



# US 380 from Coit Road to FM 1827

## Public Scoping Meeting Response to Common Comments

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 April 26, 2021

TxDOT hosted a virtual public scoping meeting for the US 380 from Coit Road to FM 1827 project from January 21 to February 5, 2021. Below are topics that represent the comments received most often during the Public Scoping comment period from multiple stakeholders and a corresponding response from TxDOT.

COMMENT TOPIC	TxDOT RESPONSE
<p>Impacts to ManeGait Therapeutic Horsemanship</p>	<p>We evaluated the current ManeGait facility and completed an initial environmental review of impacts to this community facility. TxDOT considers the daily operations and special events held at this location to be important services for at least <u>two vulnerable and protected status populations – the disabled and children</u>. We have avoided selecting any alignment impacting ManeGait because of potential impacts to the community facility and the services it provides to vulnerable populations.</p> <p>More in-depth analyses and documentation will be completed for the existing and anticipated social and environmental impacts to community facilities, including ManeGait Therapeutic Horsemanship, as part of the EIS process.</p>
<p>Comparing alternatives</p>	<p>During the Environmental and Schematic Design phase of project development, TxDOT is gathering additional and more specific data to develop and fully evaluate all initial alternatives as part of the NEPA process and to determine if they should be moved forward for further study or be eliminated. TxDOT is required to complete in-depth traffic and travel demand analyses, and environmental field surveys and assessments in areas where landowners have agreed to allow access. The data currently being gathered will support TxDOT's Alternatives Analysis and identification of potential impacts. The list of resource categories to be considered was shared during the Public Scoping Meeting and are also posted <a href="#">here</a> in the document titled "Methodologies and Level of Detail for Analyzing Alternatives" under the "Purpose of Public Scoping Meeting" section. TxDOT will present</p>



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	<p>the results of its Alternatives Analysis at the next Public Meeting to be held later this year.</p>
<p><b>Consideration of Segment B from 2016-2020 Feasibility Study</b></p>	<p>The referenced route was one considered during TxDOT’s 2016-2020 Collin County Feasibility Study but was not carried forward as part of the Feasibility Study Recommended Alignment because of its potential impact to the ManeGait Therapeutic Horsemanship facility, as well as due to the large acreage of planned development that it would affect. After the Feasibility Study, TxDOT shifted Segment B to the north in the area from Custer Road to where it meets the segment along the existing US 380. TxDOT also shifted Segment B south in the area east of Custer Road as travels to meet the alternative at CR 161/Future Ridge Road. This revised ‘Segment B’ was shown during the Public Scoping Meeting and was brought back for consideration in the NEPA process because TxDOT must consider different alternatives in the EIS process. TxDOT will continue to evaluate Segment B and make refinements to avoid and minimize impacts where feasible. TxDOT will present the results of its Alternatives Analysis at the next Public Meeting to be held later this year.</p>
<p><b>Impacts to Founders Classical Academy</b></p>	<p>We are currently considering modifications to the Segment B portion of the Brown and Gold Alternatives to reduce or eliminate impacts to Founders Classical Academy. Please note that this area is highly constrained by existing and proposed developments, neighborhoods, and ManeGait Therapeutic Horsemanship.</p>
<p><b>Investigation of dams as well as wetlands, floodplains, and other sensitive resources</b></p>	<p>We will conduct field assessments during the development of the EIS to identify all dams, wetlands, floodplains, and other sensitive resources in the project 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.</p>
<p><b>Depression of roadways between the Tucker Hill</b></p>	<p>We are working to identify the extent to which the mainlanes may be depressed in between the Tucker Hill and Stonebridge neighborhoods which includes analyzing existing and proposed drainage conditions.</p>



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and Stonebridge neighborhoods

### Air Quality

We will perform a comprehensive air quality analysis as part of the Environmental Impact Statement. The air quality analysis will follow regulatory requirements, and will address the following four components for the Preferred Alternative once selected:

- conformity of the proposed project with the Texas Commission on Environmental Quality (TCEQ) State Implementation Plan (SIP), which essentially means that the project must be consistent with the information in the SIP such as the design (number of lanes), schedule, and cost;
- carbon monoxide (CO) emissions;
- mobile source air toxics (MSAT); and
- the Congestion Management Process (CMP).

The air quality analysis may involve coordination various resource agencies and planning organizations including the US Environmental Protection Agency (EPA), TCEQ, North Texas Council of Governments (NCTCOG), and Federal Highway Administration (FHWA). Air quality analyses require an approved alignment and traffic volumes in order to be prepared. Read the TxDOT guidance documents regarding air quality [here](#).

### Traffic Noise

A detailed traffic noise analysis will be conducted once the schematic design for the Reasonable Alternatives is developed. TxDOT will measure existing noise levels and evaluate predicted noise levels for each Build Alternative based on the 2045 traffic volume forecasted for the new roadway. The study will be conducted in accordance with FHWA's requirements and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, consideration of barriers to abate traffic noise levels on adjacent land uses may be considered if they meet federal and TxDOT criteria in terms of noise reduction, cost, constructability/feasibility, and reasonableness. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be



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	<p>shared with the community before preparing the final design. You can find out more about this process in <a href="#">TxDOT's Traffic Noise Toolkit</a>.</p>
<b>Request for Additional Access to Tucker Hill Neighborhood</b>	<p>The request is noted that should any alternative that includes Segment A be the final, preferred alternative that the Tucker Hill neighborhood has 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.</p>
<b>Opposition to the continued study of improving the existing US 380 into a freeway through McKinney</b>	<p>We are reviewing and considering the input received during the Public Scoping Meeting including the comments requesting that TxDOT not continue the study of expanding the existing US 380 into a freeway due to the cost to construct the alternative and the number of residential and business displacements. Due to the potential impacts, it is possible that the green alignment/existing US 380 may be eliminated from further consideration; however, this is still being examined. We will make a decision on this topic prior to the next Public Meeting.</p>
<b>Feasibility Study omissions</b>	<p>Feasibility Studies are often conducted to determine if a proposed project should move forward in the project development process. Feasibility Studies typically rely on what we call desktop data, which is already published data for things such as population projections and traffic data. During the US 380 Feasibility Study, TxDOT conducted the desktop review and identification of resources such as the presence of waters of the US and wetlands, floodplains, possible historic resources, schools/churches/public facilities, parks and recreational areas, neighborhoods, and the existing roadway system. During the EIS process, we are sending team members out into the project area to conduct in-person and more detailed evaluations and analysis. Detailed analyses conducted during the EIS process include air quality and noise analyses. TxDOT must identify a defined 'footprint' to determine the direct and indirect effects of the proposed project. The level of design developed during the Feasibility Study did not provide the specific data needed to conduct air quality analyses.</p>



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**Proposed Teal Alternative which connects proposed alternatives in Denton and Collin County and also includes a portion of the Collin County Outer Loop**

The required technical analyses will be conducted for each reasonable alternative in accordance with TxDOT and FHWA requirements.

The Outer Loop was not an alignment chosen to be studied during the development of the EIS of this project because the Feasibility Study showed that it would not alleviate the increasing congestion along the existing US 380.

During the Feasibility Study, our team conducted travel demand model runs in partnership with NCTCOG. NCTCOG creates the travel demand model for our region. One model run that was done assumed the Outer Loop was a freeway and that existing US 380 was not a freeway. This is what we call the No-Build Alternative, which resulted in US 380 near Custer Road having an Average Daily Traffic (ADT) of about 52,000 vehicles and the Outer Loop has approximately 55,000 vehicles per day. These numbers, relative to other alternative model runs, showed low volumes on the Outer Loop which indicates the distance from US 380 to the Outer Loop is too great to attract vehicles sitting in traffic on US 380, thus the Outer Loop freeway does not alleviate the congestion along the existing US 380.

The TxDOT study team along with NCTCOG is performing additional model runs which combine the Collin and Denton County Feasibility Study's alternatives to assess the regional need for a freeway. The results of the model runs are showing that the region does in fact need two east west freeways, the Outer Loop and US 380.

The study team also looked at the teal alignment suggested by several stakeholders. We identified several potential impacts that cause concern. In the area where the proposed alignment connects to US 75, there would be impacts to planned developments. This would be of particular concern to the city of McKinney and multiple developers that have been planning large developments at US 75 and Laud Howell Parkway, which is marked as a prime regional commercial opportunity for McKinney. The City of McKinney has



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provided comments to TxDOT asking for continued evaluation that location and to 1) to leave the Laud Howell interchange intact and 2) to move the US 380/US 75 interchange further south while seeking to maximize access to future development, minimize impacts to planned development, and minimize any impacts to Collin County government facilities. Another concern could potentially be the floodplains in this area.

The construction of a combined US 380 new location alternative and Collin County Outer Loop would not necessarily conserve transportation funds, as it would not meet the needs of the growing region or satisfy the need for the project presented to the public which is as follows: *The proposed action is needed because population growth within the central portion of Collin County, primarily the city of McKinney, 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.*

Please also note that there are similarities and differences in the US 380 projects in Collin County and Denton County. The Denton County study produced similar findings for the Denton Study where the Outer Loop or the teal alignment did not draw enough traffic from US 380 to address the mobility issues on the corridor. Additionally, of all of the alignments being considered in Denton County, the teal alignment is the option with the most parcel impacts and residential displacements where the Blue alignment had the most commercial displacements.

The projects are different in the fact that in Denton County, the grade separated interchanges that are part of an in-progress project on US 380 are expected to improve mobility.

Erwin Park

No alternative being considered would require land from Erwin Park. Section 4(f) of the Department of Transportation Act of 1966





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	<p>prohibits approval of any project that requires the “use” of 1) any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge or 2) any land from an historic site of national, state, or local significance unless there is no feasible alternative to the use of such land and the project includes all possible planning to minimize harm to the resource. You can read more about Section 4(f) protections <a href="#">here</a>.</p>
<b>Prosper High School</b>	<p>We are continuing to evaluate the Segment B alignment to avoid and minimize where feasible impacts to a number of resources in the Prosper area including the proposed high school.</p>
<b>New location alternatives (bypasses) will not alleviate traffic on the current 380.</b>	<p>We conducted a traffic analysis as part of the 2016-2020 Feasibility Study that showed while the alignment along the existing US 380 attracted more traffic, new location alignments would improve mobility and reduce congestion along the existing US 380 roadway as well as connecting arterials. US 380 new location alignments and local streets would work together as a system to increase mobility and accessibility as well as reduce regionwide traffic congestion better than improving the existing US 380 corridor. Results of a Select Link Analysis conducted during the Feasibility Study showed that in 2045, 54 percent of the peak period westbound traffic along US 380 through Collin County would opt to take a freeway bypass (if available) rather than continue driving west along existing US 380. Of the remaining 46 percent of westbound traffic, 20 percent would take existing US 380 or other available routes to connect to destinations south of McKinney. Likewise, 54 percent of the US 380 eastbound traffic would take a freeway bypass (if available), and of the remaining 46 percent, 22 percent would use existing US 380 for local destinations and 24 percent would travel to US 75 to access destinations south of McKinney. It is important to note that we are currently working with NCTCOG to complete additional traffic analysis during this phase of the project. Results of the analysis will be provided in the Alternatives Analysis shown at the Public Meeting TxDOT anticipates hosting later this year.</p>



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<b>Safety</b>	<p>Any future improvements will be designed to meet current design standards and address deficiencies of the current roadway system where feasible. It is important to note that 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. Freeways historically have a lower crash rate than arterials. This is due to the configuration of a freeway, which for this project would generally consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway. With traffic only traveling in one direction, there are fewer potential points of conflict. Drivers will only be able to make left turns or U-turns where there are signalized intersections on access roads.</p>
<b>Impacts and access during construction</b>	<p>Impacts from construction, such as noise and vibration, impacts to travel patterns, air quality and any mitigation strategies will be evaluated as part of the environmental process and included in the EIS. A detailed traffic control plan would be developed prior to construction to minimize traffic disruption and outline how access will be maintained during construction.</p>
<b>Alternative Preference</b>	<p>Public input is one of the many factors that is considered by TxDOT during its decision-making process for the US 380 project. However, alternatives are not selected through a voting process. The decision to carry forward or remove an alternative presented during the Public Scoping Meeting will be supported by the continued study and refinement of the alternatives and the results of numerous technical studies to be completed in the coming months.</p>





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<b>Feasibility Study Recommended Alignment and the selection of a Preferred Alternative</b>	<p>Completion of the Feasibility Study was one of the first steps in developing the US 380 project. We are now in the next step of project development – Schematic Design and Environmental Study – that will culminate in the development of an EIS and selection of a Preferred Alternative that will be constructed in the future once funding becomes available. TxDOT announced a Recommended Alignment at the end of the Feasibility Study based on the data collected at that time and a preliminary level of design. The Recommended Alignment from the Feasibility Study (depicted as the Purple Alternative in the Public Scoping Meeting materials) has been included in the initial alternatives currently under study. The alternatives shown during the Public Scoping Meeting are being developed to a higher level of design, and additional technical analyses will be conducted to assess the effects – positive and negative – of the alternatives on the human and natural environment. The results of this deeper evaluation of the alternatives will be summarized in an EIS document that will be reviewed by the public in 2022.</p>
<b>Interchange north of the Stonebridge Ranch villages of Wren Creek, Kensington, and LaCima</b>	<p>The current recommended alignment/typical section for the area near Stonebridge Ranch Village of Kensington shows a two-level interchange with depressed (or below grade) mainlanes. This interchange would be like the existing interchange at US 75 and Bloomdale Road.</p>
<b>Property value impacts</b>	<p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>



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<b>Increasing traffic on arterials</b>	We are continuing to evaluate alternatives. Based on the traffic analysis from the Feasibility Study, a freeway is expected to attract traffic from arterial streets. Drivers taking long trips would likely take the freeway because the mainlanes have no signals, have higher speeds, and therefore reduce travel times. TxDOT would, however, expect traffic to increase along arterials at the normal growth rate expected in Collin County.
<b>Community Impacts</b>	A Community Impacts Assessment (CIA) will be performed for the proposed project as part of the EIS. The CIA includes evaluating changes in access for drivers, bicyclists and pedestrians; impacts to community facilities, shopping areas, community centers, childcare, healthcare and emergency responders; and impacts to environmental justice communities including people of color, minority populations, low-income populations and those with limited English proficiency. You can find out more about the CIA process <a href="#">here</a> .
<b>Hazardous Materials</b>	As part of the EIS, TxDOT must identify and address any hazardous wastes, hazardous substances, and toxic chemicals related to the project that could negatively affect human health or the environment. Hazardous waste sites and materials can include landfills, pipelines, industrial facilities, and petroleum storage tank sites. You can find out more about hazardous materials in <a href="#">TxDOT's Hazardous Materials Toolkit</a> .