED US 380 - 86' DLR ROW
EXISTING SPUR 126
EXISTING US 5
PROPOSED US 380
PROPOSED TRINITY FALLS PKWY
PROPOSED SPUR 126
PROPOSED US 5
PROPOSED US 380 - 86' DLR ROW
PROPOSED US 380
PROPOSED US 380 - 102'-106' ROW
TRAFFIC LEGEND
TRAFFIC FLOW ARROW
TRAFFIC FLOW ARROW TO BE REMOVED
TRAFFIC FLOW ARROW TO BE MODIFIED
TRAFFIC SIGNAL
TRAFFIC SIGNAL TO BE REMOVED
TRAFFIC SIGNAL TO BE MODIFIED
PROPOSED TRAFFIC SIGNAL
PROPOSED TRAFFIC SIGNAL TO BE REMOVED
PROPOSED TRAFFIC SIGNAL TO BE MODIFIED
PROPOSED TRAFFIC SIGNAL TO BE RELOCATED
PROPOSED TRAFFIC SIGNAL TO BE RELOCATED AND MODIFIED
PROPOSED TRAFFIC SIGNAL TO BE RELOCATED AND REMOV

Texas Department of Transportation

DALLAS DISTRICT

MOHAMED A. BUHL P.E.,L.S. DISTRICT ENGINEER

PUBLIC MEETING ROLL PLOTS
US 380
COLLIN COUNTY, TEXAS

CSJ 0135-02-065
FROM COIT RD TO JCT US 380/UNIVERSITY DR
CSJ 0135-05-052
FROM EAST JCT US 380/UNIVERSITY DR
TO WEST JCT US 380/UNIVERSITY DR
CSJ 0135-03-053
FROM SHS TO FM 1827

SCENIC LANDS ACQUIRED
SCENIC LANDS ACQUIRED

Texas Department of Transportation

DALLAS DISTRICT

MOHAMED K. BUHL P.E.,L.S. DISTRICT ENGINEER

PUBLIC MEETING ROLL PLOTS
US 380
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CSJ 0135-02-065
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FROM EAST JCT US 380/UNIVERSITY DR
TO WEST JCT US 380/UNIVERSITY DR
CSJ 0135-03-053
FROM SHS TO FM 1827

SCHEMATIC & CONTROL ALIGNMENT
SCHEMATIC & CONTROL ALIGN BELOW

PROJECT	DESCRIPTION	DATE
US 380 (WITH SHS)	LEGEND PROJECT	04 APR 22
US 380 (WITH SHS)	LEGEND PROFILE	04 APR 22
FM 1827	LEGEND PROJECT	04 APR 22
FM 1827	LEGEND PROFILE	04 APR 22
UNIVERSITY DR	LEGEND PROJECT	04 APR 22
UNIVERSITY DR	LEGEND PROFILE	04 APR 22
UNIVERSITY DR	LEGEND PROJECT	04 APR 22
UNIVERSITY DR	LEGEND PROFILE	04 APR 22

PRELIMINARY

SCHEMATIC PRELIMINARY ALL
CONTROL ALIGNMENT BELOW
CONTROL ALIGNMENT & ALL
PROJECT ALIGNMENTS BELOW
PRELIMINARY ALIGNMENTS BELOW
PRELIMINARY ALIGNMENTS BELOW

MARCH 2022

BURNS McDONNELL

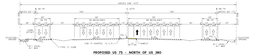
LICENSED FIRM
TBPE FIRM F-2009
TBPLS FIRM 10194

ROLL 14 OF 20

TYPICAL SECTIONS LEGEND:

- PROPOSED PAVEMENT
- PROPOSED CURB AND GUTTER
- PROPOSED CURB RAMP
- PROPOSED SIDEWALK
- PROPOSED PAVEMENT MARKING
- PROPOSED PAVEMENT MARKING
- PROPOSED PAVEMENT MARKING
- PROPOSED PAVEMENT MARKING
- PROPOSED PAVEMENT MARKING
- PROPOSED PAVEMENT MARKING
- PROPOSED PAVEMENT MARKING
- PROPOSED PAVEMENT MARKING

TYPICAL CONDITIONS SHOWN
CONTROL ALIGNMENT BELOW
COLLIN COUNTY, TEXAS


PROPOSED 25 FT. NORTH OF US 380
CONTROL LINE
PROPOSED 25 FT. NORTH OF US 380
CONTROL LINE
CONTROL LINE
2.0%
2.0%
CONTROL LINE
CONTROL LINE
CONTROL LINE

E10 Public Meeting Photos

Attendees viewing Roll Plots

Attendees viewing Roll Plots - Segment C

Attendees viewing Roll Plots - Segment E

Attendees at the Public Meeting

Attendees viewing Roll Plots - Segment A

Attendees viewing Exhibit Boards

Texas Department of Transportation

Attendees viewing Rolling Presentation

Attendees viewing Interactive Map Station