US 380 Collin County Feasibility Study

Final Report and Implementation Plan

CSJ's: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 2020

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List of Acronyms

Acronym	Definition
AADT	Annual Average Daily Traffic
CAAA	Clean Air Act Amendments of 1990
CFR	Code of Federal Regulations
CPI	Consumer Price Index
CSJ	Control Section Job
DFW	Dallas-Fort Worth
DNT	Dallas North Tollway
DOT	Department of Transportation
EA	Environmental Assessment
EIS	Environmental Impact Statement
EJ	Environmental Justice
ETJ	Extraterritorial Jurisdiction
FAQ	Frequently Asked Question
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FM	Farm to Market Road
GIS	Geographic Information System
HHS	Health and Human Services
HOA	Homeowners Association
ISD	Independent School District
LEP	Limited English Proficiency
LWCF	Land and Water Conservation Fund
LOS	Level of Service
MAPO	Meeting of Affected Property Owners
mph	miles per hour
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NCTCOG	North Central Texas Council of Governments
NEPA	National Environmental Policy Act of 1969
NHPA	National Historic Preservation Act
NPS	National Park Service
NRHP	National Register of Historic Places
NTMWD	North Texas Municipal Water District
NTTA	North Texas Tollway Authority
PGBT	President George Bush Turnpike
ROW	Right of way
RTC	Regional Transportation Council
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SH	State Highway
SIP	State Implementation Plan

SRT	Sam Rayburn Turnpike
STIP	Statewide Transportation Improvement Program
TDM	Traffic Demand Model
TIP	Transportation Improvement Program
TPWD	Texas Parks and Wildlife Department
TSZ	Travel Survey Zone
TxDOT	Texas Department of Transportation
U.S.	United States
U.S.C.	United States Code
US	U.S. Highway
USACE	United States Army Corps of Engineers
V/C	Volume to Capacity Ratio
VHT	Vehicle Hours Traveled
VMT	Vehicle Miles of Travel
%	Percent

1.0 INTRODUCTION

This report documents findings from the TxDOT Dallas District Collin County US 380 feasibility study and outlines an implementation plan for the project.

Working with Collin County and regional leaders, TxDOT started this current feasibility study in June 2017 to identify a recommended corridor and appropriate roadway type. The roadway would need to accommodate the projected east-west travel demand and provide a safe and accessible facility to support east-west mobility across Collin County in the year 2045 and beyond. As the County's population grows, the options to build a new roadway or expand the existing US 380 become more limited and potential impacts to residential and commercial developments increase. The intent of the feasibility study was to start to identify a roadway alignment or alignments to serve as a blueprint to begin land banking or preserving land now.

During the study, TxDOT developed and evaluated roadway options and many potential alignment options, including utilizing the existing alignment and new location alignments, based on engineering factors and environmental constraints.

After two years of study, TxDOT publicly announced its recommended freeway alignment in May 2019.

2.0 BACKGROUND

2.1 PROJECT OBJECTIVE

The objective of the feasibility study was to perform a needs assessment and analyze potential roadway options. That could include improving the existing US 380 alignment or utilizing new alignments. A feasibility study is one planning tool that TxDOT uses when a project is in the very early stages of development. It helps 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.

2.2 STUDY AREA

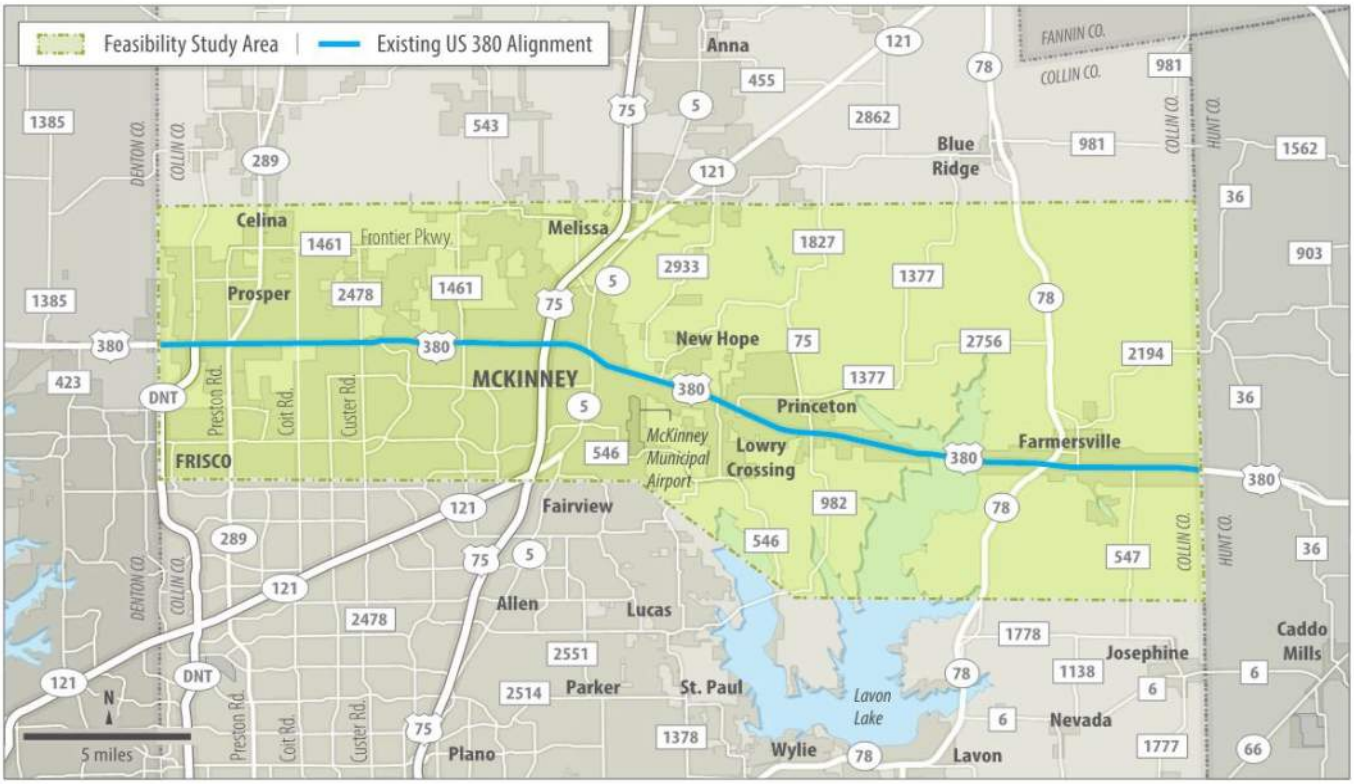
This study focused on identifying a recommended corridor location and appropriate roadway type in Collin County**. Figure 2-1** displays the feasibility study area. Study area municipalities included Prosper, Frisco, Celina, McKinney, New Hope, Lowry Crossing, Melissa, Fairview, Princeton, and Farmersville.

The existing US 380 alignment is approximately 32 miles long. Five control-section-jobs (CSJ) are included in the study area and they include the following:

- Denton County line to Preston Road (CSJ 0135-11-022)
- Preston Road to SH 5 (CSJ 0135-02-059)

- SH 5 to FM 982 (CSJ 0135-03-048)
- FM 982 to Hamilton Street (CSJ 0135-04-032)
- Hamilton Street to the Hunt County line (CSJ 0135-05-026)

Figure 2-1: Feasibility Study Area



US 380 operates as an important east-west regional connector between the cities of Denton and Greenville. TxDOT is also conducting a similar feasibility study in Denton County.

2.3 EXISTING CONDITIONS

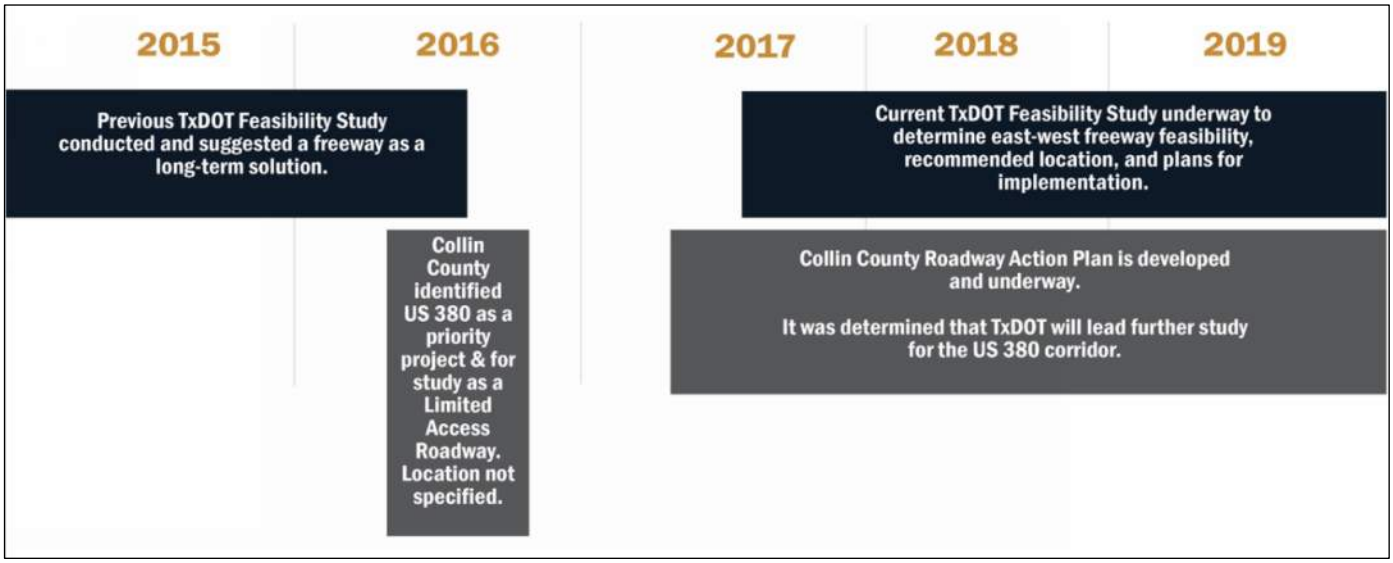
US 380 is currently classified as a principal arterial with a varying speed limit of 45-60 miles per hour (mph). The current alignment consists of 4-6 lanes with a right of way width of approximately 130-180 feet.

The segment from just west of Dallas North Tollway (DNT) to just east of SH 289 (Preston Road) was recently reconstructed and contains 6-lane mainlanes (designed for 45 mph speeds), 2-lane frontage roads, and ramps. It also includes grade-separated interchanges at DNT and SH 289. The segment from just east of SH 289 to Airport Drive is a 6-lane arterial with an interchange at US 75 and SH 5. Between Airport Drive to the Hunt County line, US 380 is four lanes and there is an interchange at SH 78. Traffic is over capacity for most of US 380 in the study area during rush hours and operates at a level of service F.

2.4 PROJECT HISTORY AND PREVIOUS STUDIES

Leaders from TxDOT, Collin County, and North Central Texas Council of Governments (NCTCOG) collectively identified the need to study the US 380 corridor. **Figure 2-2** illustrates the recent history of the project.

Figure 2-2: Feasibility Study Timeline



2.4.1 Previous TxDOT Feasibility Study

TxDOT conducted a previous US 380 Feasibility Study from 2015 to 2016. The study limits were from the Denton County line east to FM 1827. The study analyzed minor, moderate, and major improvements to the existing US 380 alignment only. This earlier study did not evaluate any new location alignments.

The alternatives evaluated in this study included the following:

- No Build.
- Analysis of intersection improvements at the major arterial intersections.
- Reconstruct and upgrade the facility to a freeway with frontage roads. Two different typical sections were evaluated:
  - Three mainlanes with two frontage road lanes in each direction.
  - Four mainlanes with three frontage road lanes in each direction.
- Reconstruct parts of the facility to a super arterial consisting of grade separated interchanges at major intersections (up to eight crossings).
- Develop the US 380 corridor as a segment of the Outer Loop.

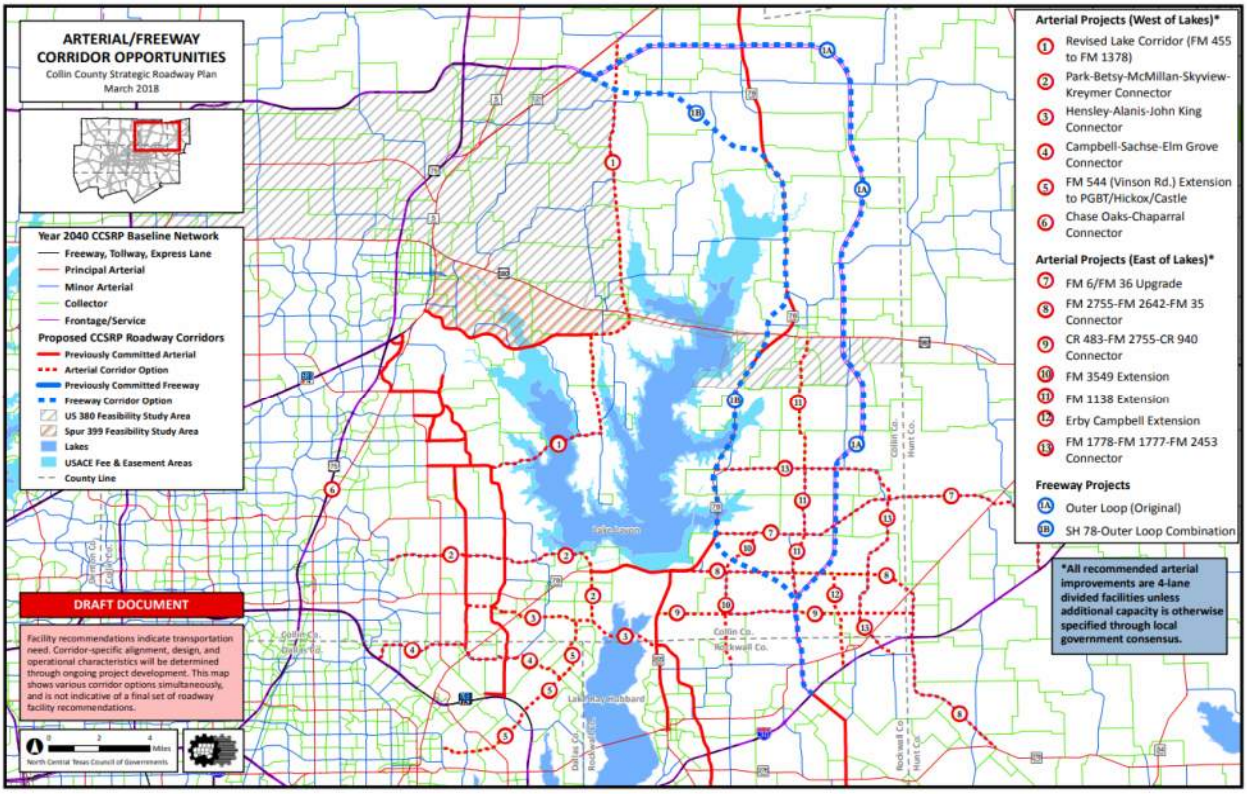
The final recommendation from this previous TxDOT feasibility study was that a freeway "provides the best mobility and safety, and addresses the long-term needs of the communities" but "an additional detailed study covering Denton, Collin, and Hunt Counties is likely necessary" to develop a plan for the future of US 380.

The final report from the study can be found at http://www.keepitmovingdallas.com/sites/default/files/docs/AECOMM%20US%20380%20Feasibility%20Study%20Report%20and%20Appendices.pdf

2.4.2 Collin County Strategic Roadway Plan

In June 2016, leaders from Collin County, NCTCOG, and TxDOT agreed to develop a Strategic Roadway Plan for the county. The purpose of the plan is to identify major transportation needs that may improve mobility and accommodate future growth. TxDOT was tasked with continued study of US 380, NCTCOG would evaluate north/south routes in the area east of the US 75 corridor, and Collin County would further study the Collin County Outer Loop. **Figure 2-3** is a map of both arterial and freeway corridor opportunities identified in March 2018 under the plan. This map was created before TxDOT announced its US 380 recommended alignment, so it is not represented. The alignments that are shown are conceptual and subject to change as a result of this ongoing study and the future environmental review process.

Figure 2-3: Collin County Strategic Roadway Plan – March 2018



Source: NCTCOG

2.5 REGIONAL PLANNING CONTEXT

The NCTCOG is a voluntary association of, by and for local governments, and was established to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. 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. The NCTCOG serves as the MPO for regional transportation planning in the DFW area. The RTC is the independent transportation policy body of the MPO and is comprised of elected officials and appointed staff representing the counties, municipalities, and transportation providers in the region. Since the early 1970s, MPOs have had the responsibility of developing and maintaining a metropolitan transportation plan (MTP). The MTP is a federally mandated document that serves to identify transportation needs and guides federal, state, and local transportation expenditures. The MTP includes over 70 policies set by the RTC to help guide the development, implementation, and operation of transportation projects. For example, RTC policy FT3-008 encourages the early preservation of ROW in recommended corridors, and FT3-009 encourages the preservation of ROW in all freeway/tollway corridors to accommodate future transportation needs, to accommodate the ultimate new location, access controlled transportation facility that would meet the long-term needs of the region.

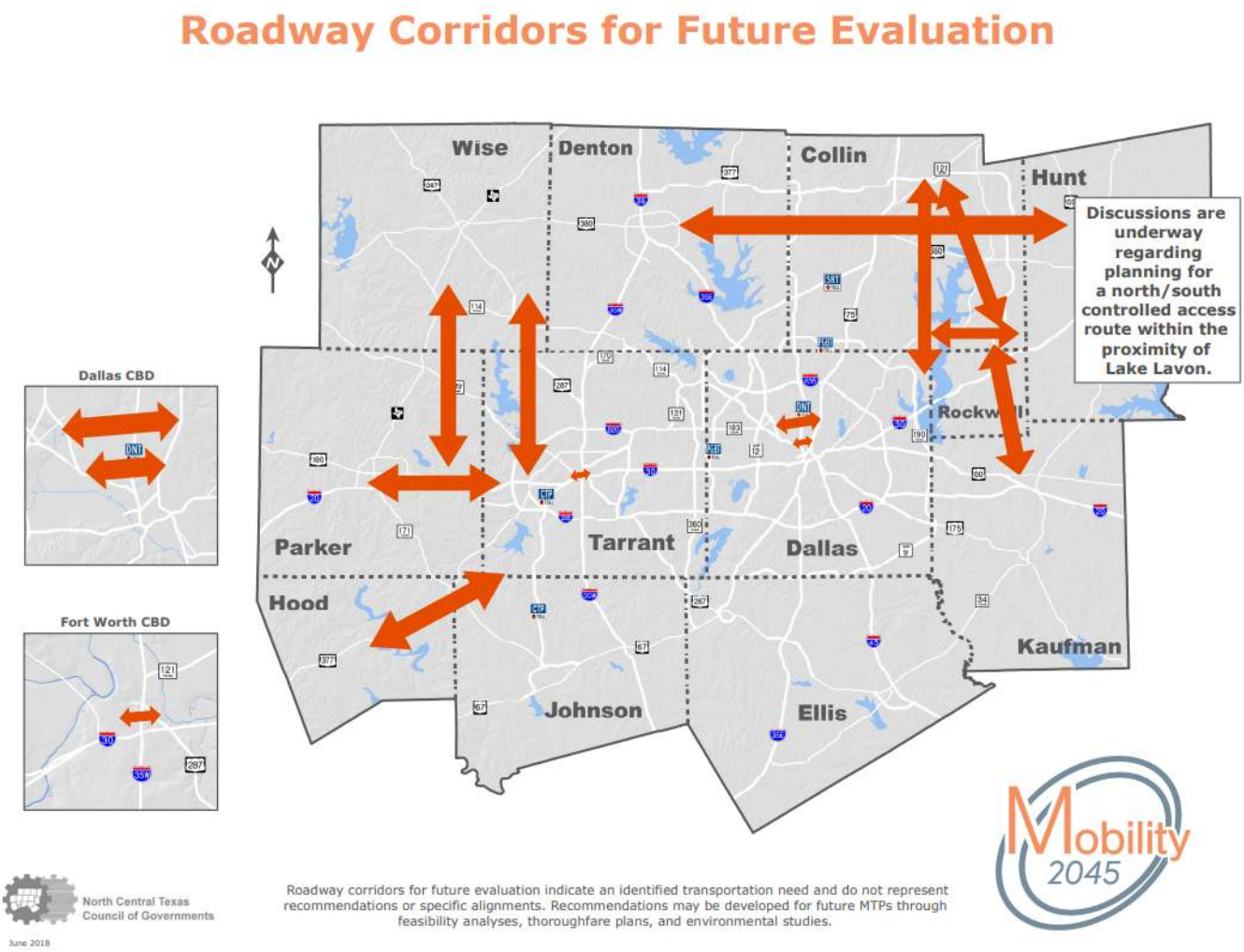
Mobility 2045 is the defining vision or plan for transportation systems and services in the Dallas-Fort Worth Metropolitan Area. Serving as a guide for the expenditure of State and federal funds through the year 2045, the Plan addresses regional transportation needs that are identified through forecasting current and future travel demand, developing and evaluating system alternatives, and selecting those options which best meet the mobility needs of the region.

Transportation plans such as Mobility 2045, according to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) metropolitan planning regulations, must be “fiscally constrained,” that is, based on reasonable assumptions about future transportation funding levels. Because the DFW area is designated as moderate non-attainment areas for the 8-hour ozone standard, the Clean Air Amendments Act of 1990 (CAAA) requires the transportation plan to be in conformity with the State Implementation Plan (SIP) for air quality to demonstrate that projects in the MTP meet air quality goals.

2.6 EXISTING AND PLANNED TRANSPORTATION SYSTEM

Within the study area, there are numerous existing and planned transportation facilities that provide access and circulation. In the Mobility 2045 plan, NCTCOG identified future regional roadway corridors for which a need exists. **Figure 2-4** shows the Mobility 2045 illustrative map that includes an east-west Collin County corridor study. TxDOT will work with NCTCOG to incorporate the recommended alignment into the next MTP.

Figure 2-4: Mobility 2045 Illustrative Map



2.7 OTHER MAJOR ROADWAYS – EXISTING AND PLANNED

Other roadways both existing and planned are within the study area. The study team gathered this information from a variety of sources including discussions with city and county staff in the study area. Other existing major roadways can be found in Appendix D. Major existing and planned improvements are listed in **Figure 2-5**.

Figure 2-5: Existing and Planned Major Roadway Facilities within the Study Area

Facility	Direction of Facility	Existing Facility	Planned Facility
Dallas North Tollway	north-south	6 discontinuous mainlanes with 2 lane frontage roads south of US 380 – north of US 380: 1 lane frontage roads	6 continuous mainlanes south of US 380: 2 lane frontage roads north of US 380: 3 lane frontage roads
FM 2478 (Custer Rd.)	north-south	south of US 380: 6 lanes north of US 380: 2 lanes	6 lanes
US 75	north-south	8 mainlanes with 2 lanes continuous frontage roads	no improvements planned
SH 5	north-south	south of US 380: 4 lanes north of US 380: 2 lanes	south of US 380: 4-6 lanes south of US 380: 6 lanes
SH 78	north-south	2 lanes	6 lanes
FM 1461	east-west	west of Preston Road: 4 lanes east of Preston Road: 2 lanes	6 lanes with extension to US 75
Bloomdale Road	east-west	2 lanes	6 lanes
Wilmeth Road	east-west	2 lanes	4 lanes
FM 546	east-west	2 lanes	6 lanes
US 380	east-west	4-6 lanes with divided sections	6 lanes ultimate with divided sections
SH 121	north-south	6 mainlanes and 3 lane frontage roads south of US 380	no improvements planned

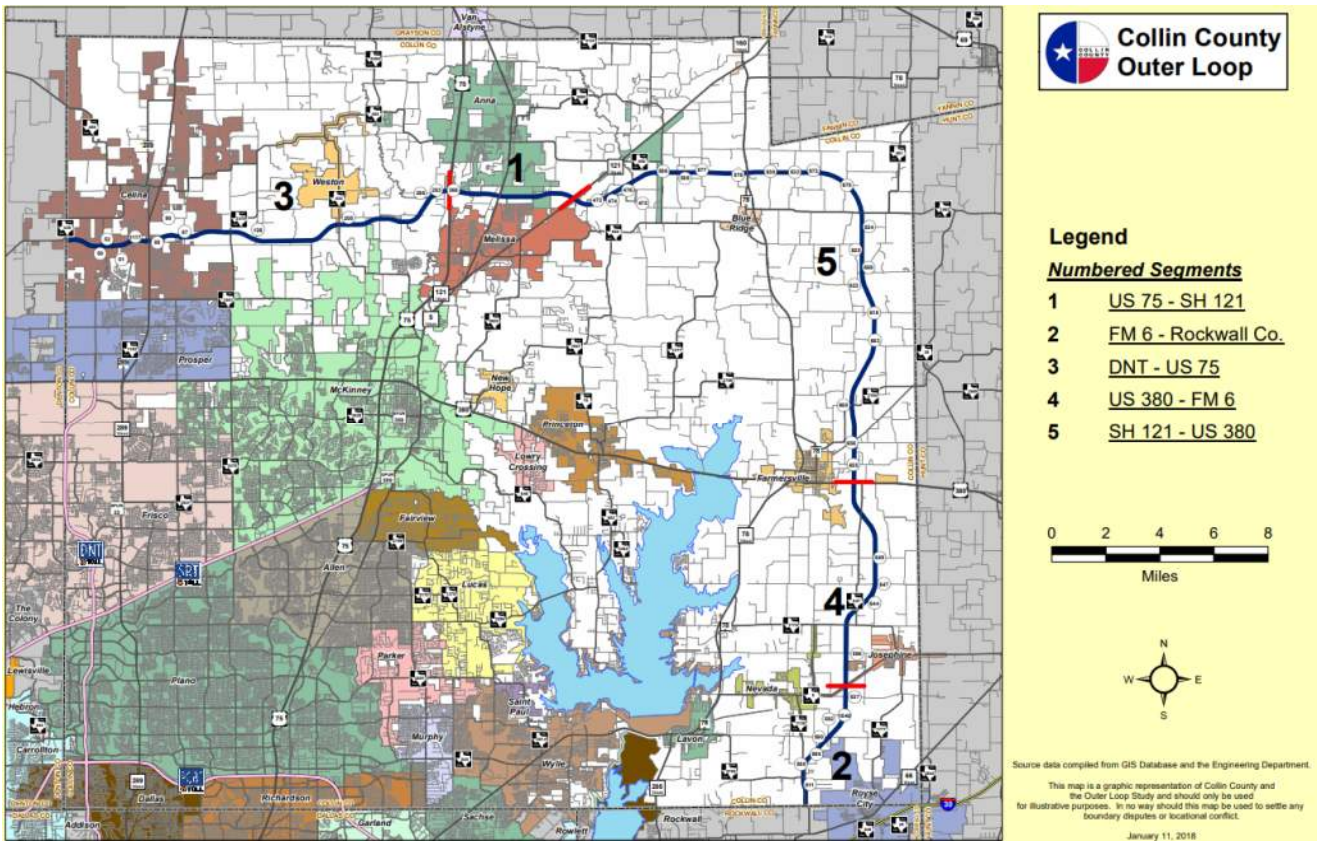
2.7.1 Collin County Outer Loop

The Collin County Outer Loop is a proposed 50-mile long freeway that includes 5 segments around the northern and eastern portions of Collin County. In Segment 1 (US 75 to SH 121 between Melissa and Anna) the alignment has been set, the right of way has been acquired and two-lane service roads are already constructed.

The alignment has also been set from the Collin/Denton County line to US 75. Construction of two-lane service roads from the DNT to Preston Road should be complete by early 2021. Right of way acquisition and construction of two-lane service roads between Preston Road and US 75 should be complete by 2025.

It is anticipated that studies will be completed by 2023 for Segments 2, 4 and 5 (east of SH 121) in order to set a definite alignment. Land acquisition and service road construction will follow those studies. Construction of the ultimate freeway between the Denton/Collin County line and SH 121 is expected to begin in 2037. **Figure 2-6** is a map of the Outer Loop. Information about the Outer Loop project can be found at https://www.collincountytx.gov/mobility/Pages/outerloop.aspx

Figure 2-6: Collin County Outer Loop



Source: Collin County Engineering Department

2.8 EXISTING FUNCTIONAL CLASSIFICATION, TRAFFIC VOLUMES, AND SPEED LIMITS

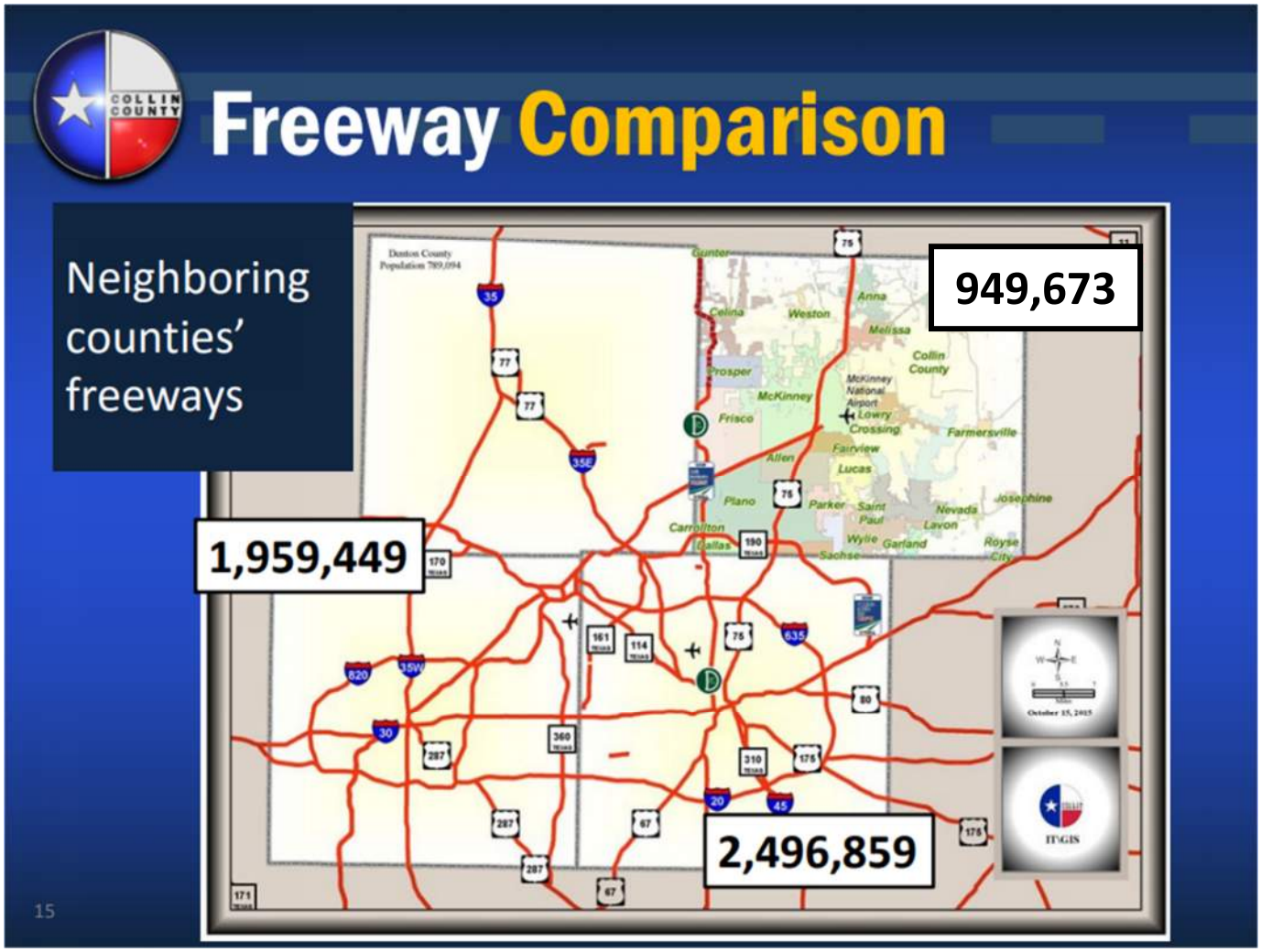
The existing DNT operates as a principal arterial – (other freeways and expressways) with an annual average daily traffic (AADT) of 260,920. Preston Road is a principal arterial with an AADT of approximately 32,000 vehicles and a speed limit of 50-55 mph. Custer Road has an AADT of approximately 22,000 vehicles south of US 380 and approximately 12,000 vehicles north of US 380. It is a principal arterial (other) south of US 380 and a minor arterial north of US 380 with a maximum speed limit of 55 miles per hour. US 75 intersects US 380 near the center of the county and serves as one of the main north-south connectors. It is classified as a principal arterial (other freeways and expressways), has a maximum speed limit of 70 miles per hour, and has an AADT of 134,200 vehicles. SH 5 is a principal arterial (other) with an AADT of 14,500 vehicles south of US 380 and 10,000 vehicles north of US 380. The speed limit for SH 5 varies from 35-50 miles per hour. FM 1827 has a maximum speed limit of 45 miles per hour, is a major collector, and has an AADT of nearly 6,000 vehicles. SH 78 passes through Farmersville. It has an AADT of 9,100 vehicles and is a principal arterial (other) with a maximum speed limit of 50 miles per hour.

2.9 EXISTING FREEWAY CORRIDORS IN NEIGHBORING COUNTIES

Collin County has a limited number of existing freeways to service its growing population in comparison to other counties in the DFW region.

Figure 2-7 is an exhibit used by Collin County in 2018 to show existing freeway corridors in the county to service its 2018 population of 949,673. The exhibit also allows shows the same information for the surrounding counties of Denton, Dallas, and Tarrant counties.

Figure 2-7: Collin County Freeways in Comparison to Neighboring Counties



Source: 2018 Collin County Bond Program Presentation

3.0 UNDERSTANDING FUTURE NEEDS

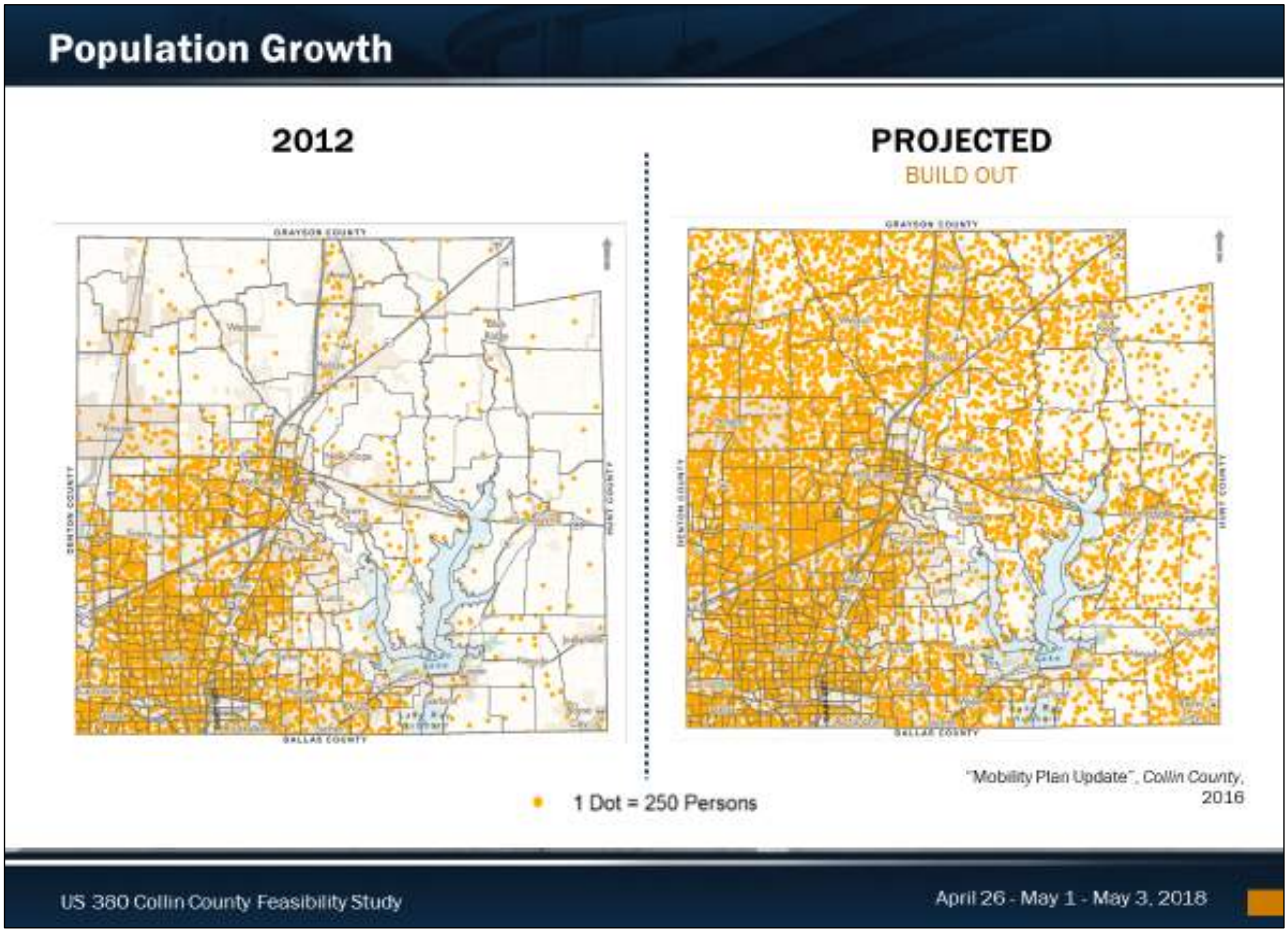
3.1 PROJECTED REGIONAL POPULATION AND EMPLOYMENT GROWTH

Collin County has seen significant growth in its population from 2010-2017 and is projected to see even more in the future. According to the US Census Bureau, there has been a 24 percent increase in Collin County's population during that timeframe.

In 2017, the County's population was close to 970,000 – making it one of the most populous counties in Texas. According to the Texas State Demographer's 2014 population projections by migration scenario data, over the next 30 years the County could expect up to a 160-170 percent increase in population. As shown in **Figure 3-1**, population growth in the County is expected to continue northward and eastward, similar to historical trends. Population projections and city future land use plans point toward denser development between Dallas

North Tollway and US 75. Current and future residents throughout the county will need access to additional mobility options to keep up with travel demand due to population growth.

Figure 3-1: Collin County Projected Population Growth



3.2 EXISTING AND PROJECTED TRAVEL DEMAND

Existing congestion on US 380 during peak travel times is rated in engineering terms as having an "F" level of service. This means that the number of vehicles on the road exceed the capacity of the roadway, causing a significant drop in travel speeds and an increase in congestion or delay in traffic.

US 380 has seen a 30 percent increase in the number of vehicles on the road in Collin County from 2010-2016. Areas such as western McKinney and Princeton have shown as much as 45-50 percent increase in traffic volumes during this period. These areas, and others, are only expected to see more and more traffic congestion as the number of vehicles on the road increase.

More information about travel demand analysis conducted under this study is available in Section 4.2.

3.3 EXISTING AND PROPOSED TYPICAL SECTIONS

The existing typical section for US 380 is a principal arterial with four to six lanes and a right of way width of approximately 130-180 feet. The proposed typical section for US 380 is a six-lane freeway with two frontage roads and a right of way width of approximately 330-350 feet. Arterials intersect with local roadways and provide direct access to adjacent developments. Freeways do not intersect with local roadways or provide direct access to adjacent developments which improves mobility in high-traffic areas. **Figure 3-2** below shows a comparison of the existing typical section and proposed typical section for US 380.

Figure 3-2: Existing and Proposed Typical Section Comparison

Section	Number of lanes	ROW width	Roadway type
Existing Typical Section	4-6 lanes	130-180 feet	Principal arterial
Proposed Typical Section	6 lanes 2 frontage roads	330-350 feet	Freeway

3.4 PHYSICAL CONSTRAINTS

Capacity and safety improvements in the existing US 380 corridor are constrained by existing residential, commercial, and industrial land uses; community resources; and environmental resources. New developments also continue to be constructed. More information about constraints are included in Section 5.1.

3.5 SAFETY

An analysis of TxDOT Crash Records Information System (CRIS) crash data for the US 380 corridor between 2010 and 2016 indicated there were concentrations of crashes at DNT, Preston Road, US 75 and Airport/FM1827. Comparing crashes to traffic volumes, crash rates are increasing at a more rapid rate than annual traffic increases. Increasing crash rates along US 380 have been recorded for the following areas:

- Collin County – increased 184 percent
- Frisco – increased 197 percent
- Prosper – increased 175 percent
- McKinney – increased 404 percent
- Princeton – increased 82 percent
- Rural Collin County including New Hope, Lowry Crossing, and Farmersville – increased 187 percent

TxDOT also received many comments from the public regarding safety concerns in the existing corridor.

4.0 DETERMINING ROADWAY TYPE OPTIONS

4.1 MODES OF TRANSPORTATION TO RELIEVE CONGESTION

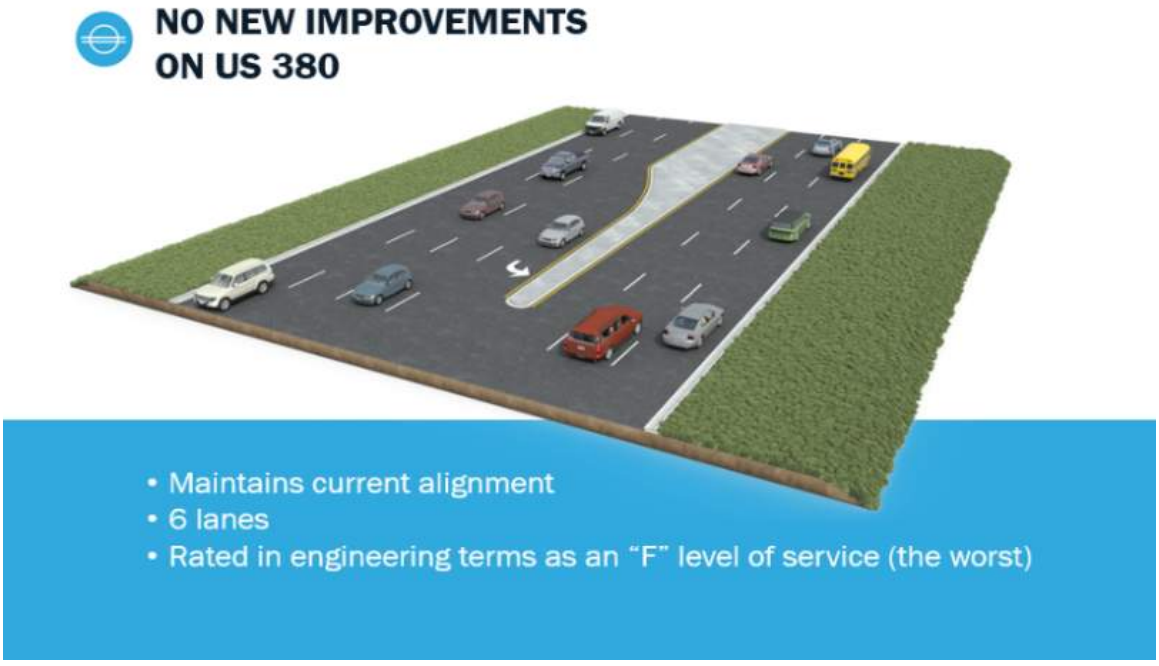
It is possible that other modes of transportation besides roadways could improve mobility in the region. Pedestrian facilities such as sidewalks and wide outside roadway lanes will be incorporated in future plans to allow for pedestrians and bicyclists to utilize the US 380 corridor. However, bicycle/pedestrian facilities cannot alone relieve congestion. The region is also evaluating northern extensions of existing and future rail corridors, but transit trips only serve a portion of trips that drivers are making.

4.2 US 380 ROADWAY OPTIONS

In addition to looking at different transportation modes, TxDOT also considered and publicly presented a variety of roadway options. TxDOT considered how these options might address (or not address) the future needs of the corridor, how they might impact future congestion and safety, and a high-level estimate of how much each option might costs. The roadway options included the following:

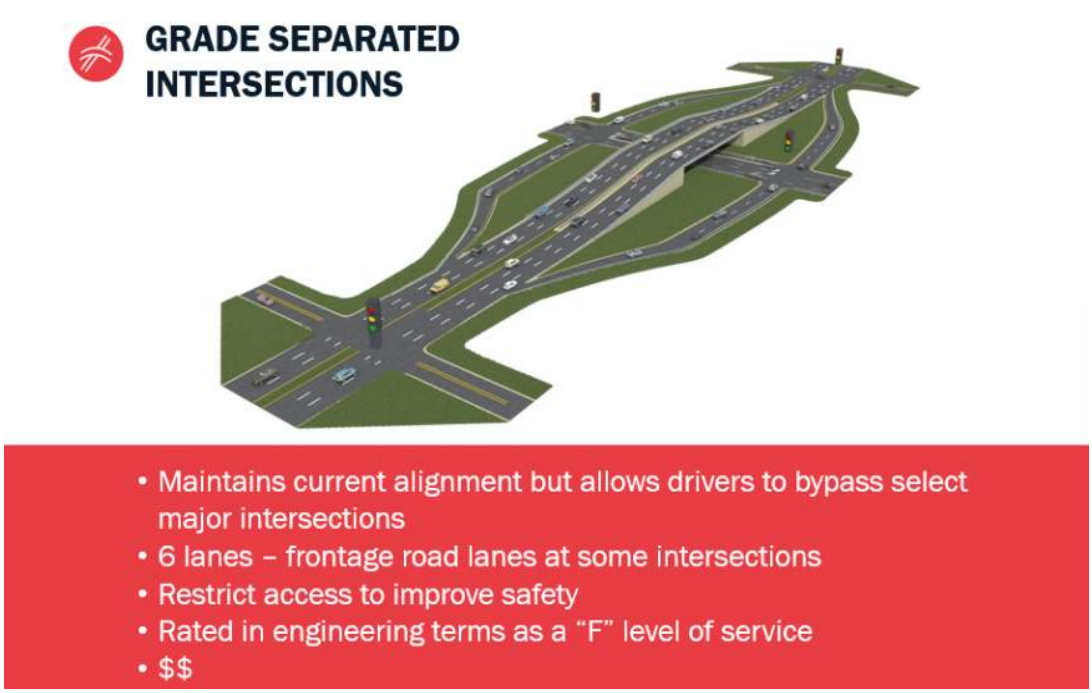
- No-build option (**Figure 4-1**) means building no new improvements other than current planned improvements. Capacity and safety improvements along US 380 are constrained. Traffic analysis shows that congestion would not be fully addressed, and that future county population growth and new developments are likely to cause these issues to progress. Future congestion in peak rush hour periods for this option is rated in engineering terms, an “F” level of service.

Figure 4-1: No Build Option



- Grade separated intersections option (**Figure 4-2**) is also known as overpasses or underpasses at intersections. Traffic analysis shows that select grade separations have a small effect on future traffic congestion. Future congestion in peak rush hour periods is rated in engineering terms, an “F” level of service.

Figure 4-2: Select Grade Separated Intersections Option



- Freeway option (**Figure 4-3)** is construction of a freeway with 6-lane mainlanes and 2-lane frontage roads. Traffic analysis shows that current and future congestion would decrease, and speeds during peak traffic periods and mobility throughout the corridor would increase. Future congestion in peak rush hour periods is rated in engineering terms, a “B” level of service.

Figure 4-3: Freeway Option

4.3 TRAVEL DEMAND MODELING

NCTCOG's Regional Travel Model Mobility 2045 was used to determine the need for the project and viable freeway alignments. The study team utilized two different models in the traffic analysis.

The first model, referred to as the 2045 model, retained demographic data provided by NCTCOG in order to stay consistent with the regionally accepted model.

The second model, referred to as the modified 2045 model, contained adjusted centroid connectors so that each alignment option loaded to the corridor and the overall network appropriately. This was done after evaluating proposed developments in a Travel Survey Zone (TSZ) and accordingly adjusting where the centroid connectors would load the roadways. This also made centroid connectors for the different alignments comparable.

Study performance measures were developed in consultation with TxDOT and NCTCOG. The following performance measures were identified to evaluate how the transportation alignments satisfied the need and purpose for the study.

- Vehicle miles of travel (VMT) measures the demand for transportation that is caused by the distribution of trip origins (e.g., households) and trip destinations (e.g., employment) and satisfied by the specific transportation network.

When compared between scenarios, a lower VMT value is the result of a more efficient relationship between development patterns and the transportation network. In this sense, it is a reasonable measurement of sustainability because of its correlation to greenhouse gas and other emissions, fuel consumption, crashes, and direct user costs.

- Vehicle hours traveled (VHT) is calculated from data on speed and miles traveled to measure the quality of service on a roadway.
- Level of service (LOS) is a simple measure of the quality of the vehicle/roadway component of the transportation system. It is described using letter grades A, B, C, D, E, and F based on the ratio of travel demand (vehicle miles travelled) to capacity (vehicle-miles of capacity) for the transportation system in an area. This ratio is also called the Volume to Capacity (V/C) ratio.
- Congestion delay measures the amount of vehicular delay, in hours, encountered by all vehicles on the roadway network. The delay is based on the difference in actual (modeled) vehicular speeds and the speed vehicles would travel if there was no congestion.
- Traffic control delay is the portion of the total delay attributed to traffic control operations. Traffic control delay can be categorized into deceleration delay, stopped delay, and acceleration delay.
- Volume to capacity ratio (V/C) is a measure for roadways, comparing roadway demand (vehicle volume) with roadway supply (capacity).
- Road user cost is the estimated cost to the traveling public resulting from delay along a road. For this project, the 2017 road user cost of $22.40 per vehicle hour was used.

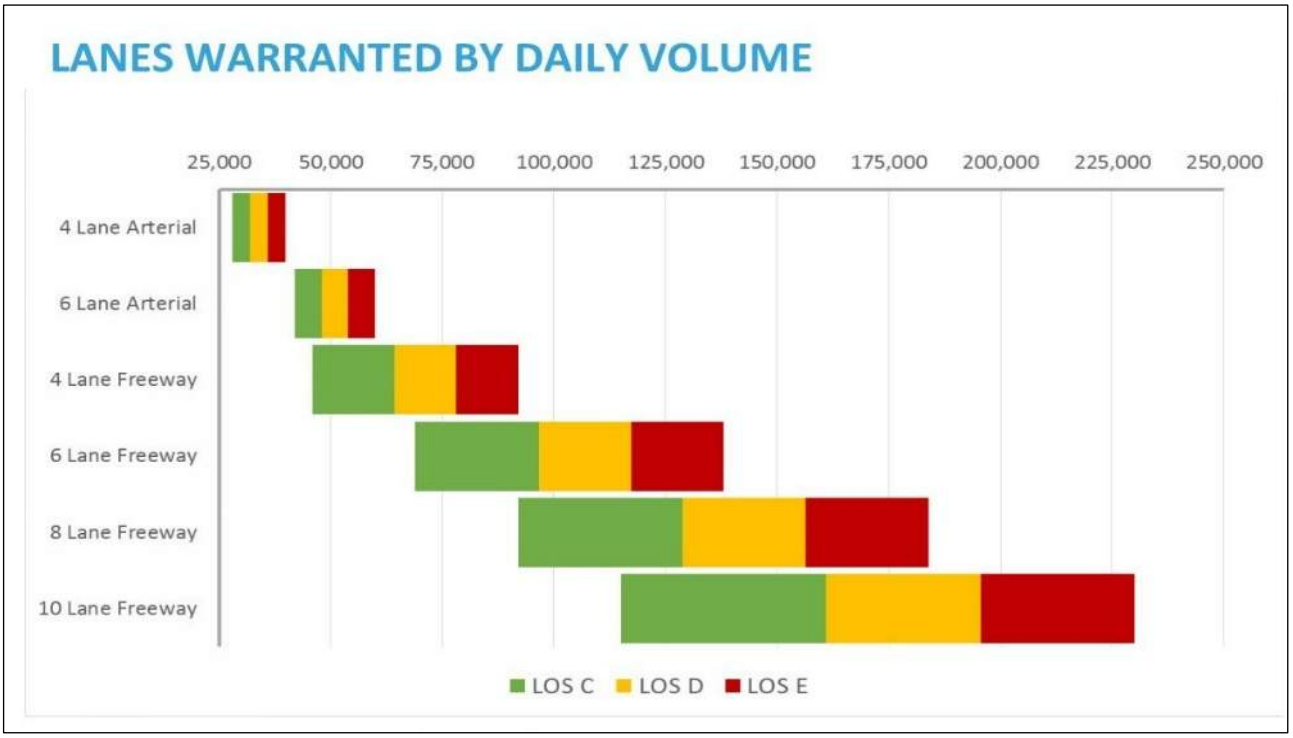
4.4 REGIONAL TRAFFIC ANALYSIS TO DETERMINE NEED FOR FREEWAY

4.4.1 Existing Traffic

Existing traffic volume along US 380 exceeds 49,000 vehicles per day. **Figure 4-4** shows an exhibit from NCTCOG that illustrates information sourced from the *Transportation Research Board's Highway Capacity Manual 2010* that has provided NCTCOG staff guidance for the number of lanes warranted by daily traffic volume. Comparing existing traffic volumes to the capacity of different types of roadways can help determine what type of roadways is necessary.

Based on this, existing US 380 would need to be constructed as a freeway. A US 380 freeway would attract traffic from local city streets. It would reduce congestion on the local city streets and shorten travel times within and through Collin County.

Figure 4-4: Lanes Warranted by Daily Traffic Volume



Source: NCTCOG

4.4.2 Future Traffic

As population in and around Collin County grows, east-west travel demand is expected to continue to increase. Based on the NCTCOG Mobility 2045 model, travel demand along US 380 is projected to average 86,300 vehicles per day in 2045 for entire county and average daily traffic could be as high as 101,000 in some locations. According to the information in **Figure 4-4**, US 380 is warranted to be at least a 6-lane freeway with three lanes in each direction.

Figure 4-5 shows a comparison of the roadway options. The increase in safety, congestion mitigation, mobility enhancement, and opportunity for future economic growth benefits that a freeway would provide outweighs the lower cost of the other options. A freeway was therefore determined to be the best long-term option for the region.

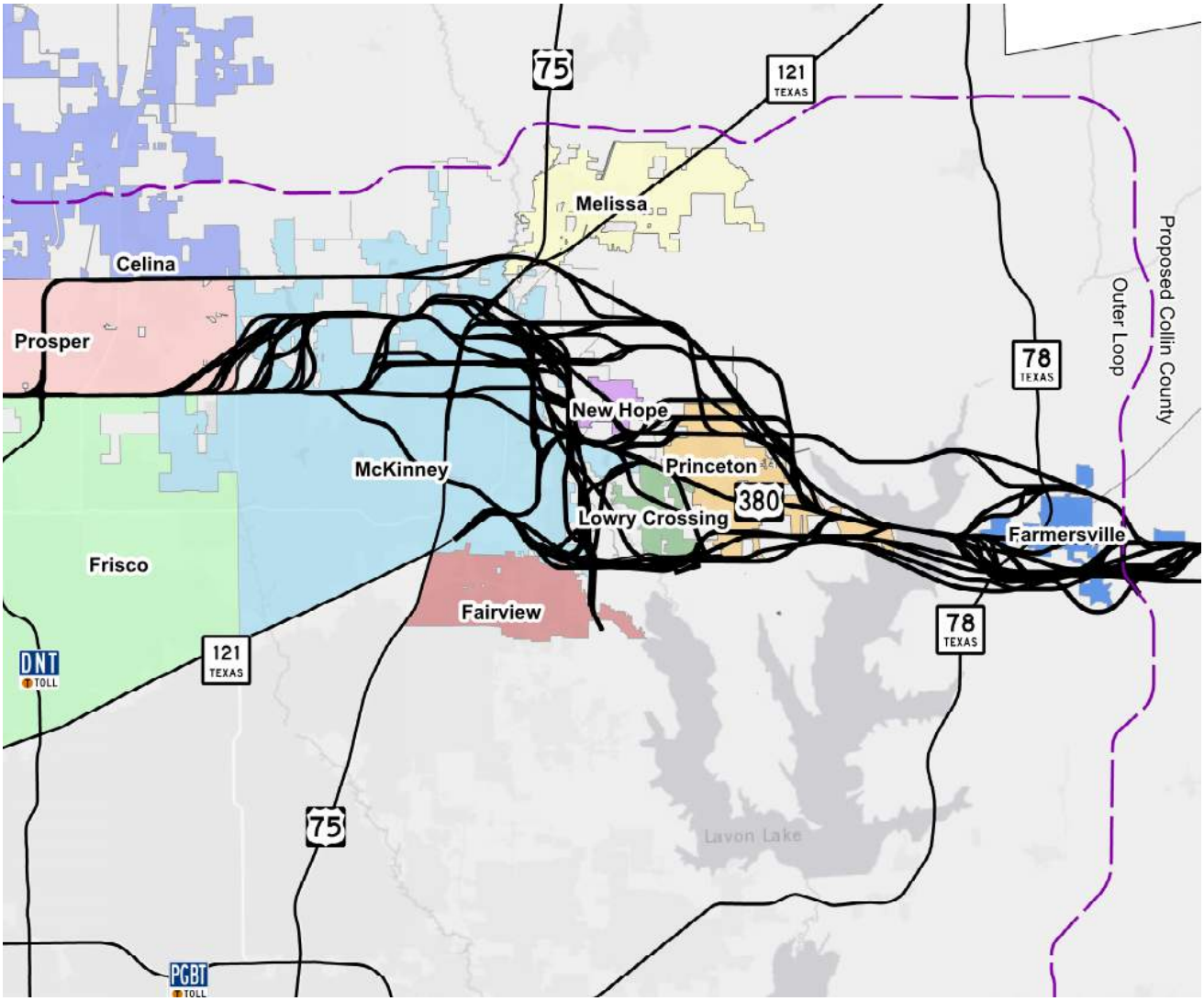
Figure 4-5: Roadway Options Comparison

5.0 FREEWAY ALIGNMENT ANALYSIS

5.1 INITIAL ALIGNMENTS

TxDOT began evaluating various alignment options in June 2017. **Figure 5-1** shows all alignments evaluated during the study.

Figure 5-1: Alignments Studied



During its alignment evaluation process, TxDOT considered many factors and constraints which include the following:

- Engineering analysis
- Traffic analysis
- Safety and crash data
- Right of way requirements
- Existing and planned residential and commercial developments
- Existing and planned utilities

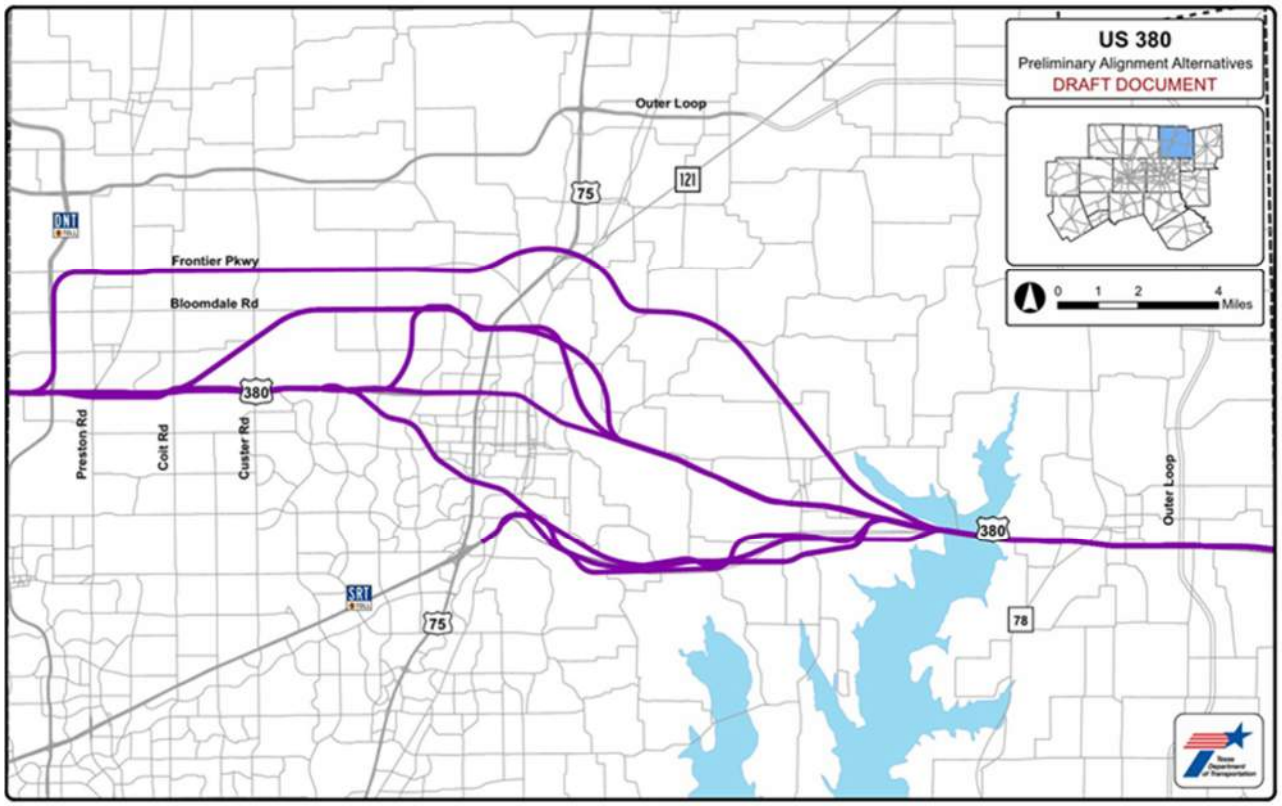
- Cost and economic impact
- Other planning efforts
- Natural and cultural resources
- Endangered species
- Land use and parkland
- Water resources and flood plains
- Hazardous materials
- Social and community impacts
- Stakeholder and public input

Alignments were eliminated from consideration if they did not address the problems identified in Section 3.0 or if they were deemed too negatively impactful.

5.1.1 Traffic Analysis to Determine Viable Alignments

Over the summer of 2017, the alignments shown in **Figure 5-2** were analyzed through bracketed travel demand modeling runs. These bracketed initial runs were set up to serve as a baseline for the study, meaning that it included alignments that were along the existing US 380 and alignments that were several miles north and south of the existing US 380.

Figure 5-2: Alignments Analyzed in Baseline TDM Runs



Results of these initial runs helped to determine what alignments did not draw enough regional traffic to satisfy regional demands. Examples of these alignments include:

- Alignments utilizing Dallas North Tollway.
- Alignments that were too far away from the existing alignment–such as alignments north of Bloomdale Road.
- Spur 399 alignments that ran south of Lowry Crossing and Princeton which did not appear to draw enough traffic to warrant a freeway. Based on traffic volumes, an arterial was justified. City and county officials are working on improvements to extend FM 546 into this area.
- Alignments running north of Lake Lavon and north of Farmersville.

5.1.1.1 Other Analysis to Determine Viable Alignments

TxDOT analyzed possible impacts to existing and proposed residential and commercial properties. TxDOT also analyzed impacts to natural environments such as floodplains, regulatory floodways, U.S. Army Corps of Engineers (USACE) land, parks, and landfills.

For example, one of the alignments in **Figures 5-1** and **5-2** significantly impacted existing parkland along Wilson Creek as well as the FEMA regulatory floodway channel west of US 75 and therefore was eliminated.

Other constraints considered were, but not limited to, historical and archeological sites, cemeteries, utilities, planned future developments, and schools, identified through desktop research or site visits. Section 5.3.1 details how TxDOT evaluated impacts.

When evaluating initial alignments shown in **Figures 5-1** and **5-2**, TxDOT determined that alignments that ran south of the existing alignment from west McKinney to the east were too impactful to homes and the Wilson Creek parkland. USACE property impacts eliminated alignments located near Lake Lavon on the east side of Princeton. Alignments that would impact USACE property were eliminated after a series of meetings with USACE Lavon Lake representatives revealed that the 2016 Lavon Lake Master Plan regulated specific land uses. Land in question was set aside for uses such as high and low-density recreation, wildlife management, and vegetative management. Any alignment north of Farmersville would impact more homes and businesses than bypassing the city to the south.

TxDOT presented the initial analysis at a technical work session of municipal, county and agency staff on September 7, 2017. Participants at that meeting asked TxDOT to consider the following:

- Southern bypass around Farmersville including a new Lake Lavon crossing south of the existing US 380.
- Spur 399 extension option that ties back to US 380 west of the McKinney National Airport at Airport Road.
- Northern bypass that crosses US 75 near Laud Howell Parkway as well as looking at other alignments previously proposed by the City of McKinney.
- More study of possible alignments in and between the areas of east Prosper and West McKinney.

5.2 VIABLE ALIGNMENTS – PRESENTED SPRING 2018

From the alignments initially considered, five viable alignments and a no-build alternative were presented at the first round of public meetings in the Spring of 2018. The five build alternatives were designed for a 70-mph design speed and 400 foot right of way (ROW) width. Below is a description of the alignments.

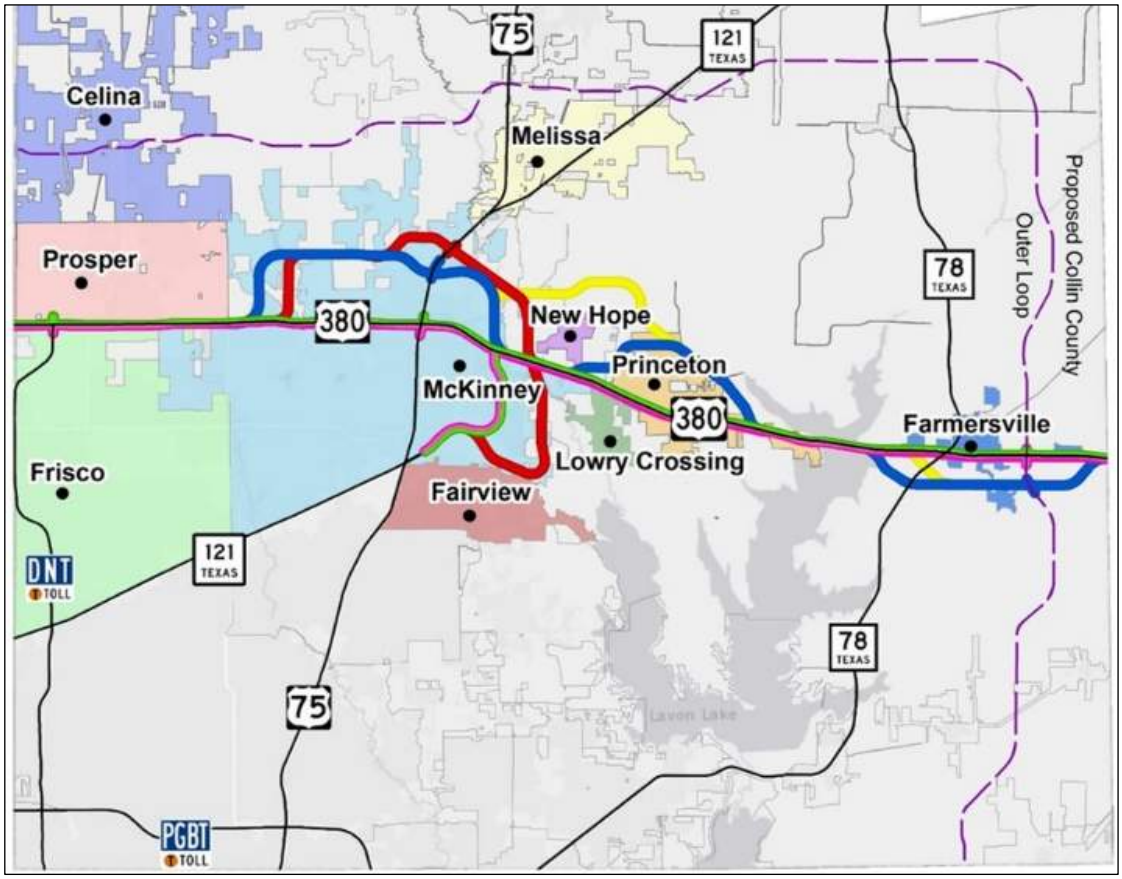
Green and pink freeway alignments would widen the existing US 380. The green alignment proposed a widening to the north and the pink alignment widened to the south. Both included an extension of the existing Spur 399 on the west side of the McKinney National Airport.

The red, blue, and yellow alignments were all new location alignments that would primarily bypass McKinney and Princeton to the north and Farmersville to the south. While each alignment had segments that were unique to the alignment, many shared the same segments.

The main areas with alignment differences are on the west side of the county where the new location alignments deviate from the existing US 380, around the Collin County Courthouse and intersection with US 75, around the McKinney National Airport, near New Hope, and where the new location routes deviate from the existing US 380 east of the Lavon Lake.

Figure 5-3 is the map shown at the public meeting. Detailed schematics are available at www.Drive380.com.

Figure 5-3: Spring 2018 Alignments–1st Round of Public Meetings



5.3 REFINING VIABLE ALIGNMENTS – SPRING 2018 TO FALL 2018

As TxDOT analyzed input from the Spring 2018 public meetings, the team also developed and gathered more study information so that they could move forward in refining alignment options.

Out of the five previously presented alignments, there were two alignments, a revised red alignment and a revised green alignment, that were selected for further analysis as shown in **Figure 5-4**.

The yellow alignment was eliminated due to the undesirable effect on Spur 399 traffic modeling volumes and possible impact to the planned Sister Grove Regional Water Reclamation Plant.

The blue alignment was eliminated due to the number of impacts it created including impacts to an existing soil conservation lake, residential neighborhoods, USACE property, and a planned cemetery.

The revised green alignment was assembled using a combination of the pink and green alignments that best minimized impacts to business and residential properties.

The study team reviewed and reduced right of way for all alignments to an average between 330-350 feet wide. Exceptions to this would be around major interchanges where more ROW is needed for ramps, and limited areas where no ramps are needed, and less ROW can be utilized.

For the revised green alignment, option A placed the Spur 399 extension on the east side of McKinney National Airport and option B placed the Spur 399 extension on the west side of the airport.

The revised red alignment retained its original north-south segment that connected the bypass segment along Bloomdale Road to the current US 380 alignment just east of Stonebridge Drive. This came to be known as red option A. Due in part to public comments received, the former blue alignment segment that connected the bypass segment along Bloomdale Road to US 380 was shifted further west in order to achieve over 1,000 feet of separation between the Custer Road/First Street intersection and the proposed crossing of Custer Road. This came to be known as red option B.

Figure 5-4: Fall 2018 Alignments–2nd Round of Public Meetings

In order to better understand impacts, the study area was also divided into the following five segments:

- Denton County Line to Coit Road
- Coit Road to FM 1827

- FM 1827 to CR 559
- CR 559 to Hunt County Line
- Spur 399 from SH 121 to US 380

5.3.1 Evaluation Categories

TxDOT developed the evaluation categories and applied those categories to each section. Below is more information on each of the categories used during TxDOT's evaluation.

Figure 5-5 and **Figure 6-6** shows examples of the differences in types of property impacts and displacements for business and residential properties.

Figure 5-5: Business Property Impact vs. Induced Displacement vs. Direct Displacement

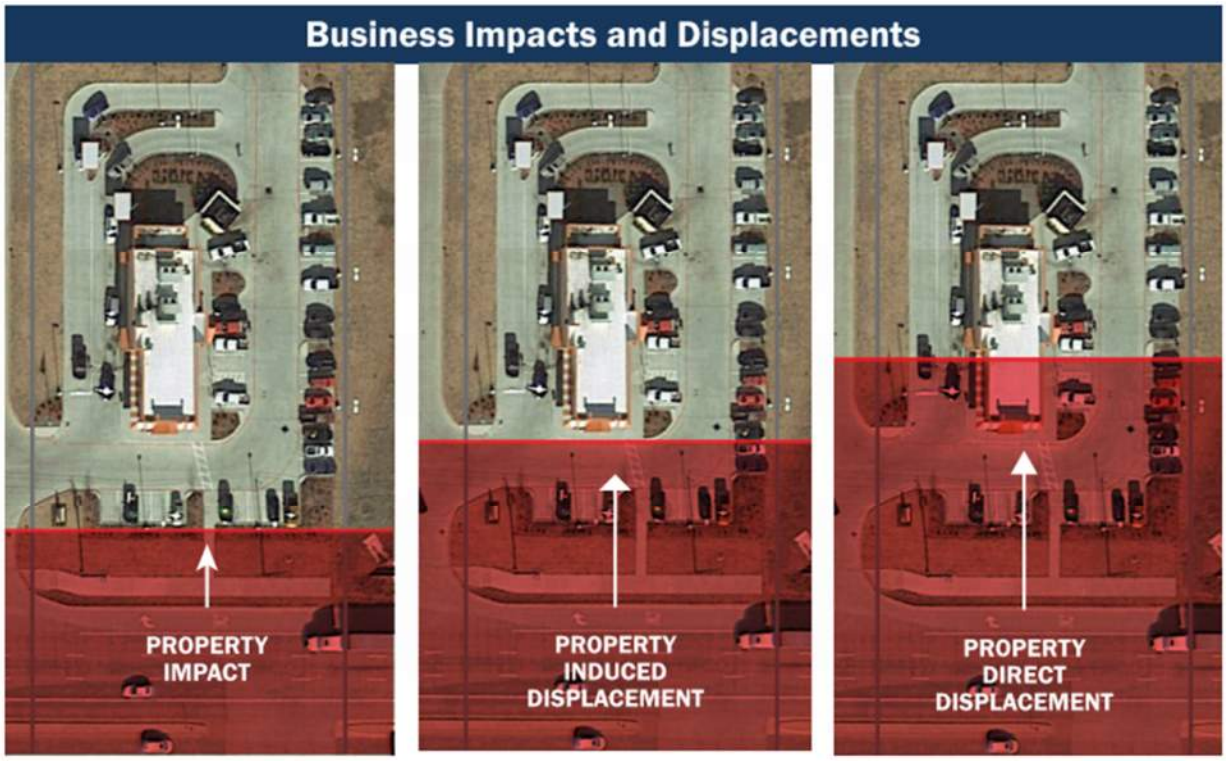
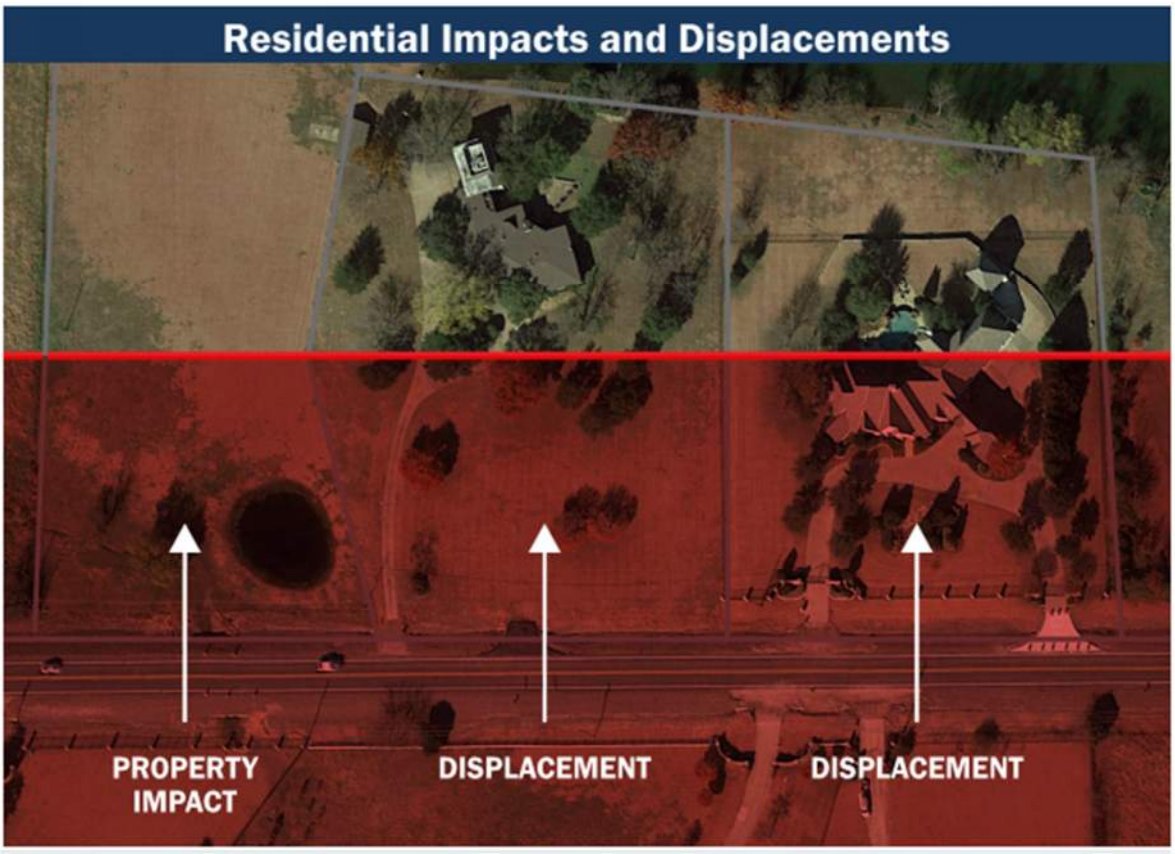


Figure 5-6: Residential Property Impacts vs. Displacements



Below is a description of types of each of the evaluation criteria:

- Residential property impacts – encroachment on a residential property.
- Residential displacements – occurs when proposed ROW physically impacts a structure or proximity would not meet distance requirements of new building codes.
- Business impacts – encroachment on a business property.
- Business induced displacements – occurs when proposed ROW would not require the demolition of the building but would functionally impair business or proximity would not meet fire codes or new building codes. Businesses were classified as an induced displacement when the alignment prevented the business from being able to continue operation. This could be due to the amount of land acquired, reduced parking availability, or blocked access.
- Business direct displacements – occurs when proposed ROW physically impacts a structure.

- Business displacements – sum of induced and direct business displacements for the total business displacements.
- Planned future development impacts – impending future commercial and future residential development as provided by local governments and agencies.
- Environmental, watershed and parkland impacts – environmental features were researched and mapped at a desktop level. Evaluation also conducted limited windshield surveys to verify mapped data. This included land uses, potential historic properties, streams/other bodies of water, natural habitats, public facilities, cemeteries, and hazardous material sites. Watershed evaluation consisted of a mapped FEMA 100-year floodplain and regulatory floodway, and water impoundments. TxDOT researched and mapped current and planned park areas based on available online data and review of community's park and development plans. TxDOT also consulted with city staff and officials with jurisdiction regarding ownership, public access, and use of existing and planned park properties. Sources of funding used for acquisition and development were reviewed and properties were assessed to see if they met the formal definition of a public park or recreational area under Section 4(f) of the DOT Act of 1966.
- Cost of each alignment and alignment segment which included:
  - Roadway construction cost
  - Right of way cost
  - Market cost of displaced structures
  - Market cost of land
  - Relocation assistance
  - Cost to cure
  - Relocation for impacted utilities
  - Engineering cost
  - Contingencies
- Enhances regional mobility – determined through Traffic Data Model (TDM) and traffic analysis.
- Satisfies travel demand – determined through TDM and traffic analysis.
- Supports future regional economic growth – determined by the economic analysis as described in Section 8.0. This analysis found that economic impacts associated with the green alignment are higher than impacts associated with the red alignment, both cumulatively and at the jurisdiction level.

5.3.2 Traffic Analysis to Refine Viable Alignments

Both the red and green alignments were modeled as freeways with three-lane mainlanes in each direction and two-lane frontage roads. On-ramps and off-ramps were included to and

from major street intersections and direct connectors were included for major freeway to freeway interchanges including Dallas North Tollway, US 75, and Spur 399. Within each alignment, there were different configurations that were modeled. TDM and a high-level traffic impact of the proposed changes on US 380, Collin County, and the North Central Texas region were evaluated to compare the viable alignments.

Midway through the feasibility study, NCTCOG updated their TDM model from a projection year of 2040 to the year 2045. Because of this, the study team performed updated model runs using the NCTCOG 2045 MTP for the alignments under consideration. The model network for each alternative was revised to reflect the alignment being studied. This distinct model coding of each alignment was used in the alternative analysis. Each model alternative was run separately to compare traffic performance measures.

Evaluating multiple alignments using the 2045 TDM ensured that the US 380 study is an effective project, both locally and regionally. They were performed at four different levels, ranging from the entire region to how each segment of US 380 performed. The first level evaluated the alignments at the regional level and the impact of the different alignments on the region. The second assessed Collin County and how the different alignments perform within Collin County. Next was analyzing US 380 only, and how the different alignments compared against each other in terms of performance. Lastly, the corridor was divided into the five different sections noted in Section 5.3 and analyzed on its performance compared to the other alignments.

5.3.3 US 380 Regionwide Traffic Analysis Results

The existing alignment and other alignments studied were coded in distinct models as described below:

- Metropolitan Transportation Plan (MTP) is a federally mandated document that serves to identify transportation needs and guides transportation expenditures. NCTCOG's Regional Travel Demand Model, Mobility 2045, is compliant with the MTP and shows US 380 as an arterial.
- The green A alignment along existing US 380 has the Spur 399 extension to the east of the McKinney Airport.
- The green B alignment along existing US 380 has the Spur 399 extension to the west of the McKinney Airport.
- The red alignment primarily bypasses McKinney and Princeton to the north and Farmersville to the south. The US 380 red A alignment has the north-south connection from Bloomdale Road to the current US 380 alignment east of Stonebridge Drive.
- The red alignment primarily bypasses McKinney and Princeton to the north and Farmersville to the south. The red B alignment has the north-south connection from Bloomdale Road shifted further west to achieve over 1,000 feet of separation between the Custer Road/First Street intersection and the proposed crossing of Custer Road.

At a regional level, there is no substantial difference in the traffic operational performance of green A and green B or red A and red B. However, the red alignment performs better than the green alignment. Both the red and green alignments perform better than the MTP. The regional level includes all 12 counties that are in the NCTCOG model. As a result, some of the benefits of the different alignments get diluted. The results are based on the following daily performance measures:

- Vehicle Miles of Travel
- Vehicle Hours of Travel
- Vehicle Hours of Congestion Delay
- Vehicle Hours of Traffic Control Delay of Used Roadway
- Total Delay (Congestion + Traffic Control)
- Total Delay in Road User Cost

These performance measures are defined under Section 4.2.

Figures 5-7 through 5-11 summarize performance measures for the different alignments.

Figure 5-7: US 380 Alignments Regionwide Traffic Performance
Vehicle Miles of Travel

	MTP	Green A	Green B	Red A	Red B
Vehicle Miles of Travel – All Roadways	331,496,000	330,944,000	330,938,000	330,955,000	330,935,000
Freeway	163,928,000	166,295,000	166,321,000	166,342,000	166,236,000
Others (Arterials, Collectors, and Frontage Road)	167,568,000	164,649,000	164,617,000	164,613,000	164,699,000

Figure 5-8: US 380 Alignments Regionwide Traffic Performance
Vehicle Hours of Travel

	MTP	Green A	Green B	Red A	Red B
Vehicle Hours of Travel – All Roadways	10,174,000	10,088,000	10,089,000	10,074,000	10,074,000
Freeway	4,007,000	4,042,000	4,042,000	4,029,000	4,028,000
Others (Arterials, Collectors, and Frontage Road)	6,167,000	6,046,000	6,047,000	6,045,000	6,046,000

Figure 5-9: US 380 Alignments Regionwide Traffic Performance
Vehicle Hours of Congestion Delay

	MTP	Green A	Green B	Red A	Red B
Vehicle Hours of Congestion Delay - All Roadways	2,840,400	2,782,600	2,781,700	2,771,200	2,771,400
Freeway	1,467,500	1,456,700	1,455,700	1,447,800	1,448,100

	MTP	Green A	Green B	Red A	Red B
Others (Arterials, Collectors, and Frontage Road)	1,372,900	1,325,900	1,326,000	1,323,400	1,323,300

Figure 5-10: US 380 Alignments Regionwide Traffic Performance
Vehicle Hours of Traffic Control Delay

	MTP	Green A	Green B	Red A	Red B
Vehicle Hours of Traffic Control Delay of Used Roadway	947,700	934,500	935,400	937,200	937,600
Freeway	21,600	21,700	22,000	23,100	23,200
Others (Arterials, Collectors, and Frontage Road)	926,100	912,800	913,400	914,100	914,400
Total Delay (Congestion + Traffic Control)	3,788,100	3,717,100	3,717,100	3,708,400	3,709,000

Figure 5-11: US 380 Alignments Regionwide Traffic Performance
Total Delay in Road User Cost

	MTP	Green A	Green B	Red A	Red B
Total Delay in Road User Cost - All Roadways	$84,853,440	$83,263,040	$83,263,040	$83,068,160	$83,081,600
Freeway	$32,872,000	$32,630,080	$32,607,680	$32,430,720	$32,437,440
Others (Arterials, Collectors, and Frontage Road)	$30,752,960	$29,700,160	$29,702,400	$29,644,160	$29,641,920

5.3.4 US 380 Countywide Traffic Analysis Results

US 380, being a regional roadway, has influence beyond the physical limits of the roadway. Thus, US 380 was evaluated in terms of its ability to reduce congestion and increase mobility in and throughout Collin County. **Figures 5-12 through 5-16** show the comparison between green and red alignments for the daily time period. All build alignments (green A, green B, red A, and red B) offer benefit to Collin County by reducing delays due to congestion on existing freeways, arterials, collectors, frontage roads, and at traffic signals. Between the green alignments, green B performs better than green A. Similarly, between the red alignments, red B performs better than red A. Red B has slightly higher VMT when compared to green B. This is because the bypasses in red B lead to longer routes but not necessarily longer travel times. VHT is slightly higher for green B when compared to red B. This means that speeds on the green B alignment are slightly slower leading to higher travel times across the corridor. In correlation, vehicle hours of congestion delay are also higher for green B since drivers spend longer time in their vehicles.

Figure 5-12: US 380 Alignments Countywide Traffic Performance
Vehicle Miles of Travel

	MTP	Green A	Green B	Red A	Red B
Vehicle Miles of Travel - All Roadways	41,858,000	42,284,000	42,320,000	42,424,000	42,360,000
Freeway	13,356,000	16,534,000	16,487,000	16,560,000	16,383,000
Others (Arterials, Collectors, and Frontage Road)	28,502,000	25,750,000	25,833,000	25,864,000	25,977,000

Figure 5-13: US 380 Alignments Countywide Traffic Performance
Vehicle Hours of Travel

	MTP	Green A	Green B	Red A	Red B
Vehicle Hours of Travel - All Roadways	1,419,000	1,378,000	1,378,000	1,367,000	1,367,000
Freeway	325,000	392,000	391,000	379,000	377,000

	MTP	Green A	Green B	Red A	Red B
Others (Arterials, Collectors, and Frontage Road)	1,094,000	986,000	987,000	988,000	990,000

Figure 5-14: US 380 Alignments Countywide Traffic Performance
Vehicle Hours of Congestion Delay

	MTP	Green A	Green B	Red A	Red B
Vehicle Hours of Congestion Delay - All Roadways	425,000	395,000	394,900	386,400	385,500
Freeway	125,400	139,300	139,100	131,900	131,500
Others (Arterials, Collectors, and Frontage Road)	299,600	255,700	255,800	254,500	254,000

Figure 5-15: US 380 Alignments Countywide Traffic Performance
Congestion Delay per Mile

	MTP	Green A	Green B	Red A	Red B
Congestion Delay per Mile - All Roadways	210	189	188	181	181
Freeway	603	555	552	500	498
Others (Arterials, Collectors, and Frontage Road)	165	139	139	136	136

Figure 5-16: US 380 Alignments Countywide Traffic Performance
Total Delay in Road User Cost

	MTP	Green A	Green B	Red A	Red B
Total Delay in Road User Cost - All Roadways	$9,520,000	$8,848,000	$8,845,760	$8,655,360	$8,635,200
Freeway	$2,808,960	$3,120,320	$3,115,840	$2,954,560	$2,945,600

	MTP	Green A	Green B	Red A	Red B
Others (Arterials, Collectors, and Frontage Road)	$6,711,040	$5,727,680	$5,729,920	$5,700,800	$5,689,600

5.3.5 US 380 Corridor Only Traffic Analysis Results

US 380 was also analyzed independent of other roadways in Collin County. These corridor-specific results were analyzed to identify the US 380 alignment that functions better than other alignments. The red alignments have almost 50 percent lower hours of delay per mile versus the green alignments. Average travel speed and peak period travel speeds for the red alignment are faster as well. Vehicle miles traveled on the red alignment are higher than the green alignment. This is due to the bypasses in the red alignment. Motorists would be driving a longer distance to get to the same destination using the red alignment. However, they would be reaching their destinations faster since the red alignment has less congestion than the green alignment. **Figure 5-17** below shows the performance measures for US 380 by alignment.

Figure 5-17: US 380 Corridor Only Alignment Traffic Comparison

	MTP	Green A	Green B	Red A	Red B
Average Daily Volume (Volume of daily vehicular traffic of a road)	46,200	86,300	90,200	76,666	74,695
AM Average Volume (Morning peak period traffic volume)	7,623	15,316	15,808	14,597	14,218

	MTP	Green A	Green B	Red A	Red B
PM Average Volume (PM peak period traffic volume)	10,509	21,326	22,041	19,436	19,065
US 380 Daily Vehicle Miles Traveled (Total number of miles traveled on the US 380 corridor)	1,487,262	2,804,367	2,929,464	3,041,565	2,916,824
Average V/C Ratio (Measure comparing vehicle volumes to roadway capacity)	1.03	0.65	0.65	0.56	0.54
Level of Service (Quality of the road being used)	F	B	B	B	B
Average Travel Speed (Average vehicular speed within the system limits)	40	54	54	65	65
Average Travel Speed Range (Range of average vehicular speeds within the system limits)	19 - 47	34 - 57	34 - 57	49 - 68	49 - 68
Peak Period Average Travel Speed (Average vehicular speed limit during high traffic times)	36	50	49	60	63
Daily Vehicle Hours Traveled (Total number of hours spent traveling)	54,598	53,513	60,306	50,117	48,028

	MTP	Green A	Green B	Red A	Red B
Hours of Delay per Mile (Estimated hours lost due to traffic congestion)	551	318	351	179	174
Total delay in road user cost ($22.4 / passenger car hour) (estimated cost due to roadway/travel delays)	$400,010	$229,104	$255,778	$153,732	$146,519

5.3.6 US 380 Segment Traffic Analysis Results

The study area was divided into five segments for detailed evaluation. Traffic analysis was completed for each of the five segments individually to determine which alignments performed better than others within each segment in terms of traffic performance. **Figures 5-18 through 5-22** show the results for the different green and red alignments on a segment by segment basis. The most congested segment for the green alignments was the section between Coit Road and FM 1827. This section includes the interchange with US 75 and goes through the densest core of commercial developments along US 380 and through downtown McKinney. The most congested part of the red alignments was the section from FM 1827 to CR 559. This segment goes from just east of US 75 to Lavon Lake. Water bodies, such as lakes, act as natural bottlenecks to the flow of traffic due to reduction in capacity when crossing. There are no frontage roads or any other major east-west crossings across Lavon Lake. This constricts the flow and forces all motorists down one path, which is US 380. When the two alignments are compared against each other, the red alignments perform better in all segments in terms of Daily Congestion Delay except for the segment from FM 1827 to CR 559. The delay is higher on this segment for the red alignment.

Figure 5-18: US 380 Alignment Segment Traffic Performance Measures
Denton County Line to Coit Road

		Green A	Green B	Red A	Red B
Denton County Line to Coit Road	Average Volume	81,526	80,847	96,026	96,389
	AM Average Volume	14,107	14,086	16,603	16,717
	PM Average Volume	19,869	19,781	23,494	23,627
	Daily Congestion Delay	1,075	1,040	880	918
	Congestion Delay per Mile	242	234	99	103

Figure 5-19: US 380 Alignment Segment Traffic Performance Measures
Coit Road to FM 1827

		Green A	Green B	Red A	Red B
Coit Road to FM 1827	Average Volume	99,260	105,414	69,998	67,133
	AM Average Volume	17,092	17,898	14,055	13,447
	PM Average Volume	24,312	25,705	18,280	17,579
	Daily Congestion Delay	6,432	6,664	2,405	2,186
	Congestion Delay per Mile	546	566	78	75

Figure 5-20: US 380 Alignment Segment Traffic Performance Measures
FM 1827 to CR 559

		Green A	Green B	Red A	Red B
FM 1827 to CR 559	Average Volume	72,836	86,460	88,007	82,542
	AM Average Volume	15,760	17,055	17,568	16,685
	PM Average Volume	20,630	22,258	22,960	22,267
	Daily Congestion Delay	1,333	2,223	2,718	2,586
	Congestion Delay per Mile	150	217	128	122

Figure 5-21: US 380 Alignment Segment Traffic Performance Measures
CR 559 to Hunt County Line

		Green A	Green B	Red A	Red B
CR 559 to Hunt County Line	Average Volume	71,070	69,413	62,572	62,687
	AM Average Volume	12,547	12,311	11,552	11,543
	PM Average Volume	17,043	16,381	15,225	15,236
	Daily Congestion Delay	2,298	1,620	853	856
	Congestion Delay per Mile	279	269	54	54

Figure 5-22: US 380 Alignment Segment Traffic Performance Measures
SPUR 399 Extension

		Green A	Green B	Red A	Red B
SPUR 399 Extension	Average Volume	45,273	67,445	42,448	37,833
	AM Average Volume	9,181	11,808	8,402	7,994
	PM Average Volume	13,528	17,095	12,306	11,735
	Daily Congestion Delay	728	1,208	596	581
	Congestion Delay per Mile	136	321	55	54

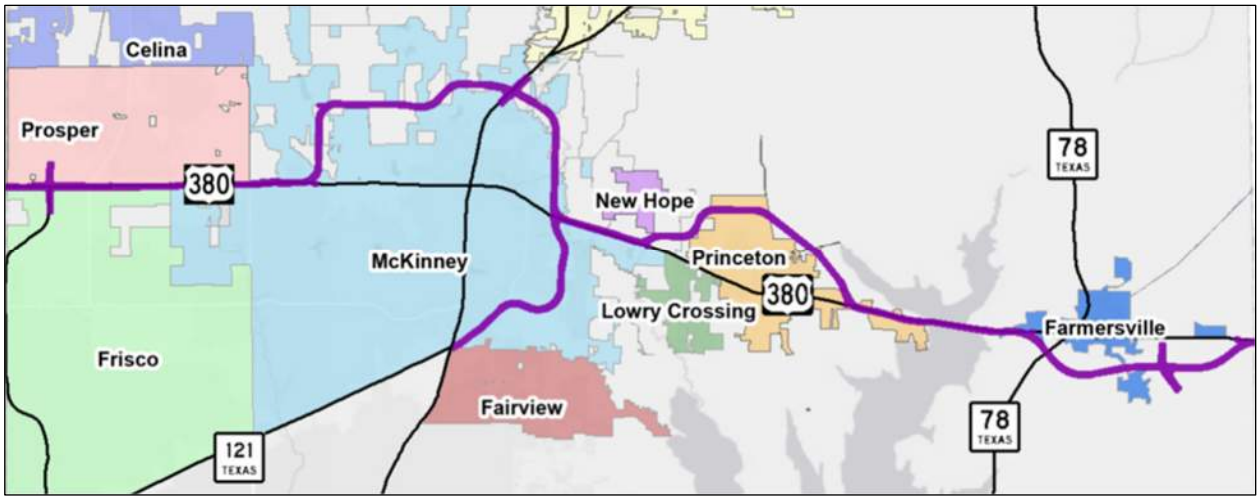
5.4 DEVELOPING A RECOMMENDED ALIGNMENT – FALL 2018 TO SUMMER 2019

After the October 2018 public meetings, TxDOT continued to advance the feasibility study through the following tasks:

- Continued to work with NCTCOG to conduct and modify additional traffic analyses and travel demand modeling (performing a total of 20 different alignment runs).
- Because of many concerns raised related to traffic noise, TxDOT conducted a preliminary noise analysis in the study area. This is something that is traditionally done in the environmental stages of project development, not in the feasibility phase. Results of the study can be found in Section 6.4.
- Because of concerns raised by municipalities and the public about how alignments would impact local tax revenues, TxDOT analyzed short-term economic impacts to the communities of Frisco, Prosper, McKinney, Princeton, and Farmersville. Results of the study can be found in Section 8.0.
- Considered public and stakeholder input received from the Fall 2018 public meetings.

Each of these tasks informed decisions to create new alignment segments detailed in Section 5.4.2 and presented at MAPO meetings in the Spring of 2019. **Figure 5-23** below shows the county line to county line TxDOT recommended alignment.

Figure 5-23: Recommended Alignment



5.4.1 Traffic Analysis Summary

Throughout all the traffic analysis completed during the study, TxDOT found the following:

- If nothing is done, US 380 will continue to experience a failing level of service in the future, even if we built all the planned roadways in Collin County including the Outer Loop that is being planned by Collin County. Therefore, a US 380 freeway is needed to relieve congestion.
- The benefit of a well-functioning US 380 extends beyond the paved limits of the highway – it attracts traffic from local city streets thereby reducing congestion on those streets and shortening the travel time it takes to get from one place to another within and through Collin County.
- While the green alignment attracts more traffic than the red alignments on US 380, the red alignment, being a new location highway, still maintains the existing US 380 roadway in central Collin County. Therefore, evaluating how US 380 and local streets work together as a system, the red alignments are more effective than the green alignments in increasing mobility.
- The study found that the red alignments will reduce more regionwide traffic congestion than the green alignments. This is measured by hours of congestion relief as compared to the no-build option. These hours represent the amount of time each freeway option saved individuals from sitting in traffic.

- Within the region, the green alignments relieve 50,000 hours of congestion per day while the red alignments relieve 66,000 hours of congestion per day. As you can see, the red alignments reduce congestion 16,000 hours more per day than the green alignments, which offers greater benefits to Collin County and carries more total east/west volume than the green alignments. See **Figure 5-24**.

Figure 5-24: Red vs. Green Alignment – Regionwide Congestion Comparison

Comparing the GREEN and RED alignments, the RED alignment reduces regionwide congestion more than GREEN.

	RED	GREEN
Vehicle Hours of Benefit (Regional)	66,000	50,000
Better Project (Vehicle Hours)	16,000 (32%)	-
Annual Value of Time Benefits (Million $)	$515 M	$390 M
Benefits to Collin County	✓	-
Total East/West Volume	✓	-

*Comparisons to No-Build Alternative of US 380

5.4.2 New Alignment Segments – Spring 2018

Several new alignment segments were created in the Spring of 2018. Those that were determined viable were presented publicly.

5.4.2.1 Red E

The red E alignment segment (**Figure 5-25**) was created in east Prosper and west of McKinney because after further engineering analysis, TxDOT thought it prudent to get input on another alignment.

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Figure 5-25: Alignments presented at Prosper/McKinney MAPO

Figure 5-26 shows the evaluation matrix comparing alignments in this area.

Figure 5-26: Prosper/McKinney MAPO Evaluation Matrix

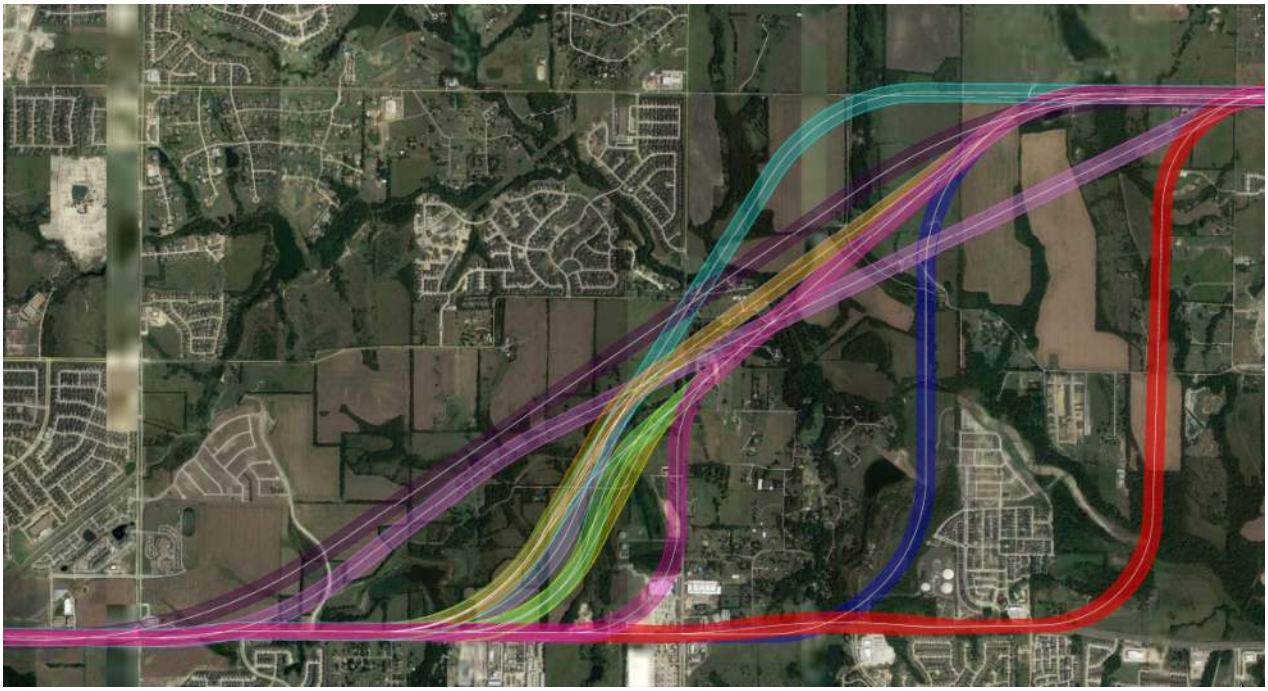
Evaluation Category	No Build	Red Alignment Option A	Red Alignment Option B	Red Alignment Option E
Number of Residential Property Impacts	0	11	10	13
Number of Residential Displacements	0	5	2	7
Number of Business Impacts	0	15	2	6
Number of Business Induced Displacements	0	1	0	1
Number of Business Direct Displacements	0	14	1	4

Evaluation Category	No Build	Red Alignment Option A	Red Alignment Option B	Red Alignment Option E
Number of Business Displacements	0	15	1	5
Planned Future Development Impacts (acres)	0	11	89	51.7
Environmental, Watershed, and Park Land Impacts (acres)	0	30	16	8.5
Cost - includes construction, ROW, utility relocation	0	$331M	$192M	$253M
Enhances Regional Mobility	○	●	●	●
Satisfies Travel Demand	○	●	●	●
Enhances Safety	○	●	●	●
Supports Future Regional Economic Growth	○	●	●	●

Criteria Rating Scale				
Does not achieve criteria	**Sometimes meets criteria**	**Partially meets criteria**	**Mostly meets criteria**	**Highly meets criteria**
○	◔	◑	◕	●

TxDOT evaluated approximately 10 alignments that crossed Custer Road shown in **Figure 5-27.**

Figure 5-27: Alignment Options evaluated in East Prosper and West McKinney



5.4.2.2 Red D

The red alignment D (**Figure 5-28**) was created to connect the red alignment at US 75 to US 380 and run south to the west side of the McKinney National Airport. This segment would better align with the previously proposed green B segment which had fewer impacts to parks than the green A alignment and was expected to carry approximately 50 percent more traffic in 2045 than the green A alignment.

Figure 5-28: Alignments presented at Northeast McKinney MAPO

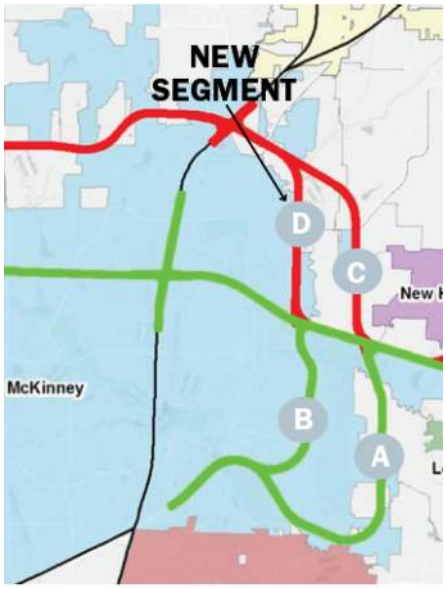


Figure 5-29 shows the evaluation matrix comparing the red C and D alignments and **Figure 5-30** shows the red C/green A and red D/green B alignments in this area.

Figure 5-29: Red C and D Alignment Evaluation Matrix

Evaluation Category	No Build	Red Alignment Option C	Red Alignment Option D
Number of Residential Property Impacts	0	11	2
Number of Residential Displacements	0	8	6
Number of Business Impacts	0	1	2
Number of Business Induced Displacements	0	1	0
Number of Business Direct Displacements	0	0	1

Evaluation Category	No Build	Red Alignment Option C	Red Alignment Option D
Number of Business Displacements	0	1	1
Planned Future Development Impacts (acres)	0	5	2.7
Environmental, Watershed, and Park Land Impacts (acres)	0	48	115
Cost - includes construction, ROW, utility relocation	0	$185M	$294M
Enhances Regional Mobility	○	●	●
Satisfies Travel Demand	○	◑	●
Enhances Safety	○	●	●
Supports Future Regional Economic Growth	○	●	●

Criteria Rating Scale				
Does not achieve criteria	**Sometimes meets criteria**	**Partially meets criteria**	**Mostly meets criteria**	**Highly meets criteria**
○	◔	◑	◕	●

Figure 5-30: Red C/Green A and Red D/Green B Evaluation Matrix

Evaluation Category	No Build	Red Alignment Option C + Green Alignment Option A	Red Alignment Option D + Green Alignment Option B
Number of Residential Property Impacts	0	25	7
Number of Residential Displacements	0	12	6
Number of Business Impacts	0	7	9
Number of Business Induced Displacements	0	1	0
Number of Business Direct Displacements	0	1	3
Number of Business Displacements	0	2	3
Planned Future Development Impacts (acres)	0	16.1	8.2
Environmental, Watershed, and Park Land Impacts (acres)	0	221	236
Cost - includes construction, ROW, utility relocation	0	$618M	$560M
Enhances Regional Mobility			
Satisfies Travel Demand			

Evaluation Category	No Build	Red Alignment Option C + Green Alignment Option A	Red Alignment Option D + Green Alignment Option B
Enhances Safety	○	●	●
Supports Future Regional Economic Growth	○	●	●

Criteria Rating Scale				
Does not achieve criteria	**Sometimes meets criteria**	**Partially meets criteria**	**Mostly meets criteria**	**Highly meets criteria**
○	◔	◑	◕	●

5.4.2.3 Green Alignment North Shift – Hardin to US 75

A northern shift for the green alignment was considered based on input provided by Raytheon, one of McKinney's largest employers. The green alignment, as it was proposed in October 2018, could have a significant impact on their current operations and their future expansion plans. **Figure 5-31** shows the alignment shift that was considered.

Figure 5-31: North Shift Green Alignment – Hardin to US 75

TxDOT identified several major impacts that would likely result from this north shift from Hardin Boulevard to US 75. They included:

- Displacing 30 more residences.
- Displacing 37 more businesses including displacing and or impacting new developments/businesses at all four corners of US 380 and Hardin.
- Impacting a fire station.
- Impacting Collin College property.

5.4.2.4 Segment Evaluations – Recommended Alignment Deciding Factors

The sections below outline major deciding factors used by TxDOT to decide on the recommended alignment. These sections are broken down into the five segments of the study area.

5.4.2.5 Denton County Line to Coit Road

The TxDOT recommended alignment from the Denton County line to Coit Road (see **Figure 5-32**) was the green alignment because of the minimal impacts and displacements that would likely occur.

Figure 5-32: Denton County Line to Coit Road

Figure 5-33 is the final feasibility study evaluation matrix for this segment.

Figure 5-33: Green Alignment Evaluation Matrix

Evaluation Category	No Build	Green Alignment
Number of Residential Property Impacts	0	0
Number of Residential Displacements	0	0
Number of Business Impacts	0	3
Number of Business Induced Displacements	0	1
Number of Business Direct Displacements	0	1
Number of Business Displacements	0	2
Planned Future Development Impacts (acres)	0	12
Environmental, Watershed, and Park Land Impacts (acres)	0	6
Cost - includes construction, ROW, utility relocation	0	$311M
Enhances Regional Mobility	○	●
Satisfies Travel Demand	○	●

Evaluation Category	No Build	Green Alignment
Enhances Safety	○	●
Supports Future Regional Economic Growth	○	●

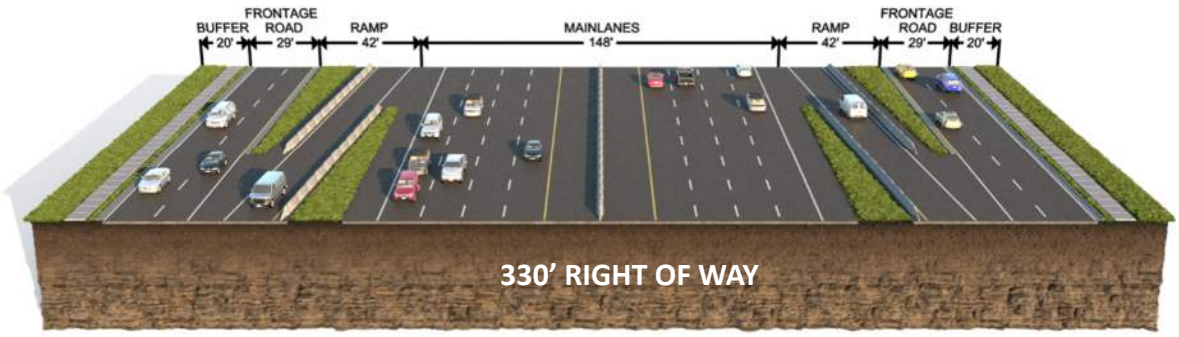
Criteria Rating Scale				
Does not achieve criteria	**Sometimes meets criteria**	**Partially meets criteria**	**Mostly meets criteria**	**Highly meets criteria**
○	◔	◑	◕	●

The following are key takeaways from the matrix:

- No residential properties will be impacted or displaced. Three businesses would be impacted and two would be displaced.
- Potentially there would be impacts to 12 acres of land currently planned for future development.

Figure 5-34 shows the average typical section for this segment. The right of way width would average around 330 feet. The exception to this would be around major interchanges, such as at DNT, where more land will be needed for ramps and direct connectors.

Figure 5-34: Denton County Line to Coit Road Typical Section



5.4.2.6 Coit Road to FM 1827

The TxDOT recommended alignments for the Coit Road to FM 1827 (see **Figure 5-35**) segment are red A and red D. The recommended alignment for the Spur 399 extension is green B.

Figure 5-35: Coit Road to FM 1827

Green vs. Red

In this segment, TxDOT first compared the green alignment with all proposed red alignment options. TxDOT found the following:

- The red alignments have significantly fewer business impacts and displacements than the green alignment. In making recommendations for which alignments are advanced for detailed evaluation under the next phase of the study process (the environmental study phase), agencies are required to assess the effects of their proposed actions on the human and natural environment. In compliance with the National Environmental Policy Act (referred to as NEPA), TxDOT must consider options to avoid or minimize displacements of residences and businesses, to the extent possible. Avoiding and minimizing effects on other features and resources, and providing mitigation where appropriate, will also be assessed in making a final project decision.
- The red alignment would add a freeway in addition to the existing US 380, which in turn is better for regional mobility.

- The red alignments are expected to support and sustain economic growth and have a less negative effect on city revenues.
- The green alignments are estimated to cost around $1 to $2 billion dollars. The red alignments are estimated to cost between $830 and $970 million dollars.

Red A, B and E
TxDOT then compared the red alignments – red A, B and E.

All three alignments avoid directly impacting the neighborhoods of Tucker Hill, Stonebridge, Heatherwood, and Whitley Place; Erwin Park; several cemeteries; and existing and planned schools.

Red alignments B and E were created to provide additional options in the area and address concerns about impacts however these alignments affect ManeGait.

The red A alignment is the only alignment that does not affect ManeGait Therapeutic Horsemanship and its ability to function. ManeGait is a unique facility that helps children and adults with physical, emotional, cognitive, sensory, and behavioral disabilities. ManeGait also provides therapy programs to support wounded military veterans. The facility serves 150 riders per week and has 1,400 active volunteers that complete 4,500 hours of service each year. Public comment has helped in identifying the facility as a key community resource. TxDOT considers the daily operations and special events held at this location to be services for at least two vulnerable and protected status populations – the disabled and children.

The red A alignment affects fewer acres of planned development than the red B alignment. This is an important consideration by TxDOT because often challenges arise after an alignment has been determined and developments continue to be built in areas designated as future right of way.

TxDOT considered that the red A alignment does not run through any existing neighborhoods. It does run alongside the north side of the Stonebridge neighborhood and south side of Tucker Hill where the existing US 380 is currently located.

Spur 399 Extension and northern connections – Red C/Green A vs. Red D/Green B
TxDOT performed a comparison between the red C, red D, green B, and green A alignments.

The red D alignment was presented because it provided a more direct connection to the green B alignment south of US 380 and west of McKinney National Airport.

Reasons why TxDOT recommends the red D plus the green B alignment combination:

- Red D plus green B has fewer residential impacts and displacements than red C plus green A.

- Green B encroaches on fewer park parcels than green A.
- Green B carries more traffic than green A.

The combination of red D with green A or red C with green B was considered but would not provide a direct connection.

The green A alignment would also impact Cornerstone Ranch which serves as a group home and provides day programs for specific populations including persons with disabilities. TxDOT was notified after the final series of public meetings that this facility intends to relocate in the future.

Figure 5-36 is the final feasibility study evaluation matrix for this segment.

Figure 5-36: Coit Road to FM 1827 Evaluation Matrix

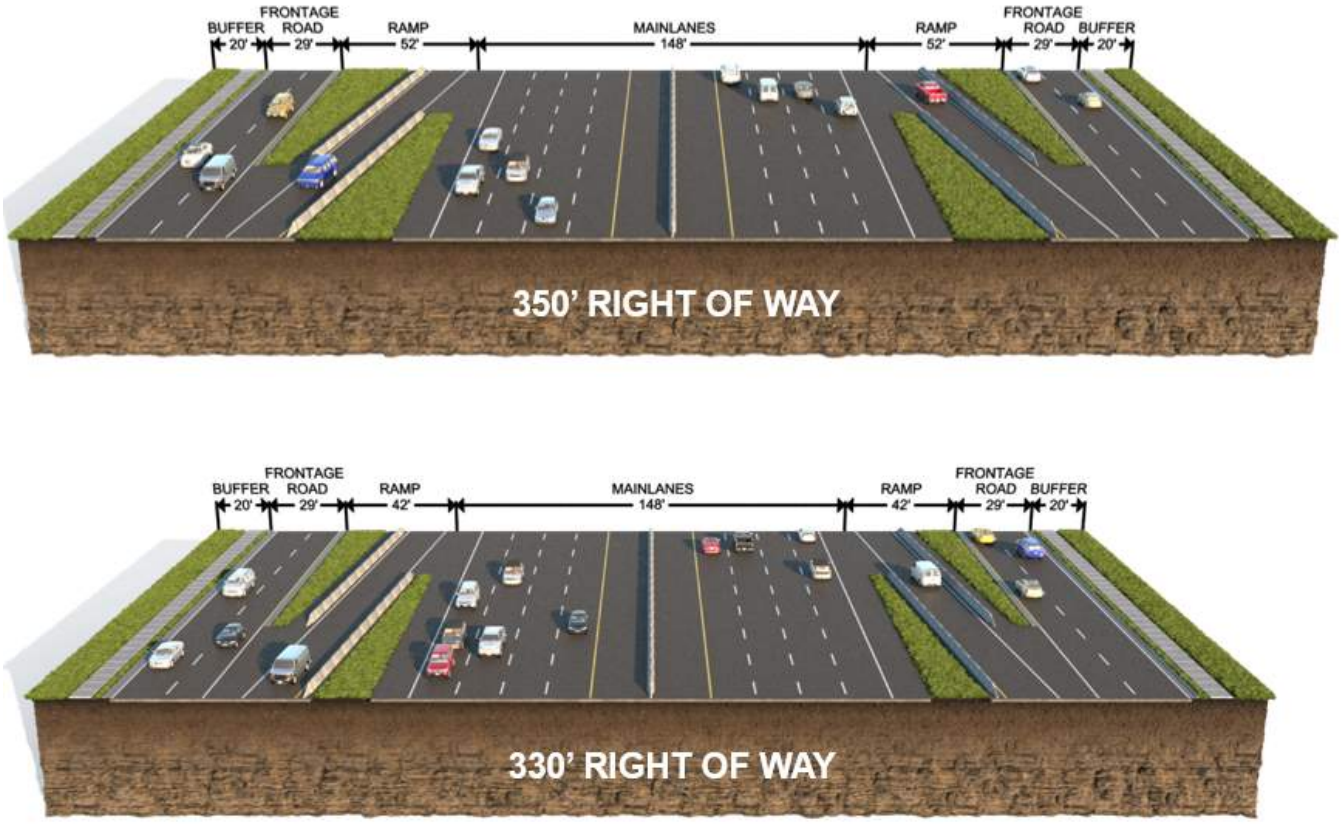
Evaluation Category	No Build	Green Alignment	Green Alignment - North Shift	Red A + Red D Alignments	Red B + Red D Alignments	Red E + Red D Alignments
Number of Residential Property Impacts	0	16	16	30	30	34
Number of Residential Displacements	0	18	48	15	14	17
Number of Business Impacts	0	85	80	16	4	7
Number of Business Induced Displacements	0	20	27	1	0	1
Number of Business Direct Displacements	0	181	211	18	6	10
Number of Business Displacements	0	201	238	19	6	11
Planned Future Development Impacts (acres)	0	33	37	95	152	116
Environmental, Watershed, and Park Land Impacts (acres)	0	80	80	340	327	319
Cost - includes construction, ROW, utility relocation	0	$2-2.2B	$1.2B	$969M	$830M	$878M
Reduces Collin County Traffic Congestion	○	On 380 ◔	380 + Bloomdale ◔	On 380 ◔	380 + Bloomdale ◔	On 380 ●	New 380 + Old 380 ●	On 380 ●	New 380 + Old 380 ●	On 380 ●	New 380 + Old 380 ●

Evaluation Category	No Build	Green Alignment	Green Alignment - North Shift	Red A + Red D Alignments	Red B + Red D Alignments	Red E + Red D Alignments
Satisfies Travel Demand	○	● ●	● ●	◕ ●	◕ ●	◕ ●
Enhances Safety	○	●	●	●	●	●
Supports Future Regional Economic Growth	○	◔	◑	●	●	●

Criteria Rating Scale				
Does not achieve criteria	**Sometimes meets criteria**	**Partially meets criteria**	**Mostly meets criteria**	**Highly meets criteria**
○	◔	◑	◕	●

The average typical sections for these segments are shown in **Figure 5-37**. The right of way width would average between 330-350 feet. The exception to this would be around major interchanges where additional land is required for ramps and direct connectors.

Figure 5-37: Coit Road to FM 1827 Typical Sections



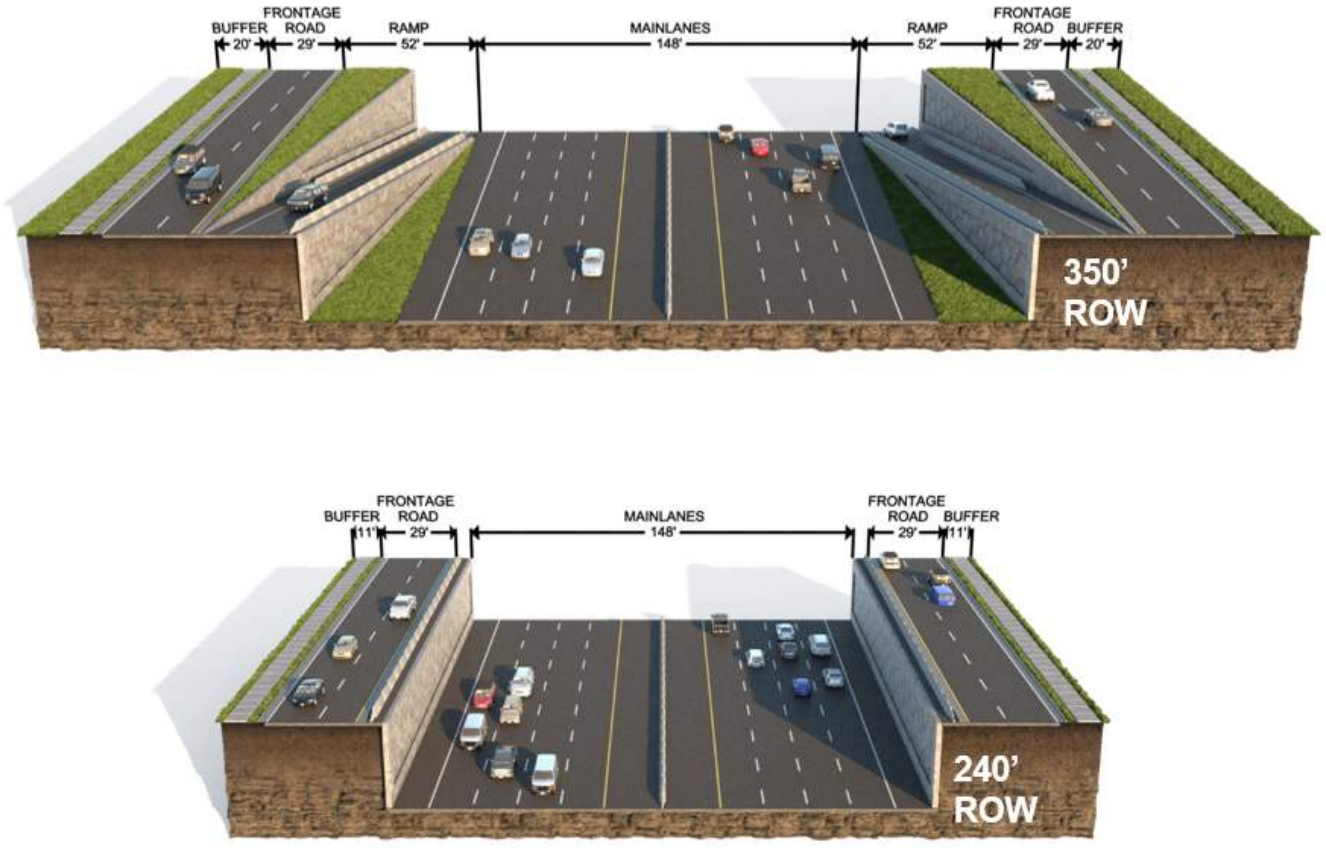
There are several areas within the Coit Road to FM 1827 segment where TxDOT has determined it is feasible to modify the roadway. Modifying the roadways by depression or compression would reduce impacts to the surrounding areas. TxDOT will make the final decision about depression and compression of roadways during the next phase of project development when schematic design is completed.

In the area along the red alignment south of Erwin Park and Bloomdale Farms and north of Heatherwood, it has been determined that depression of the mainlanes is feasible. Depression (**Figure 5-38**) means that instead of constructing mainlanes at grade or level with the existing ground surface, the mainlanes could be constructed lower than the surrounding ground surface as shown in the typical section drawing below.

In the area along the green alignment between Tucker Hill and Stonebridge, it has been determined that depression and compression of the roadway is feasible. Compression of a roadway means that instead of the 330-350 feet of right of way, that it is feasible to compress the right of way for this short segment to around 240 feet of right of way in order to reduce impacts to adjacent properties. At this right of way width, the segment would not have access ramps.

Modifying roadways with depressed and compressed sections is not feasible in all study areas. In areas where adjacent undeveloped or minimally developed property exists, it is more cost effective to maintain an at-grade typical section than a depressed and/or compressed typical section. Also depressed sections are not considered in areas that fall within a floodplain in order to ensure flooding does not occur during rainfall events. Compressed sections are also not considered for long segments because ramps must be provided to allow access to other roadways and neighborhoods. TxDOT reviewed existing ground profile data, flood event elevations and prepared a preliminary mainlane profile design to determine if a depressed while avoiding flooding issues.

Figure 5-38: Compressed and Depressed Typical Sections



5.4.2.7 FM 1827 to CR559

The TxDOT recommended alignment for this segment was the red alignment (see **Figure 5-39**).

Figure 5-39: FM 1827 to CR 559 Alignment Segment

Deciding factors for this segment were business impacts and displacements, cost, and future economic growth. Most notably, if constructed today the green alignment would displace 122 businesses as compared to 19 displaced by the red alignment. The green alignment is expected to cost almost $100 million dollars more than the red alignment. **Figure 5-40** is the evaluation matrix for this segment.

Figure 5-40: Green vs. Red Alignment Evaluation Matrix

Evaluation Category	No Build	Green Alignment	Red Alignment
Number of Residential Property Impacts	0	10	12
Number of Residential Displacements	0	14	10
Number of Business Impacts	0	22	0

Evaluation Category	No Build	Green Alignment	Red Alignment
Number of Business Induced Displacements	0	6	0
Number of Business Direct Displacements	0	116	19
Number of Business Displacements	0	122	19
Planned Future Development Impacts (acres)	0	42	105
Environmental, Watershed, and Park Land Impacts (acres)	0	16	29
Cost - includes construction, ROW, utility relocation	0	$452M	$353M
Enhances Regional Mobility			
Satisfies Travel Demand			
Enhances Safety			
Supports Future Regional Economic Growth			

Criteria Rating Scale				
Does not achieve criteria	**Sometimes meets criteria**	**Partially meets criteria**	**Mostly meets criteria**	**Highly meets criteria**
				

The average typical sections for these segments are identical to the ones in **Figure 5-37**. The right of way width would average between 330-350 feet. The exception to this would be around major interchanges where additional land is required for ramps and direct connectors.

5.4.2.8 CR 559 to Hunt County

The TxDOT recommended alignment for this segment is the red alignment.

The major deciding factor for this segment were the fewer residential and business displacements associated with the red alignment. The green alignment would displace 39 residences as compared to three displaced by the red alignment. The green alignment would displace 27 businesses as compared to one displaced by the red alignment. The green alignment is expected to cost more than the red alignment.

The average typical sections for these segments are identical to the ones in **Figure 5-37**. The right of way width would average between 330-350 feet. The exception to this would be around major interchanges where additional land is required for ramps and direct connectors.

6.0 ENVIRONMENTAL OVERVIEW

6.1 LAND USE – EXISTING AND PLANNED, AIRPORT EXPANSION

US 380 serves as a major east-west travel corridor across Collin County, connecting the communities of Prosper, Frisco, Celina, McKinney, Melissa, Fairview, New Hope, Lowry Crossing, Princeton, and Farmersville. A patchwork of urban, suburban, residential, industrial, commercial, and agricultural uses occupy the length of US 380 under study. A portion of the roadway under study crosses over Lavon Lake, managed by USACE. Businesses are largely concentrated in the incorporated cities along the highway corridor, with much of the area between communities still dominated by agricultural uses (pastureland and crops) especially between McKinney and Farmersville.

Development has and continues to occur along the US 380 corridor, including both commercial/retail and residential areas. Many new developments as well as commercial redevelopment are being allowed to build up to the existing highway right of way, restricting the area for future expansion of the highway footprint. These primary areas include:

- Coit Road to Custer Road (Prosper)
- Stonebridge Drive to Lake Forest Drive (Prosper/McKinney)
- Hardin Boulevard to US 75 (McKinney)
- Near SH 5 (McKinney)

The data developed to support this analysis includes background on development dates for the section of US 380 from US 75 to Farmersville. Within this section of the corridor, more than half of the development has occurred since 1974.

Residential areas located along US 380 east of US 75 have been either removed and redeveloped into commercial properties or the structures have been converted to commercial uses (primarily small businesses), see **Figure 6-1**. This is evident particularly in the section of US 380 between N Waddill Street and Sherman Street in McKinney. There are also several vacant parcels, some rather large, that are owned by city economic development corporations and independent school districts (both with and without school improvements on them).

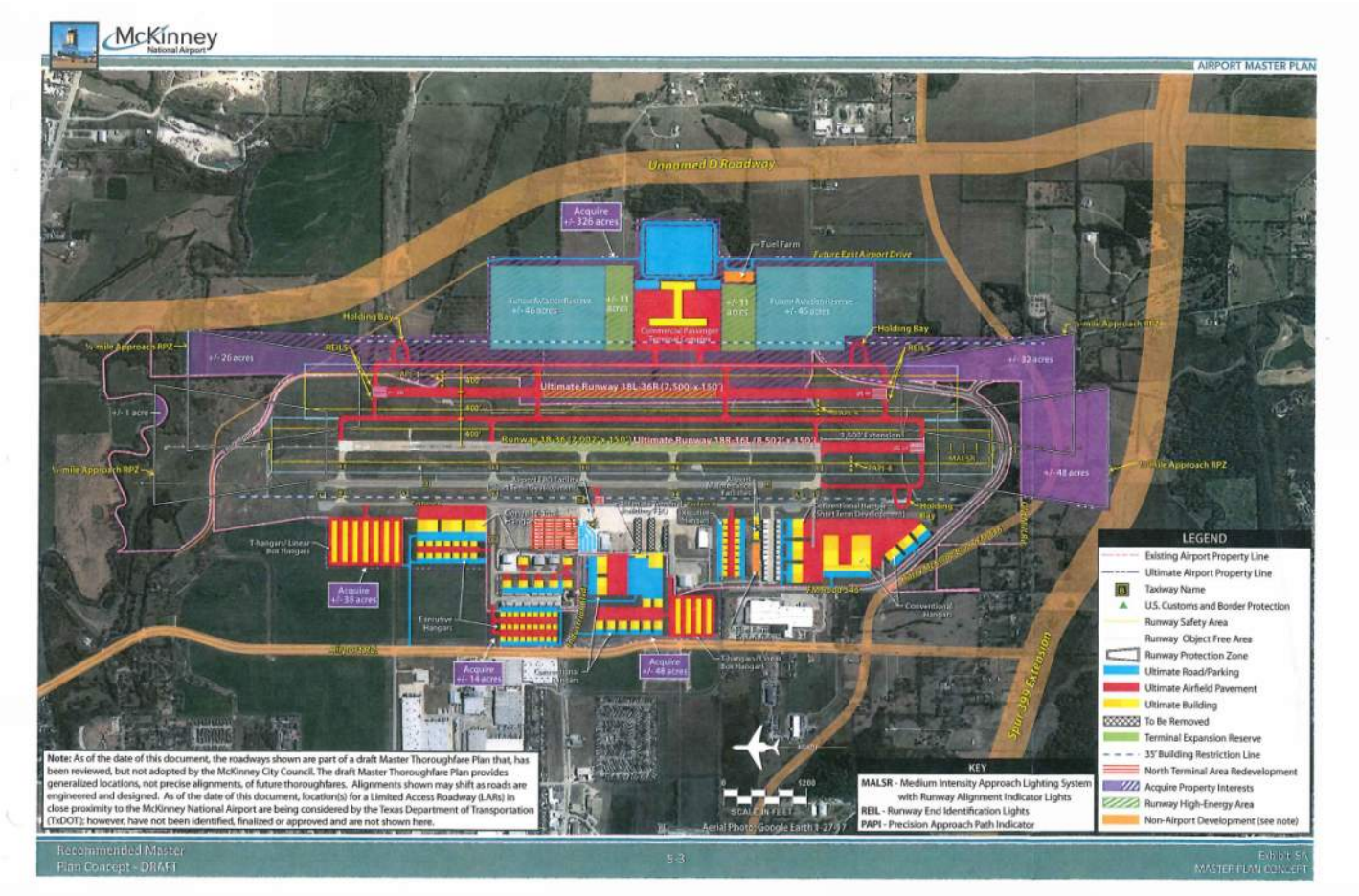
Figure 6-1: True Believers Christian Apparel (left) and Billy's Bail Bond Headquarters (right)

Many of the communities along US 380 have completed future land use plans; others have current zoning plans. Most of the plans are consistent with current development patterns, expanding the reach of existing commercial and residential areas along the corridor. The areas described below are those located along the existing US 380 alignment.

- **Prosper – US 380 District** – Designated along the north side of US 380 and west of the Dallas North Tollway (DNT) between FM 1385 and Lovers Lane, and between Lovers Lane and FM 2478 east of the DNT. The planned district focuses on commercial development, retail and service establishments, and other business types that capitalize on higher traffic counts. Wide setbacks with large landscape buffers would be implemented to protect the visual character of the corridor. Medium and high-density residential development may also be considered where they are able to enhance and buffer low-density residential neighborhoods. [Prosper Comprehensive Plan adopted 8/14/2012, Future Land Use Plan Amendment adopted 6/2/2015]
- **McKinney – Community Village** – Identified at the intersections of US 380 with Custer Road, Lake Forest Drive, and US 75, these locations would be areas of concentrated development with a grouping of commercial uses (including office, retail, entertainment, and community facilities) serving a larger region. These are developments currently dominated by large strip centers and 'big-box' retailers such as Walmart, Office Depot, Lowe's; along with major food chains, financial institutions, and other service industries. [City of McKinney Comprehensive Plan adopted 3/22/2004, Future Land Use Plan Amendment adopted 5/2016]

- **McKinney – Regional Commercial** – Identified along the north side of US 380 south of New Hope, this area would serve large-scale commercial development providing for retail and service uses on a regional level. Most of development in this area has occurred since the mid-1980s, most since 2000. [City of McKinney Comprehensive Plan adopted 3/22/2004, Future Land Use Plan Amendment adopted 5/2016]
- **Princeton – Commercial** – Except for the Princeton High School campus, the majority of areas along US 380 are designated for future commercial development. [Future Land Use Plan updated and adopted 1/23/2017]
- **Lowry Crossing – Commercial and Highway Commercial** – Most of the areas adjacent to the south side of US 380 are zoned for commercial and highway commercial uses. These areas would appear to provide a buffer or transition to residential areas located farther south of the highway. [Lowry Crossing Zoning Map]
- **Farmersville – Commercial and Mixed Use** – Along US 380 and at major intersections, these areas are to function as service and job destinations with easy accessibility. Design standards are in place to ensure that commercial buildings will blend into the community character. [Farmersville Comprehensive Plan adopted 1/24/2013]
- **McKinney National Airport Master Plan Update** – South of existing US 380 and just east of Airport Drive, the McKinney National Airport recently completed a master plan update. The update considered the extension of its current runway, as well as a second parallel runway to the east. Through coordination with McKinney National Airport and Airport's consulting staff, the team became aware that a runway protection zone, or RPZ, exists at the end of each runway. A RPZ exists to restrict land uses within the vicinity of a runway, should a problem with an aircraft occur during take-off or landing. The Federal Aviation Administration (FAA) identifies roadways as a hazard within these RPZs and will take "all possible measures to protect against and remove or mitigate incompatible land uses" [Interim Guidance on Land Uses Within a Runway Protection Zone, FAA Memorandum dated 9/27/2012] See **Figure 6-2** below for the McKinney National Airport's proposed land uses and RPZs. [McKinney National Airport Master Plan adopted 9/17/2018]

Figure 6-2: McKinney National Airport Master Plan



6.2 DEVELOPMENT AND POSSIBLE DISPLACEMENTS – RESIDENTIAL AND COMMERCIAL

Throughout the study, TxDOT worked with municipalities to map planned developments. Development status of properties were noted on detailed maps at each public meeting and posted to www.Drive380.com.

TxDOT also calculated residential and commercial impacts and displacements. More information about how impacts and displacements were evaluated is available in Section 5.3.1. Totals for displacements and impacts in evaluation segments are available in Section 5.4.2.

6.3 POTENTIAL HISTORIC RESOURCES

A desktop analysis and field reconnaissance were conducted to identify historic-age non-archaeological resources, including buildings, structures, objects, districts, etc., that could be considered eligible for listing on the National Register of Historic Places (NRHP). The reconnaissance focused between US 75 in McKinney to the project terminus east of Farmersville. Resources that meet eligibility criteria are provided protection under

Section 106 of the National Historic Preservation Act (NHPA). Section 106 stipulates that project proponents must consider the effects of a proposed project on resources that are determined to be eligible for or already listed on the NRHP. If an adverse effect cannot be avoided or minimized, appropriate mitigation must be provided. Such resources are also provided protection under Section 4(f) of the DOT Act of 1968 (Section 303 Title 409) under which the Secretary of Transportation may approve a project requiring the 'use' of publicly owned land of a public park, recreation area, or wildlife/waterfowl refuge, or land of a historic site of national, state, or local significance (as determined by the officials with jurisdiction) only if: (1) there is no feasible and prudent alternative to such use, and (2) the project includes all possible planning to minimize harm.

No previously designated NRHP-eligible or NRHP-listed resources or districts (geographically definable area possessing a grouping or linkage of structures united by past events or by character/style or physical development) were identified in the study area. The City of McKinney has designated a Historic Neighborhood Improvement Zone that bounds US 380 on the south, east of US 75, and also extends north of US 380 between Harroun Avenue and College Street. Formal review of the eligibility of these resources would be conducted during the NEPA phase of study through coordination with the Texas Historical Commission (THC) in accordance with TxDOT guidelines.

Three resources were identified that exhibit characteristics that could make them eligible for listing on the NRHP pictured in **Figure 6-3**, **Figure 6-4**, and **Figure 6-5**: McKinney Pharmacy (McKinney), Nixon's Coin-Op Laundry (McKinney), and the Galloway Memorial Church of God in Christ (Farmersville). Further assessment during the NEPA phase of the project will be necessary to determine if these and/or other resources are NRHP-eligible.

Figure 6-3: McKinney Pharmacy Northside

Figure 6-4: Nixon's Coin-Op

Figure 6-5: Galloway Memorial Church of God in Christ, Farmersville

6.3.1 Parks and Recreation Areas

An inventory of public park, open space, and recreation areas was conducted to determine which properties could be provided protections under Section 4(f). As noted in the previous section, Section 4(f) requires avoidance and planning to minimize harm to publicly owned land of a public park as part of the highway/roadway project that may receive federal funding to avoid a "use" of such property. In addition to addressing Section 4(f), some park or recreation properties may have been acquired or developed with money from the Land and Water Conservation Fund (LWCF) from the National Park Service (NPS). Section 6(f) prohibits the conversion of property acquired or developed with grants from the LWCF to a non-recreational purpose without the approval of the NPS.

Section 4(f) Properties - Numerous city and county-owned parks, greenbelts, trails, school playgrounds, and open space were identified. These must have qualities that satisfy the following specific criteria to be provided protection under section 4(f):

- Publicly owned – owned by a public entity through fee simple, permanent easement, temporary easement, and/or lease agreement (does not apply to historic resources).
- Open for public use – the entire public is allowed to access the resource during normal operating hours; visitation is not limited to a select group(s) (does not apply to refuges).
- Major purpose for the property is recreation – the primary purpose is for park, recreation, or refuge or related activities; activities are other than incidental, secondary, occasional, or dispersed.
- Significant resource – applies to the entire Section 4(f) property, considers the availability and function of the resource in terms of the objectives of the agency with jurisdiction, and the property plays an important role in meeting those objectives.

In addition to conducting limited windshield surveys to verify GIS data and reviewing online data sources such as community development plans and park/recreation master plans, the study team also met with City of McKinney planning and parks and recreation staff to review property ownership as well as plans for future development of city-owned parcels for future public use see **Figure 6-6** below. To support evaluation of the final alignments, the properties were categorized as follows:

- Existing Park – active or passive park/recreation facility as indicated and named in a community Master Plan. These properties either have existing facilities or an approved master plan for the development of recreation facilities.
- Future Park Expansion – properties shown as high preservation potential (HPP) in the McKinney Master Plan and indicated by the City/Parks & Recreation departments that they would be targeted for future park/recreation facility development as need and funding arise. These properties either do not have existing facilities and may or may not be open to the public for any type of use.

- “PIN” Parks – possible future neighborhood park locations indicated in a Master Plan, but not associated with a specific parcel or development. It is anticipated that these locations are open for interpretation and once a developer files a plan/plat with the city, they would negotiate the location/size of a future park/recreation facility.

Figure 6-6: Potential Section 4(f) and Section 6(f) Properties

Parks and Recreation Areas										
MAP #	Name	Ownership / Officials with Jurisdiction	Location	Property Uses	Section 4(f) Criteria				LWCF monies applied [Section 6(f)]	Recommendation
					Publicly Owned	Accessible for Public Use	Major Purpose is Recreation	Significant Resource		
3, 5, 7, 8, 9	Airport Open Space	City of McKinney	North of McKinney National Airport	Undeveloped open space indicated as high preservation potential (HPP) property in McKinney P&R plan. City/P&R indicated could develop as park in future based on need and funding.	YES	YES	NO	TBD	NO	DIRECT EFFECT – Additional ROW needed along southside of US 380. Area provides general open space north of the McKinney National Airport. No improvements (trails, playgrounds, shelters, etc.), part of area located in RPZ. Douglas Parcel (9) – "Dual purpose park and transportation improvements"; purchase with general obligation bonds.
4, 6	Gray Branch Park Future Expansion Parcels	City of McKinney	South of 380 at Lake Forest Drive	Planned Community Park Expansion (FUTURE)	YES	NOT CURRENTLY	TBD	TBD	NO	DIRECT EFFECT – ROW may be needed for existing US 380 expansion. No park or recreation improvements exist at this time.
10, 13	Trinity River Greenway	City of McKinney	South of 380 at Airport Road	2 parcels, park	YES	YES	YES	YES	NO	DIRECT EFFECT – Expand existing 380 and green alignment (S).
11	Gray Branch Park	City of McKinney	South of 380 at Lake Forest Drive	Community Park	YES	YES (future)	YES (future)	YES (future)	NO	NO DIRECT EFFECT – Park in development stage, master plan approved by City in 2012. Two adjacent parcels indicated by City that they would be high priority for future expansion.
14, 15, 16,18, 19, 33	Wilson Creek Greenway	City of McKinney	Along Wilson Creek	Linear Park, multiple parcels (Bonnie Wenk); along Wilson Creek (HPP)	YES	YES	YES	YES	YES Wilson Creek Park 1984	DIRECT EFFECT – Red alignment (S), multiple parcels Need to confirm with the City where LWCF monies were used (NPS indicates combination of acquisition/development).
17	Wattley Park	City of McKinney	West of Airport Road, south of US 380	City park	YES	YES	YES	YES	NO	NO DIRECT EFFECT – Unless improvements on US 380 move south; located less than 200 feet from south ROW (approx.).
20	Erwin Park	City of McKinney	East of Lake Forest Dr.	City park	YES	YES	YES	YES	NO	NO DIRECT EFFECT – Blue bypass passes along the southern boundary of the property. A shift north would directly affect the property.

MAP #	Name	Ownership / Officials with Jurisdiction	Location	Property Uses	Section 4(f) Criteria				LWCF monies applied [Section 6(f)]	Recommendation
					Publicly Owned	Accessible for Public Use	Major Purpose is Recreation	Significant Resource		
21	Old Settler's Park	City of McKinney	West of Airport Road, south of US 380 (access from Greenville Rd)	City park	YES	YES	YES	YES	NO	NO DIRECT EFFECT – Located approximately 400 feet west of McKinney National Airport Rd (blue alignment).
22	Twin Groves Park	USACE	West end of bridge over Lake Lavon, north of US 380	Regional park	YES	YES	YES	YES	NO	DIRECT EFFECT – Easements or additional ROW along north side of US 380 may be needed to accommodate improvements.
23	Caddo Park	USACE	East end of bridge over Lake Lavon, north of US 380	*Park closed until further notice*	YES	YES	YES	YES	NO	DIRECT EFFECT – Easements or additional ROW along north side of US 380 may be needed to accommodate improvements. Park closed at this time (no public access).
24	Elm Creek Park	USACE	East end of bridge over Lake Lavon, north of US 380	Regional park	YES	YES	YES	YES	NO	DIRECT EFFECT – Easements or additional ROW along north side of US 380 may be needed to accommodate improvements. Park limits vary by source – need to confirm with USACE.
25	Lake Lavon/Lavon Recreation Area	USACE	North of US 380; perimeter of Lake Lavon	Reservoir (water supply and recreation) multi-use recreation, habitat management	YES	YES (multi-use property)	YES (multi-use property)	YES	NO	DIRECT EFFECT – Easements or additional ROW along existing US 380 may be needed to accommodate improvements. Borders Lake Lavon on all sides, both sides of US 380.
26	Fairview Soccer Complex	Town of Fairview	Old Mill Rd southeast of McKinney National Airport	Soccer complex, controlled by Advanced Youth Soccer Educational System (AYSES) Soccer Club; gated/locked, no public use during non-club use periods	YES	NO	NO	TBD	NO	DIRECT EFFECT – Property gated, no public access during period when AYSES club events are not occurring. Schedule posted on website does not indicate public accessibility. AYSES "leases" two other properties in Texas where the same program is supported. Parcel owned by Town of Fairview but located within the McKinney city limits.
27, 28	Nature Preserve (future)	Town of Fairview	Old Mill Rd south of McKinney National Airport	Current – pasture/ag; gated (no public access)	YES	NO	NO	TBD	NO	DIRECT EFFECT – Property currently gated and not publicly accessible, currently used for agriculture (pasture); parcel owned by Town of Fairview but located within the McKinney city limits.
29	Forest Grove Phase I Amenity Center	City of Princeton	East of Monte Carlo Blvd, north of US 380	Platted/planned as amenity center for neighborhood	YES	TBD	TBD	TBD	NO	NO DIRECT EFFECT – Under development, located approx. 900 feet north of US 380.

MAP #	Name	Ownership / Officials with Jurisdiction	Location	Property Uses	Section 4(f) Criteria				LWCF monies applied [Section 6(f)]	Recommendation
					Publicly Owned	Accessible for Public Use	Major Purpose is Recreation	Significant Resource		
30	JM Caldwell Sr. Community Park (Princeton Community Park)	City of Princeton	500 W. College Street (more than 1000 feet north of US 380)	Community Park (WWII POW Camp)	YES	YES	YES	YES	NO	NO DIRECT EFFECT – Egress easement tied to US 380.
38	La Cima Lake & Park	Town of Prosper	US 380 and north Stonebridge Dr.	Greenbelt/trail corridor, associated with a residential development (Lakes of La Cima Homes)	YES	TBD	TBD	TBD	NO	DIRECT EFFECT – Additional ROW along south side of US 380. Open space for the Lakes of La Cima Homes development.
39	Ridgecrest Dog Park	City of McKinney	West of south Ridge Road, south of US 380 Trail Side Dr./Valley View Dr.)	Dog park	YES	YES	YES	YES	NO	NO DIRECT EFFECT – Less than 0.1 miles south of US 380.
40	Heard National Science Museum and Wildlife Sanctuary	Heard National Science Museum and Wildlife Sanctuary	Southwest of McKinney National Airport, west of Fairview Nature Preserve	Main facility at 1 Nature Place, McKinney	NO	TBD	TBD	YES	NO	NO DIRECT EFFECT – If the red bypass alignment would shift, could be directly affected.

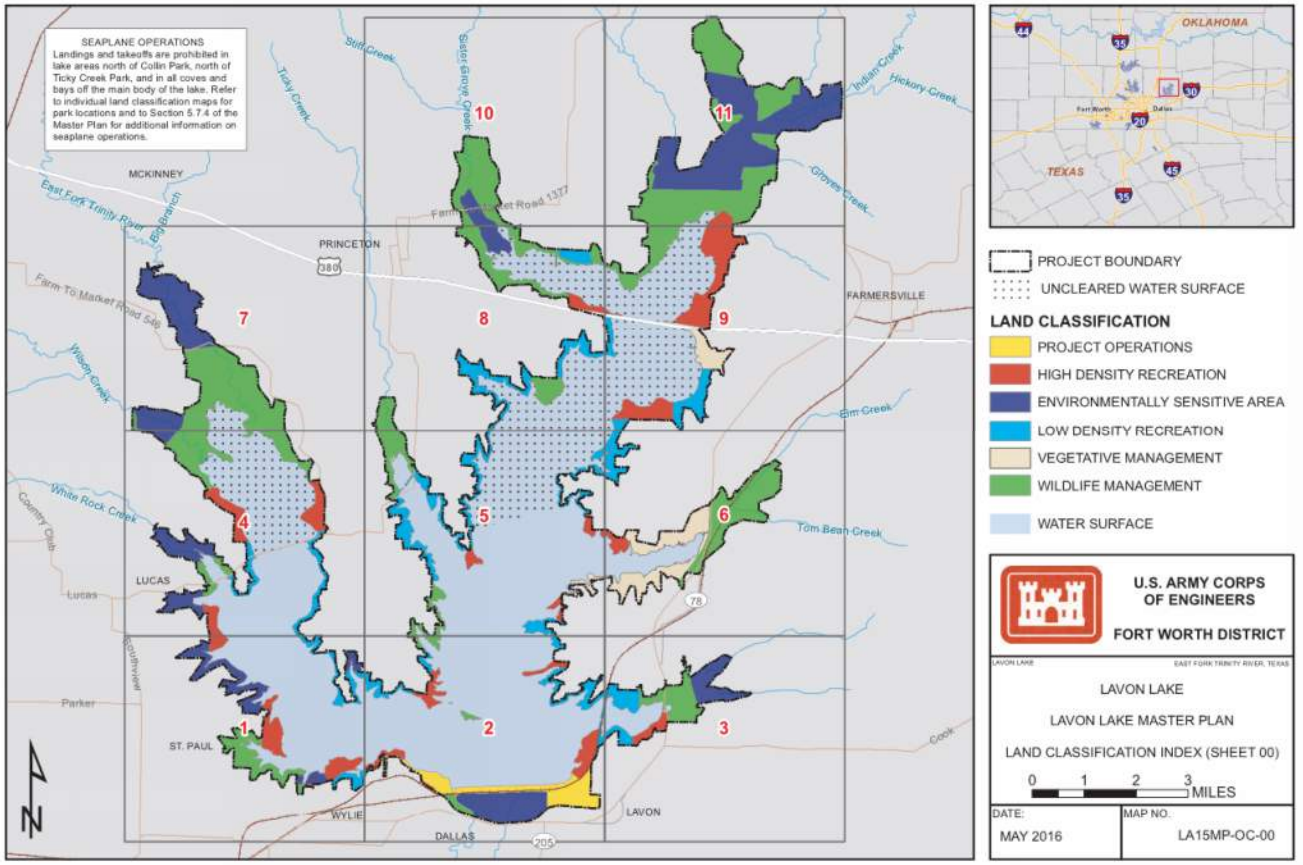
NOTES:
* Based on review of LWCF listing for Collin County TX conducted October 2017. Many entries indicate general projects (e.g., City of McKinney Parks Improvements) with no reference to a specific property. Coordination with the applicable city/county is required to determine whether LWCF monies were used for individual properties. See LWCF Listing for Collin County TX in Attachment 1.
TPWD LWRCRP – The Land and Water Resources Conservation and Recreation Plan (LWRCRP) is a planning document for TPWD. Properties are inventoried every 10 years. It has no legal effect on properties. The codes used are described at https://tpwd.texas.gov/gis/apps/lwrcrp/. The TPWD LWRCRP page is located at https://tpwd.texas.gov/publications/land-and-water-plan.

An example of an area not currently used for park/recreation purposes but is viewed by the officials with jurisdiction as a future park, is the “Airport Open Space” (parcels 3, 7, 8, and 9) and part of the Trinity Greenbelt according to the McKinney Parks and Recreation Master Plan. Additional coordination with TxDOT and FHWA will be conducted during the NEPA phase to determine the appropriate way to apply reviews under Section 4(f) for these properties as well as consideration of the areas/easements designated for roadway/transportation use.

The Town of Fairview Soccer Park and the Town of Fairview Nature Preserve are two properties located south of McKinney National Airport. The properties located within the McKinney are owned by the Town of Fairview. Although not technically open for public use, both properties are considered Section 4(f) resources and require consideration of alternatives that would avoid impacts to them.

Lands associated with Lake Lavon, managed by USACE, are also considered as public open space. **Figure 6-7** shows a map of protected USACE lands. Because these parcels serve multiple uses such as flood protection, wildlife and certain native habitats, or active recreation, additional coordination with USACE will be conducted during the NEPA phase to determine the significance of potential impacts and if mitigation may be required.

Figure 6-7: Protected USACE Lands



Section 6(f) Properties – The parcels known as Wilson Creek Park within the Wilson Creek Greenway indicated on the park map as 14, 15, 16,18, 19, 33 were acquired with LWCF monies in 1984. Determining the actual parcel boundaries acquired with LWCF monies and the final alignment and footprint of Spur 399 will be completed during the NEPA phase to determine what type of effects may result to the 6(f) property. At that time, the determination will be made whether the significance of the impact warrants a land conversion or if impacts can be minimized with minimal mitigation.

6.3.1.1 Natural Habitats

The US 380 corridor crosses numerous streams and tributaries that contribute to the East Fork of the Trinity River. Wilson Creek is a prominent drainage primarily located south of US 380. As noted previously, the City of McKinney owns a number of parcels along Wilson Creek and the East Fork of the Trinity River reserving these areas for future open space/recreational use but also to support regional and local floodplain management practices. No field surveys were conducted during the study to verify wetland or forest resources; but a high-level review of published GIS data indicated that these areas maintain features consistent with emergent, shrub-scrub, and forested wetlands as well as bottomland hardwood forests common to north Texas.

There are several species federally and state-listed for Collin County; the majority of which are migratory or need certain habitats that are not found within the US 380 corridor. Additional investigation and coordination would be conducted during the NEPA phase to determine what species and habitats may be present and what type of impact a proposed project may have on them. Collin County streams support two state-listed species of mussels (mollusk) that could occur within Wilson Creek and the East Fork of the Trinity River. Additional assessment and coordination with the Texas Parks and Wildlife Department (TPWD) would be conducted during the NEPA phase to address potential effects on mussels. Impacts to migratory birds and supporting habitats would also be addressed at that time.

Wetland field delineations would be conducted during the NEPA phase to determine the jurisdictional limits of such features to assist in determining the impacts of the proposed projects, the type of permit required, and the amount of mitigation, if required. In addition, field surveys may be needed to identify the presence of habitat suitable to support protected species and that of migratory birds that may be affected by a proposed project.

6.3.1.2 Socio-Economic Issues

US Census data (2010 and 2017) were used to determine the potential location of minority and low-income populations within the study area that may be affected by the proposed improvements. This review was focused along the existing US 380 corridor and the area west of the McKinney National Airport. These areas may be considered as potential environmental justice communities which are neighborhoods with a high percentage of minority and/or low-income residents. As part of the NEPA phase, additional data analysis and assessment of impacts would be conducted to determine if the alternatives carried forward result in possible disproportionately high or adverse effects in compliance with Executive Order

12898, as well as the potential for impacts to elderly and disabled populations under Title VI of the Civil Rights Act. Further coordination will also be needed to determine if these neighborhoods are considered as having Limited English Proficiency (LEP) and require special outreach to overcome potential language barriers.

Data from the US Census Bureau (2010) to identify racial minorities, Hispanic populations, and neighborhoods that may be below the poverty threshold (in 2017) indicated by the US Department of Health & Human Services (HHS) were used to identify potential EJ communities based on census tracts and census block groups. The Collin County values for percent minority population (2010), Hispanic population (2010), and population living below poverty (2017) were used to establish the threshold for identification. **Figure 6-8** shows that in 2010, Collin County had a minority population of 28.4 percent, with 14.7 percent of the total population classified as Hispanic/Latino. In 2017, the median household income in Collin County was $90,124 with 6.9 percent of the population living below the poverty level. The HHS determined the 2017 poverty threshold (family of 4) to be $24,600.

Minority, Hispanic, and low-income populations in the following census block and census tracts (income) exceed the percentages recorded for Collin County. In many census blocks, the minority population exceeds 50 percent of the total population within that census block. In terms of income, the percent of residents living below the poverty level in the census tracts affected by the green B Spur 399 extension and green B airport area is “meaningfully greater” (defined as more than 10 percentage points) than the percent of individuals living below the poverty level in the County. The data is presented by the following study segments: US 380 Frisco-Prosper, US 380 from Graves Street to Tennessee Street, green B Spur 399 Extension, green B Airport Area, the US 380 ‘Raytheon Shift’, and US 380 Farmersville.

Figure 6-8: Potential Environmental Justice Populations in the Study Area

Environmental Justice Populations	Total Persons (2010)	Percent Minority (2010)	Percent Hispanic (2010)	Percent Below Poverty (2017)
Reference: Collin County TX	788,422	28.4%	14.7%	6.9%
Frisco-Prosper				
Census Tract 303.01, Block Group 1				4.6%
Block 1039	6	33.%	0%	
Census Tract 303.03, Block Group 1				0.4%
Block 1010	87	29.9%	11.5%	
Census Tract 303.03, Block Group 2				
Block 2002	653	31.2%	15%	
Census Tract 305.24, Block Group 1				6.2%
Block 1010	339	35.7%	18.6%	
Census Tract 305.26, Block Group 1				2.7%
Block 1000	43	27.9%	18.6%	
Census Tract 305.26, Block Group 3				
Block 3025	98	29.6%	13.3%	
Census Tract 305.27, Block Group 1				1.9%
Block 1001	480	33.3%	12.5%	
Census Tract 305.27, Block Group 2				

Environmental Justice Populations	Total Persons (2010)	Percent Minority (2010)	Percent Hispanic (2010)	Percent Below Poverty (2017)
Block 2004	32	31.3%	6.3%	
Census Tract 306.03, Block Group 1				4.9%
Block 1004	2	50%	50%	
Census Tract 306.05, Block Group 1				
Block 1008	107	33.6%	15.9%	
Block 1010	95	22.1%	18.9%	
Block 1014	22	27.3%	18.2%	
Block 1015	29	31.0%	24.1%	
Block 1016	458	63.1%	36.5%	
Block 1018	36	58.3%	55.6%	
Census Tract 306.05, Block Group 3				5%
Block 3001	38	44.7%	13.2%	
Block 3010	93	38.7%	23.7%	
Block 3019	95	58.9%	18.9%	
Block 3023	39	66.7%	28.2%	
Block 3024	44	31.8%	6.8%	
Block 3026	166	39.2%	18.1%	
Block 3029	235	44.7%	26.8%	
US 380 – Graves St to Tennessee St				
Census Tract 307.01, Block Group 1				
Block 1038	78	34.6%	32.1%	
Block 1062	26	38.5%	38.5%	
Block 1069	43	51.2%	48.8%	
Block 1074	7	57.1%	42.9%	
Block 1081	53	60.4%	52.8%	
Block 1083	31	83.9%	83.9%	9.5%
Census Tract 307.01, Block Group 2				
Block 2001	59	67.8%	67.8%	
Block 2001	31	41.9%	41.9%	
Block 2004	71	50.7%	45.1%	
Block 2030	48	60.4%	54.2%	
Block 2034	52	96.2%	84.6%	
Block 2035	24	62.5%	33.3%	
US 380 Raytheon Shift				
Census Tract 306.05, Block Group 1				
Block 1014	22	27.3%	18.2%	
Block 1015	29	31.0%	24.1%	
Block 1016	458	63.1%	36.5%	
Block 1018	36	58.3%	55.6%	5%
Census Tract 306.05, Block Group 3				
Block 3001	38	44.7%	13.2%	
Block 3019	95	58.9%	18.9%	
Block 3029	235	44.7%	26.8$	
Green B Spur 399 Extension				
Census Tract 309, Block Group 1				
Block 1002	519	68.6%	47.8%	
Block 1016	12	41.7%	41.7%	24.5%
Block 1018	14	35.7%	14.3%	
Block 1027	105	88.6%	38.1%	

Environmental Justice Populations	Total Persons (2010)	Percent Minority (2010)	Percent Hispanic (2010)	Percent Below Poverty (2017)
Block 1044	62	90.3%	79.0%	
Block 1048	17	88.2%	64.7%	
Block 1050	1	100%	0%	
Block 1051	34	82.4%	64.7%	
Green B Airport Area				
Census Tract 309, Block Group 3				24.5%
Block 3000	196	82.7%	80.1%	
Block 3023	235	19.6%	15.4%	
Block 3025	25	64.0%	64.0%	
Block 3027	21	95.2%	95.2%	
Block 3028	14	42.9%	35.7%	
Block 3029	17	52.9%	52.9%	
Block 3073	210	92.9%	91.9%	
Block 3074	110	84.5%	82.7%	
Block 3075	28	100%	100%	
Census Tract 309, Block Group 3				
Block 4007	457	91.2%	49.2%	
Block 4019	10	80.0%	80.0%	
Block 4020	26	96.2%	96.2%	
Block 4036	36	50.0%	47.2%	
Block 4037	48	35.4%	27.1%	
US 380 Farmersville				
Census Tract 311, Block Group 4				5.1%
Block 4024	13	61.5%	7.7%	
Block 4032	17	88.2%	23.5%	
Block 4033	8	100%	0%	

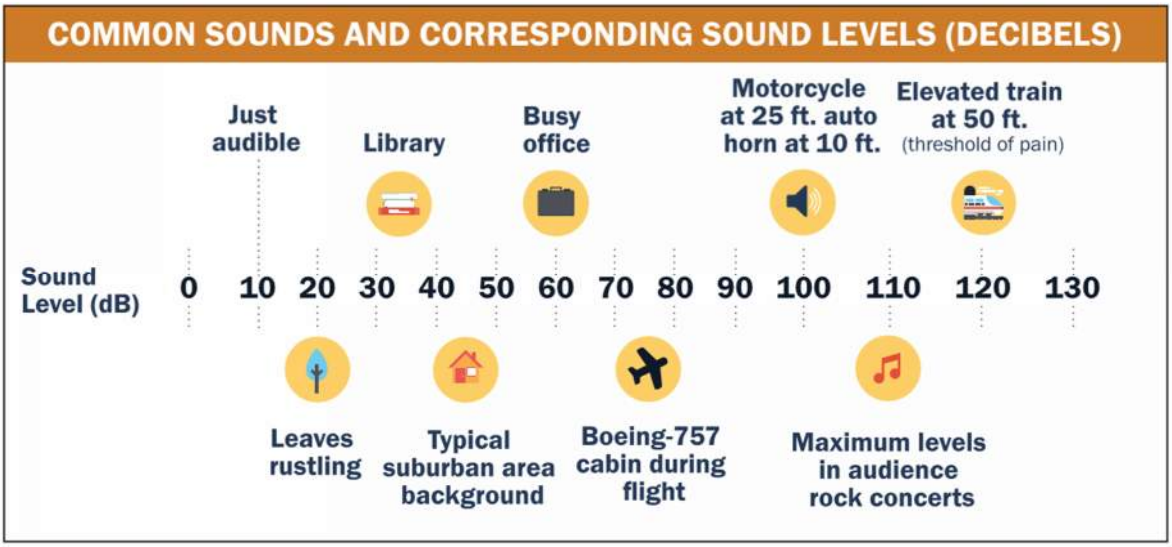
Source: US Census Bureau race/ethnicity data (including Hispanic) is available to the Block and Block Group level; income and percent of the population living below the poverty level is only available to the Census Tract level.

6.4 INITIAL NOISE ANALYSIS

An initial noise analysis, consisting of noise measurements and preliminary traffic noise modeling, was performed for select areas along the recommended alignment.

Noise is a value that is measured on a logarithmic scale. See **Figure 6-9** for common noise situations and the corresponding noise level described in decibels (dBA).

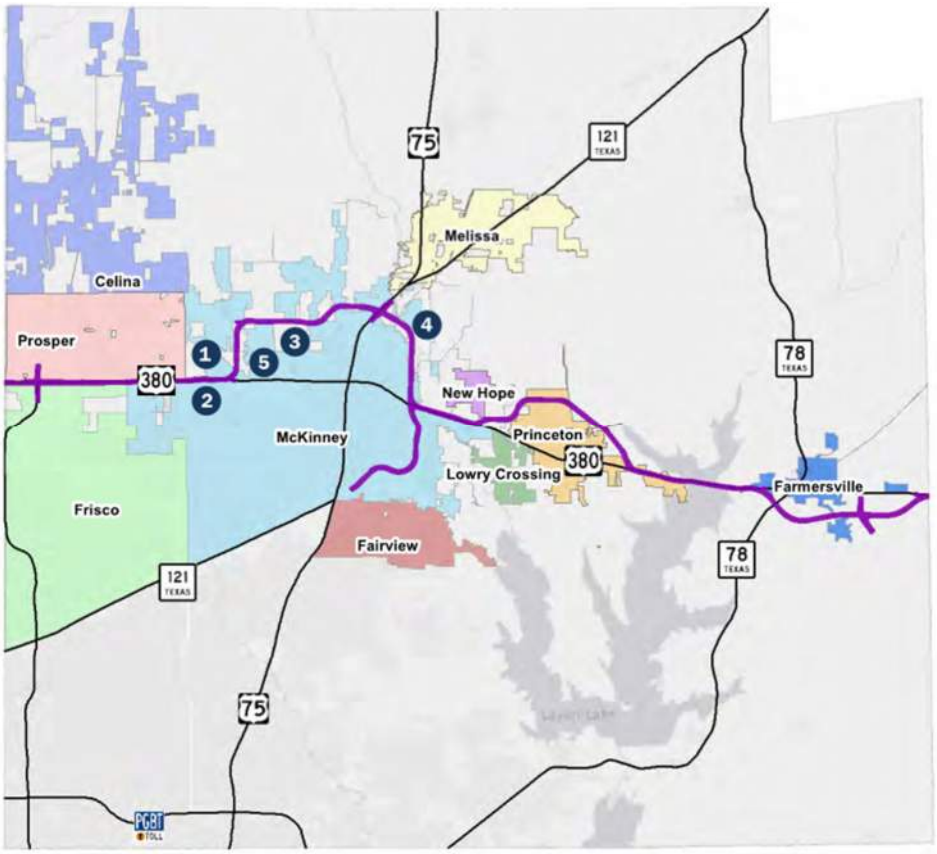
Figure 6-9: Sound Level Correlation



TxDOT analyzed noise as it existed in Spring 2019, what it is predicted to be in the future should a freeway not be constructed (future no-build), and in the future should a freeway be constructed (future build scenarios) at five locations in the study area. These locations were chosen since it was known that residents in these areas were concerned about traffic noise. Noise abatement in the form of 12-foot or 20-foot barriers were also reviewed to predict the probable impact of noise barriers in these areas. It is important to note that these noise abatement options did not go through the TxDOT feasibility and reasonableness criteria during the study and are for illustrative purposes only. During the environmental evaluations, alignments will be analyzed for traffic noise impacts and for possible abatement scenarios.

Existing sound levels were measured at an accessible location near noise sensitive receivers during morning and afternoon peak traffic hours in the five neighborhoods chosen for this initial analysis; while future scenarios were modeled at residential receiver locations closest to the measurement locations. The areas that were analyzed as a part of the Initial Noise Study are shown in **Figure 6-10.**

Figure 6-10: Areas Studied during Initial Noise Analysis



The future no-build scenario was modeled using 2045 traffic data and other expected roadway alignment expansions in Collin County. In many areas, the traffic volumes and number of lanes increased, but the roadway elevation remained relatively consistent with the existing conditions.

The future build scenario for US 380 was modeled using 2045 traffic volume projections and roadway layouts. The freeway is currently planned to be depressed in some locations. These changes in elevations were considered if roadway depressions occurred near a neighborhood of known concern. The change in elevation could alter the way noise propagates from the roadway and was included in the future build modeled scenarios to most-accurately capture this affect. In some areas, the modeled sound estimates for the future build scenario decrease from the future no-build scenario, since 2045 traffic volumes on some Collin County planned roadways will decrease if US 380 is constructed as a freeway.

Many factors (topography, project traffic, other traffic, traffic speed and composition, etc.) were incorporated into the future no-build and future build models to provide an estimate of the cumulative traffic sound levels at the residential receivers. Variances in these factors between receivers and scenarios will influence the modeled sound levels at the residential receivers. To illustrate the changes that noise abatement may be able to provide, a 12-foot and a 20-foot barrier were both included in these initial modeling runs. **Figure 6-11** shows the results of this initial analysis.

Figure 6-11: Initial Noise Analysis

LOCATION / PROJECT TYPE	EXISTING dB(A)[b]	FUTURE NO-BUILD dB(A)	FUTURE BUILD dB(A)	FUTURE BUILD W/ 12 FOOT BARRIER[a] dB(A)	FUTURE BUILD W/ 20 FOOT BARRIER[a] dB(A)
1. Tucker Hill - Tremont Blvd. and near US 380	61	69	69	65	63
2. Stonebridge - Camberton Dr. and near US 380	56	74	76	69	66
3. Heatherwood - Grove Cove and Alder Dr.	57	72	72	67	65
4. Willow Wood	55	49[c]	69	66	61
5. Triple Creek Baseball Academy	45	56	71	69	65

a. TxDOT cannot accurately evaluate or commit to noise barriers until the next phase of the study.

b. This is a measured value.

c. Ambient noise measurements also associated with new residential construction in the area.

The traffic noise analysis conducted is preliminary and a more thorough study will be performed as the project alignment is finalized. The detailed traffic noise study will be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT feasibility and reasonableness criteria (which include optimizing and analyzing noise reduction, cost, and constructability of noise walls in impacted areas). The results of the traffic noise study and the locations and

characteristics of any proposed noise barriers would be shared with the community before preparing the final design.

7.0 PUBLIC INVOLVEMENT AND STAKEHOLDER OUTREACH

Public involvement and stakeholder outreach were conducted and used to inform TxDOT throughout this feasibility study. Input is one of many factors that TxDOT considers when making decisions about the future of US 380.

TxDOT was able to engage, inform, and obtain feedback from the public by employing several avenues of public outreach including the following:

- Coordination with the cities, counties, and agencies.
- Three rounds of public meetings where each round included three meetings and TxDOT collected hard copy and online input.

- Two MAPOs.
- Small group and stakeholder work group meetings.

Appendix B provides a list of all meetings with stakeholders held by TxDOT and the study team during the study.

7.1 PUBLIC MEETINGS AND MAPOS

Three rounds of three public meetings and two MAPOs were hosted by TxDOT. All public meeting materials and summaries, including comment response matrices, are posted at www.Drive380.com.

Spring 2018
The first round of public meetings was held to present and get feedback on the study's purpose, possible options for improvements, and five feasible freeway alignments. Meeting #1 took place on April 26, 2018 at Sheraton McKinney, Meeting #2 took place on May 1, 2018 at Princeton High School, and Meeting #3 took place on May 3, 2018 at Lorene Rogers Middle School. A total of 1,120 people attended the meetings and 4,452 surveys and comments were received.

Fall 2018
The second round of public meetings was held to present and get feedback on two freeway alignments with options. Meeting #1 took place on October 4, 2018 at Independence High School, Meeting #2 took place on October 9, 2018 at Collin College Central Park Campus Conference Center, and Meeting #3 took place on October 11, 2018 at Princeton High School. A total of 949 people attended the meetings and 10,750 surveys and comments were received.

Meeting of Affected Property Owners (MAPO)
Two MAPOs were held with property owners who were within 1,000 feet of newly proposed alignment segments in the Northeast McKinney area and the area in East Prosper and West McKinney. Meeting #1 was held on March 21, 2019 in the Jury Room at Russell A. Steindam Courts Building. Meeting #2 took place on March 28, 2019 at Lorene Rogers Middle School. A total of 546 people attended the meetings and 1,213 surveys and comments were received.

Spring 2019
The final round of public meetings was to present TxDOT's recommended alignment and additional study information. Meeting #1 took place on May 6, 2019 at Russell A. Steindam Courts Building, Meeting #2 took place on May 7, 2019 at Princeton High School, and Meeting #3 took place on May 9, 2019 at Rogers Middle School. A total of 864 people attended the meetings and 1,827 surveys and comments were received.

Figure 7-1 provides the large public meetings that were held during the feasibility study, the number of meeting attendees, and the number of comments/surveys that were received during the public comment period.

Figure 7-1: Summary of Public Meetings

Meetings	Dates	# Meeting Attendees	Comments/Surveys Received
Public Meetings - Round 1	April 26, May 1, and May 3, 2018	1,120	4,452
Public Meetings – Round 2	October 4, 9, and 11, 2018	949	10,750
MAPO Northeast McKinney	March 21, 2019	132	54
MAPO Prosper McKinney	March 28, 2019	464	1,159
Public Meetings- Round 3	May 6, 7, and 9, 2019	864	1,827
Total		3,529	18,242

The number of active participants in the public involvement process was unprecedented for the Dallas District. Public meeting and MAPO summaries which include responses to surveys and comments received during a public comment period are posted at www.Drive380.com.

7.2 COLLECTION OF PUBLIC COMMENTS

TxDOT gained feedback on the study by using traditional TxDOT comment forms and by using both paper and online surveys. This enabled TxDOT to be able to ask for input on specific issues and streamline feedback. Examples of the surveys and comment forms used during each round of public meeting can be found in Appendix C. Completed comment forms and surveys can be found in each public meeting summary posted at www.Drive380.com.

7.3 HOW INPUT IMPACTED THE STUDY

Input from the public and stakeholders was used in several ways during the study. During the beginning of the study and the first round of public meetings, TxDOT used input from stakeholders and the public to confirm the need for the study, possible support for a freeway and to get an overall sense of how the public and stakeholders would feel about presented alignments.

Figure 7-2 shows attendees viewing the TxDOT recommended alignment during the May 6, 2019 public meeting at Rogers Middle School.

Figure 7-2: Public Meeting Attendees Viewing Proposed Alignment

TxDOT also initiated more studies based on public and stakeholder concerns. Some examples of this are as follows:

- Additional traffic analysis.
- Evaluation of the short-term impacts to city revenues.
- Preliminary noise analysis.

TxDOT evaluated more alignments and options to existing alignments based on public and stakeholder concerns. Examples include the following:

- Development and analysis of red B and E alignments.
- Development and analysis of a yellow alignment that ran north of New Hope.
- Development and analysis of alignments south of Lowry Crossing, Princeton, and Farmersville as well as alignments north of Prosper.
- Analysis of alignments that were proposed by several stakeholder cities.

- Development and analysis of shifting slightly the green alignment north and south to avoid or minimize impacts to various places such as major businesses/employers, churches, and assisted living facilities.
- Analysis of depression and compression of alignments.
- Analysis of where it might be feasible to eliminate frontage roads.
- Analysis of an elevated typical section along the green alignment through McKinney.

7.4 LOCAL GOVERNMENT COORDINATION

Throughout the study, TxDOT worked to coordinate the study with local governments. TxDOT conducted small group meetings with key elected officials and/or staff; hosted a technical work group meeting on September 7, 2017; and presented to city/town councils and the Collin County Commissioners Court. Dates for these meetings/presentations can be found in Appendix B.

7.4.1 Collin County

On May 7, 2019, the Collin County Commissioners Court passed a resolution supporting the green alignment along the existing US 380 from the Denton County line and FM 1827.

The resolution can be found in Appendix A. It is important to note that there have been subsequent resolutions supporting other alternatives considered but not passed by the Commissioners Court.

7.4.2 Town of Prosper

The Council passed a resolution in full support of what TxDOT presented on May 6, 2019, which includes TxDOT's recommended alignment. The resolution directs staff to coordinate with TxDOT or any other entity related to the preservation of right of way for the recommended alignment. This was the final resolution provided by the Town during the study and can be found in Appendix A.

Figure 7-3: TxDOT PM Stephen Endres presents to Town of Prosper Council

Photo courtesy of Dallas Morning News, Jason Janik/Special Contributor (July 2018)

7.4.3 City of Frisco

The City of Frisco did not take a formal position on the study during the feasibility study. The Council did pass a resolution in 2016 that supported US 380, within its city limits, as a future limited access roadway. The 2016 resolution can be found in Appendix A.

7.4.4 City of McKinney

TxDOT met with City of McKinney staff and presented to McKinney City Council. A resolution was passed by the Council on October 15, 2019. TxDOT received a joint letter from the City of McKinney and Town of Fairview on August 26, 2019 regarding the recommended alignment, specifically the area south of McKinney National Airport. These documents and correspondence from McKinney City Manager Paul Grimes regarding TxDOT's recommended alignment can be found in Appendix A.

7.4.5 Town of New Hope
During the study, TxDOT met with several elected and appointed officials from New Hope and presented at a town council meeting. No formal resolution was passed by New Hope during the study. The recommended alignment does not directly impact or displace any properties within the city.

7.4.6 City of Lowry Crossing
TxDOT met with several elected officials and the City Secretary from Lowry Crossing. No formal resolution was passed by the City during the study. The recommended alignment does not directly impact or displace any properties within the city.

7.4.7 Town of Fairview
TxDOT met with Town staff. The last correspondence TxDOT received from Fairview and the joint letter from Fairview and McKinney can be found in Appendix A.

7.4.8 City of Princeton
TxDOT met with City staff and presented to City Council. TxDOT did not receive a formal resolution from Princeton.

7.4.9 City of Farmersville
TxDOT met with City staff and presented several times to City Council. TxDOT did receive a formal resolution from Farmersville on June 18, 2019 expressing support for a modified “green route” or “green alignment”. In November 2019, the City Council passed a resolution stating that the June 2019 resolution had expired. Both resolutions can be found in Appendix A.

7.5 STATE AND FEDERAL AGENCY COORDINATION
Throughout the study, TxDOT also coordinated with several regional, state and federal stakeholders/agencies listed in **Figure 7-4**.

Figure 7-4: Major Regional, State, and Federal Stakeholders

Stakeholder	Meeting Topics
NCTCOG	Travel demand modeling and route analysis
USACE	Impacts to USACE property
North Texas Municipal Water District (NTMWD)	Impacts to NTMWD facilities

Stakeholder	Meeting Topics
City of Irving	Conflicts with Irving Water Line

7.6 STAKEHOLDER WORK GROUPS

After each round of public meetings, TxDOT coordinated stakeholder work group meetings to discuss the project in more detail with those potentially impacted or displaced by presented alignments. Invitees included the following:

- Business owners, business representatives, and Chamber of Commerce staff.
- Neighborhood and HOA leaders.
- School district representatives and Collin College leadership.
- Police, Fire, and EMS representatives.

7.7 ONLINE OUTREACH AND WEBSITE

The study webpage can be found at www.Drive380.com; including:

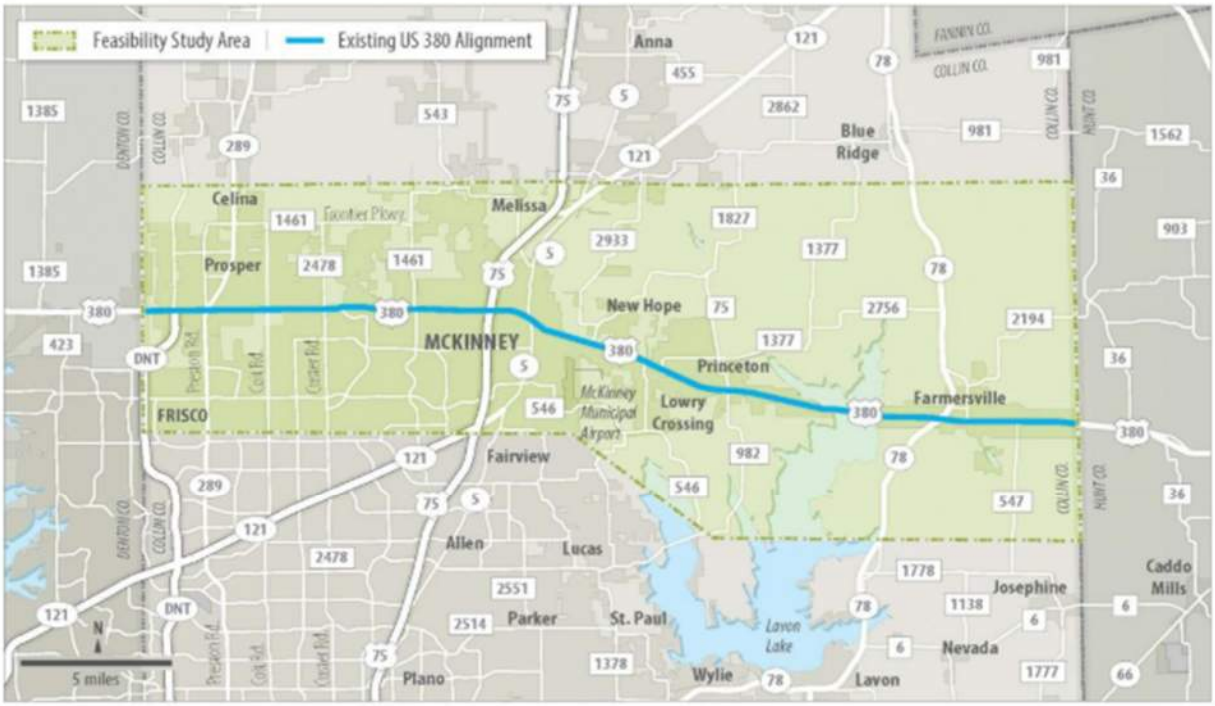
- Detailed alignment route maps presented at each public meeting.
- Public meeting and MAPO summaries.
- Environmental constraints map.
- Travel time estimator tool.
- FAQ's.
- Presentation slides and boards from all the public meetings and affected property owner meetings.

As of September 2019, 1,176 people have signed up on www.Drive380.com to receive updates about the study. The study webpage is shown in **Figure 7-5**.

Figure 7-5: Project Webpage

US 380 Collin County Feasibility Study

Project Map



What is the purpose of the study?

Analyze potential roadway alternatives, including the existing alignment and new alignments, for US 380 through Collin County from the Denton County line to the Hunt County line.

What is a feasibility study?

A feasibility study is one planning tool that TxDOT uses when a project is in the very early stages of development. It helps 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.

What will be evaluated in this feasibility study?

The study team will consider projected regional traffic, existing and planned developments, stakeholder input and the impact on the economy and environment.

What are expected project milestones?

Summer 2017 – Study begins

Spring 2018 and Fall 2018 – Public open house meetings will be held to discuss the project and gather feedback from the public

Spring 2019 – Project implementation plan finalized that would include a recommended alignment(s)

*Please note that the project schedule is subject to change.

Why is the study being conducted?

The County is growing…

The population of Collin County is projected to grow from just under 800,000 people (2010 Census) to over 3.8 million people in 2050, according to the Texas Demographic Center.*

*Assume the 2000-2010 Migration scenario for 2014 Texas Population Projections

More and more land in the County is being preserved for developments.

The study team is working with Collin County and cities in the study area to identify land which has been purchased and right of way that is preserved for existing or future planned residential or commercial development. As the County's population grows, the options to build a new roadway or expand the existing US 380 become more limited and potential impacts to residential and commercial developments increase. The feasibility study will identify a roadway alignment or alignments to serve as a blueprint for City staff to begin preserving land now.

When will construction begin?

There are many steps that must be completed after this project before construction could begin such as a more in-depth environmental analysis and public involvement, schematic design, right-of-way mapping and detailed roadway design.

US 380 FAQs

FAQs Following May 2019 Public Meetings

US 380 Illustrative Rendering

Draft Illustrative Renderings at Stonebridge and Tucker Hill

US 380 May 2019 Public Meeting Documentation

US 380 May 2019 Public Meeting Documentation

Public Meeting - Monday, May 6, 2019 - McKinney
Public Meeting - Tuesday, May 7, 2019 - Princeton
Public Meeting - Thursday, May 9, 2019 - Prosper

US 380 Presentation Slides

Presentation Slides

US 380 Presentation Boards

Presentation Boards

TxDOT Recommended Alignment Route Map

Sheet 1 – Denton County Line to Custer Rd.

Sheet 2 –Custer Rd. to McDonald St./Highway 5

Sheet 3 –McDonald St./Highway 5 to Monte Carlo Blvd.

Sheet 4 –Spur 399 Extension/McKinney National Airport Area

Sheet 5 – Monte Carlo Blvd. to Lake Lavon

Sheet 6 –Lake Lavon to Hunt County Line

US 380 How to Provide Input

Electronic Survey/Comment Card
https://www.surveymonkey.com/r/US380FeasibilityStudy

Comment period closes on Friday, May 24, 2019.

US 380 MAPO (Prosper) Presentation Boards

MAPO Boards

US 380 MAPO (Prosper) Alignment

MAPO Alignment

US 380 MAPO (Prosper) Comment Form

Comment Form

US 380 Prosper MAPO Meeting

US 380 Prosper MAPO Meeting Summary

US 380 NE McKinney MAPO Meeting

US 380 NE McKinney MAPO Meeting Summary

Your input is important in shaping the future of US 380 and Collin County. Click here to receive project updates and notifications of public meetings/hearings.

Public Meeting - Thursday, October 4, 2018 - Frisco

Public Meeting - Tuesday, October 9, 2018 - McKinney

Public Meeting - Thursday, October 11, 2018 - Princeton

Documentation of Public Meetings

Part 1 of 4

Part 2 of 4

Part 3 of 4

Part 4 of 4

US 380 Presentation Slides

- Presentation Slides

US 380 Presentation Boards

- Presentation Boards

US 380 Environmental Constraints Map

- Environmental Constraints Map

Revised Green Alignment Route Maps w/ Options A and B

- Sheet 1 – Denton County Line to Custer Rd.
- Sheet 2 –Custer Rd. to McDonald St./Highway 5
- Sheet 3 –McDonald St./Highway 5 to Monte Carlo Blvd.
- Sheet 4 –Spur 399 Extension/McKinney National Airport Area
- Sheet 5 – Monte Carlo Blvd. to Lake Lavon
- Sheet 6 –Lake Lavon to Hunt County Line

Revised Red Alignment Route Maps w/ Options A and B

- Sheet 1 – Denton County Line to Custer Rd.
- Sheet 2 –Custer Rd. to McDonald St./Highway 5
- Sheet 3 –McDonald St./Highway 5 to Longneck Rd./FM 75
- Sheet 4 –Spur 399 Extension/McKinney National Airport Area
- Sheet 5 – Longneck Rd./FM 75 to Lake Lavon
- Sheet 6 –Lake Lavon to Hunt County Line

US 380 How to Provide Input

The public meeting comment period has ended.

US 380 Sign up to Receive Study Updates

Public Meeting - Thursday, April 26, 2018 - McKinney

Public Meeting - Tuesday, May 1, 2018 - Princeton

Public Meeting - Thursday, May 3, 2018 - Prosper

Documentation of Public Meetings

Part 1 of 3

Part 2 of 3

Part 3 of 3

US 380 Presentation Slides

- Presentation Slides

US 380 Presentation Boards

- Presentation Boards

US 380 Constraints Map

- US 380 Constraints Map

US 380 Travel Time Estimator Tool

- Instructions for use
- Travel Time Estimator Link

Green Alignment Route Maps

- Sheet 1 - Denton County Line to Custer Rd.
- Sheet 2 - Custer Rd. to McDonald St./Highway 5
- Sheet 3 - McDonald St./Highway 5 to Monte Carlo Blvd.
- Sheet 4 - Spur 399 Extension/McKinney National Airport Area
- Sheet 5 - Monte Carlo Blvd. to Lake Lavon
- Sheet 6 - Lake Lavon to Hunt County Line

Pink Alignment Route Maps

- Sheet 1 - Denton County Line to Custer Rd.
- Sheet 2 - Custer Rd. to McDonald St./Highway 5
- Sheet 3 - McDonald St./Highway 5 to Monte Carlo Blvd.
- Sheet 4 - Spur 399 Extension/McKinney National Airport Area
- Sheet 5 - Monte Carlo Blvd. to Lake Lavon
- Sheet 6 - Lake Lavon to Hunt County Line

Blue Alignment Route Maps

- Sheet 1 - Denton County Line to Custer Rd.
- Sheet 2 - Custer Rd. to McDonald St./Highway 5
- Sheet 3 - McDonald St./Highway 5 to Monte Carlo Blvd.
- Sheet 4 - Spur 399 Extension/McKinney National Airport Area
- Sheet 5 - Monte Carlo Blvd. to Lake Lavon
- Sheet 6 - Lake Lavon to Hunt County Line

Yellow Alignment Route Maps

- Sheet 1 - Denton County Line to Custer Rd.
- Sheet 2 - Custer Rd. to McDonald St./Highway 5
- Sheet 3 - McDonald St./Highway 5 to Monte Carlo Blvd.
- Sheet 4 - Spur 399 Extension/McKinney National Airport Area
- Sheet 5 - Monte Carlo Blvd. to Lake Lavon
- Sheet 6 - Lake Lavon to Hunt County Line

Red Alignment Route Maps

- Sheet 1 - Denton County Line to Custer Rd.
- Sheet 2 - Custer Rd. to McDonald St./Highway 5
- Sheet 3 - McDonald St./Highway 5 to Monte Carlo Blvd.
- Sheet 4 - Spur 399 Extension/McKinney National Airport Area
- Sheet 5 - Monte Carlo Blvd. to Lake Lavon

- Sheet 6 - Lake Lavon to Hunt County Line

Feasibility Study

AECOM US 380 Feasibility Study Report

US 380 MAPO Presentation Boards

- MAPO Boards

US 380 MAPO Alignment

- MAPO Alignment

US 380 MAPO Comment Form

- Comment Form

US 380 How to Provide Input

The public meeting comment period has ended.

For questions or comments, please contact:

Stephen Endres, P.E.

Stephen.Endres@txdot.gov

(214) 320-4469

US 380 Sign up to Receive Study Updates

7.8 DATABASE/MAILING LIST

Several databases were maintained throughout the study. These databases were primarily used by the project team to send meeting notices. Databases included:

- Mailing and physical addresses for property owners within a quarter mile buffer of alignments presented at public meetings.
- Major stakeholders, elected officials, and agency representatives.
- Potential stakeholder work group members including business owners/representatives, neighborhood leader or representative of a neighborhood association.
- Interested persons who requested to receive updates/meeting notices.

8.0 ECONOMIC ANALYSIS

The economic analysis conducted includes two separate studies:

- Property and sales tax revenue impact associated with the red and green alignments.
- Land development potential of each alignment.

8.1 ECONOMIC IMPACT ANALYSIS BY CITY (SALES AND PROPERTY TAX)

The sales tax analysis considered the net loss of municipal sales tax revenue attributed to businesses located on parcels impacted by each alignment. The analysis used share of total building area, in terms of square feet, as a proxy for share of sales tax revenue, since sales tax revenue is not available for individual businesses.

The methodology calculated the total building area, as reported by the Collin County Tax Assessor-Collector, associated with parcels taken within each alignment. For parcels where a partial taking is estimated, the total building area was multiplied by 50 percent. The sum of building area on impacted parcels was divided by the total building area within the respective jurisdiction. The resulting percentage was multiplied by that jurisdiction's projected annual sales tax revenue for 2019 to estimate the impact.

The property tax impact analysis uses a similar methodology as the sales tax impact analysis but can more directly estimate revenue impacts since property value information is available at the parcel level. For parcels where a partial taking was estimated, the certified assessed value was multiplied by a value of either 10 or 50 percent, depending on the level of impact.

The sum of the certified assessed value was then multiplied by property tax rate of the respective taxing entity (either city or ISD). The property tax rate is the adopted rate for 2018 as reported by the Tax Assessor-Collector.

The results of the economic impact analysis are summarized in **Figure 8-1**. Economic impacts associated with the green alignment are higher than impacts associated with the red alignment, both cumulatively and at the jurisdiction level.

The total economic impact of the green alignment is approximately $9.4 million, representing about 1.62 percent of the cumulative annual property and sales tax revenue for all jurisdictions in the county. The total economic impact of the red alignment is approximately $1.8 million, representing about 0.31 percent of the cumulative annual property and sales tax revenue.

In terms of absolute revenue, jurisdiction impacts associated with the green alignment ranged from a low of zero for the Frisco ISD to a high of $4.6 million for the McKinney ISD. In terms of percentage of revenue base, impacts ranged from a low of zero for the Frisco ISD to a high of just over five percent for the City of Princeton.

Absolute revenue impacts associated with the red alignment ranged from a low of zero for the City of Farmersville to a high of $833,000 for the McKinney ISD. Relative impacts ranged from a low of zero for the City of Farmersville to a high of 0.54 percent for the Town of Prosper.

Figure 8-1: 2019 Property and Sales Tax Impact Analysis

Jurisdiction	2019 Forecasts		2019 Property and Sales Tax Reduction*					
			Green Alignment			Red Alignment		
	Property & Sales Taxes	Total Revenue	Amount	% of Total Property and Sales Tax Revenue	% of Total Revenue	Amount	% of Total Property and Sales Tax Revenue	% of Total Revenue
City of Frisco	$129,324,000	$172,972,000	$134,300	0.10%	0.08%	$134,300	0.10%	0.00%
Frisco ISD	N/A	N/A	$0	0.00%	0.00%	$0	0.00%	0.00%
City of Prosper	$18,370,000	$25,397,000	$137,300	0.75%	0.54%	$137,000	0.75%	0.54%
Prosper ISD	$94,500,000	$126,000,000	$287,000	0.30%	0.23%	$287,000	0.30%	0.23%
City of McKinney	$146,019,000	$468,388,000	$2,740,000	1.88%	0.58%	$281,000	0.19%	0.06%
McKinney ISD	$173,217,000	$218,422,000	$4,622,000	2.67%	2.12%	$833,000	0.48%	0.38%
City of Princeton	$3,349,000	$8,120,000	$407,000	12.15%	5.01%	$43,000	1.28%	0.53%
Princeton ISD	$10,803,000	$35,599,000	$894,000	8.28%	2.26%	$111,000	1.03%	0.28%
City of Farmersville	$1,300,000	$3,474,000	$88,000	6.77%	2.53%	$0	0.00%	0.00%
Farmersville ISD	$6,925,000	$15,776,000	$139,000	2.01%	0.88%	$4,000	0.06%	0.03%
TOTALS	**$583,807,000**	**$1,078,148,000**	**$9,448,000**	**1.62%**	**0.88%**	**$1,830,000**	**0.31%**	**0.17%**

***IMPACTS IF ALL NEEDED ROW WAS ACQUIRED DURING 2019.**

It should be noted that both analyses are general and conceptual in nature and are intended to provide order-of-magnitude comparisons between alignments. Additionally, the analyses are based on the most recent tax rate, sales and property value data. Future fluctuations in any of these would influence the economic impact.

8.2 DEVELOPMENT POTENTIAL ANALYSIS

In contrast to the economic impact analysis, the development potential analysis provided information on opportunities for new development along each alignment. For this analysis, development potential is defined as the area of vacant commercial parcels.

More specifically, the analysis included vacant parcels located within 1,500 feet of either side of an alignment, with a commercial (e.g., not residential, agriculture, institutional, open space/conservation) zoning designation. To account for development constraints associated with floodways, the portion of parcels located in the 100-year floodplain was excluded from the analysis, and the remaining area of floodplain parcels was reduced by 50 percent.

Subject parcels are divided into three categories:

- 0.5 to five acres, representing standalone businesses such as fast food restaurants.
- Five to 25 acres, representing big-box developments and strip centers, and
- Greater than 25 acres, representing regional developments such as malls.

The results of the development potential analysis are shown in **Figure 8-2**.

Both alignments serve significant amounts of vacant commercial land. The green alignment serves between 11,700 and 13,500 acres, while the red alignment serves between 20,900 and 21,500 acres.

Further, both alignments include a robust distribution of vacant parcel sizes. The green alignment serves between 500 and 550 total vacant parcels, of which approximately 170 are “small”, 220 to 240 are “medium” and 370 to 380 are “large”. The red alignment serves between 720 and 740 total vacant parcels, of which approximately 180 are “small”, 320 to 340 are “medium” and 210 are “large.”

Figure 8-2: Vacant Parcel Analysis

Jurisdiction	Total Parcels	Total Area (acres)	Floodplain Area (acres)	Remaining Floodplain Parcel Area at 50%	Total Net Area	Parcels			Acres		
						Small (0.5 to 5 acres)	Medium (5 to 25 acres)	Large (> 25 acres)	Small (0.5 to 5 acres)	Medium (5 to 25 acres)	Large (> 25 acres)
Farmersville											
Green Alignment	135	3,480	0	(850)	2,630	40	62	33	90	620	1,920
Red Alignment	146	4,390	0	0	4,390	34	68	44	120	930	3,340
Frisco											
Green Alignment	34	1,270	0	(290)	980	4	12	18	10	150	830
Red Alignment	32	1,210	0	(290)	920	4	11	17	10	140	770
McKinney											
Green Alignment	208	3,280	(470)	(240)	2,570	76	93	39	150	790	1,640
Red Alignment	384	10,150	(1,290)	(1,040)	7,830	95	181	108	210	1,710	5,910
Princeton											
Green Alignment	84	2,200	0	(300)	1,900	30	29	25	100	300	1,500
Red Alignment	117	3,600	0	(600)	3,000	29	58	30	100	700	2,200
Prosper											
Green Alignment	59	1,510	0	(380)	1,140	20	26	13	30	230	880
Red Alignment	59	1,520	0	(380)	1,140	20	26	13	30	230	880

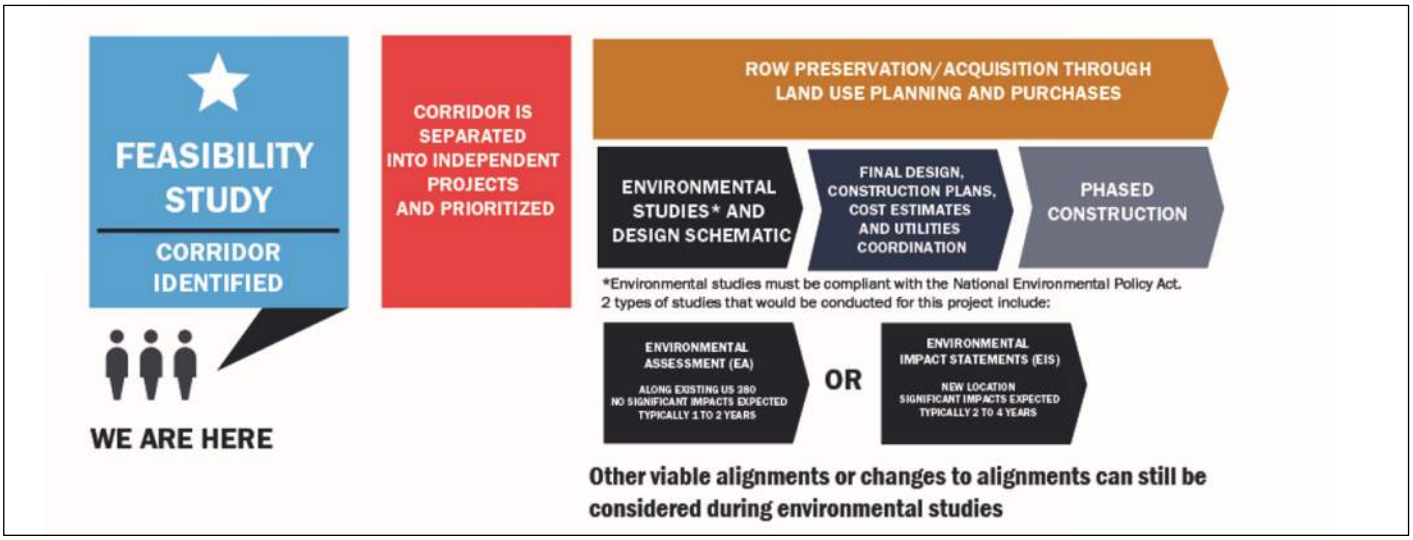
Jurisdiction	Total Parcels	Total Area (acres)	Floodplain Area (acres)	Remaining Floodplain Parcel Area at 50%	Total Net Area	Parcels			Acres		
						Small (0.5 to 5 acres)	Medium (5 to 25 acres)	Large (> 25 acres)	Small (0.5 to 5 acres)	Medium (5 to 25 acres)	Large (> 25 acres)
Total											
Green Alignment	520	11,740	(470)	(2,060)	9,220	170	222	128	380	2,090	6,770
Red Alignment	738	20,870	(1,290)	(2,310)	17,280	182	344	212	470	3,710	13,100

9.0 PROJECT IMPLEMENTATION PLAN

9.1 NEXT STEPS

Figure 9-1 shows the anticipated project development process for the corridor.

Figure 9-1: Project Development Schedule



After the conclusion of the feasibility study, recommended improvements will be broken up into multiple individual projects, which could advance at different paces depending on need and availability of funding. Each proposed facility would have logical termini and independent utility as follows:

- Federal regulations require that federally funded transportation projects have logical termini. This means that a project must have rational beginning and end points. Those end points may not be created simply to avoid proper analysis of environmental impacts.
- Federal regulations require that a project have independent utility and be a reasonable expenditure even if no other transportation improvements are made in the area. This means a project must be able to provide benefit by itself, and that the project does not compel further expenditures to make the project useful. Stated another way, a project must be able to satisfy its purpose and need with no other projects being built.

TxDOT, in coordination with the NCTCOG and local officials, propose to advance the highest priority projects through the environmental process. The intent of this study was to have sufficient evaluation and documentation to identify the level of environmental document necessary for each priority project. The environmental process for independent projects would

cover the initial near-term phased construction and would also document the need to preserve the necessary ROW to achieve the long-term need and goals.

These projects would be incorporated into the MTP, UTP, TIP, and Statewide Transportation Improvement Program (STIP), as appropriate. This action is consistent with the RTC policy FT3-008 and FT3-009, to accommodate the ultimate access-controlled transportation facility that would meet the long-term needs.

9.1.1 Possible Independent Project Segmentation

In **Figure 9-2**, the feasibility study area is segmented into possible project areas for schematic design and environmental study sections.

Figure 9-2: Segmented Project Areas

Project Limits	Project Priority Factors	Priority Level	Overall Project Priority
From Denton County Line/West of CR 26 to Coit Road	Risk of land being developed	High	High
	Anticipated population growth	High	
	Traffic need	High	
From Coit Road to Spur 399/FM 1827	Risk of land being developed	High	High
	Anticipated population growth	High	
	Traffic need	High	
Spur 399 extension - From US 380 on the north to SH 5 on the south	Risk of land being developed	High	High (also due in part to its connection to US 75 and SH5)
	Anticipated population growth	Medium	
	Traffic need	High	
From Spur 399/ FM 1827 to Lake Lavon/CR 559	Risk of land being developed	Medium	Medium
	Anticipated population growth	Medium	
	Traffic need	Medium	
Lake Lavon/CR 559 to Hunt Count Line	Risk of land being developed	Low	Low
	Anticipated population growth	Low	
	Traffic need	Low	

The segments from the Denton County line to FM 1827 are rated high priority due to the pace of new developments TxDOT was advised of from the City of Frisco, Town of Prosper, and City of McKinney, and the rapidly rising cost of land. These areas also have the highest traffic volumes.

The Spur 399 extension segment is rated high because it is expected to draw traffic from US 75 and SH 5. The Spur 399/FM 1827 to Lake Lavon (most of which is near Princeton was ranked medium priority because TxDOT is already developing a project to widen the existing US 380 in this area that is expected to provide some relief to traffic.

The Lake Lavon to Hunt County line segment (most of which is in Farmersville) was ranked as low priority because no major new developments were identified for either red or green alignment areas and travel demand volumes in the segment are the lowest in the study area.

As funding is identified for an individual project, the environmental process, public involvement activities, schematic design, and any necessary environmental permitting would begin. During the environmental process and schematic design, additional agency coordination would be conducted to ensure that the project being developed complies with all state and federal laws, guidance, rules, and regulations, as appropriate.

Once the schematic design and environmental study has been completed and environmental clearance has been obtained, TxDOT would begin the ROW acquisition process, which is estimated to take approximately 24 months to complete. Although TxDOT is required to have obtained environmental clearance before purchasing ROW, it is possible for others, such as Collin County, to purchase and landbank, or preserve, right of way at-risk of development prior to a project receiving environmental clearance so it will be available in the future. Time is an important factor in land banking or purchase ROW in this rapidly developing area. Prices for land are very likely to increase in the future.

Following land banking and ROW acquisition, construction would begin and could take an additional 24 to 48 months to complete. Projects can begin at any time once funding for a specific project has been identified.

An overview estimating possible duration of future phases of project development can be found in **Figure 9-3**.

Figure 9-3: Estimated Duration of Project Phases

Project Phase	Estimated Duration
Environmental study and schematic design	2 to 4 years* *depending on if an EA is conducted (2 to 3 years) or an EIS is conducted (2 to 4 years).

Project Phase	Estimated Duration
Final design, construction plans, cost estimates and utilizes coordination	2 to 4 years
Phased Construction	4 years

9.1.2 Suggested Construction Phasing

TxDOT still must determine a final alignment and to do so must complete several phases of project development before construction begins on this project in Collin County. Should TxDOT decide that the recommended alignment proposed in this report should be constructed after all other project development phases are complete, one suggested approach to phasing construction is shown in **Figure 9-4**. The figure lists the projects from what phase is suggested to be constructed first to last.

Figure 9-4: Suggested Construction Phasing By Segment

Project Limits	Construction Priority Factors	Suggested Construction Phasing
1. Spur 399 extension - from business 380 (existing US 380 today) to Medical Center Drive	-Help to relieve traffic on SH 5 and US 75 between 380 and SRT. -Construct in coordinated with SH5 improvements to mitigate multiple construction impacts/ to property owners/users.	-Construct full freeway section.
2. Ridge Road to business 380 (existing US 380 to FM 1827)	-Anticipated population growth will likely increase traffic and congestion on the existing US 380.	-Construct all frontage roads. -Build mainlanes when warranted.
3. Denton County Line to west of CR 26 to Ridge Road	-Recently constructed grade separations and main lane additions to the existing US 380 are expected to relieve some current congestion from the Denton County line to east of SH 289. However, anticipated population growth could accelerate need.	-Reconstruct existing US 380 as a freeway section.

Project Limits	Construction Priority Factors	Suggested Construction Phasing
4. Spur 399/ FM 1827 to Lake Lavon/CR 559	-Anticipated population growth and new developments will likely increase traffic and congestion on the existing US 380.	-Construct all frontage roads. -Build mainlanes when warranted.
5, Lake Lavon/CR 559 to Hunt County Line	-Anticipated population growth and traffic need are expected to increase as rapidly as forecasted to in our segments.	-Construct a two-lane frontage road (one lane in each direction). -Construct two additional frontage lanes. There would then be two lanes in each direction. -Build mainlanes when warranted.

9.2 COST

The total estimated cost to build the TxDOT recommended alignment is approximately $2.5 billion in 2019 dollars. **Figure 9-5** provides an estimate for the total cost of the recommended alignment. Environmental and engineering is an estimate based on the costs assumed for the recommended alignment throughout Collin County.

Figure 9-5: Cost Estimate for Project Segments Per Phase of Project Development

Cost Category	From Denton County Line/West of CR 26 to Coit Road	From Coit Road to Spur 399/FM 1827	Spur 399 extension - From US 380 on the north to SH 5 on the south	From Spur 399/ FM 1827 to Lake Lavon/CR 559	Lake Lavon/CR 559 to Hunt Count Line	Cost Estimate (2019 $)
Environmental and engineering	$5.2M	$15.6M	$7.2M	$5.6M	$6.4M	$40M
Right of way	$83,929,800	$192,918,800	$37,591,000	$52,548,800	$32,312,800	$399,301,200
Construction	$227,157,443	$775,767,971	$402,648,392	$300,815,118	$371,397,251	$2,077,786,175
Total						$2,517,087,375

Right of way acquisition for this project is estimated to cost $399,301,200. It is important to note that for the yearly average from 2016-2019 that the Dallas District spent on right of way acquisition was only $84,944,854 and statewide TxDOT spent an annual average of $562,466,431. That means that right of way acquisition for the recommended alignment should it be constructed would be four times what the District spends per year on average and more than half of what is spent for the entire state in a year.

9.3 FUNDING

Funding for this project could be identified from national, state, and local sources. Below are sources that have currently been identified:

- Collin County – $395,761,616 in bonds funds are available from the 2018 County Bond Program to be used for planning and landbanking. The county would like to use these funds as part of the locals' 10 percent match for the project's ROW. Collin County anticipates a bond program every five years, part of which will continue to address US 380 funding needs.
- Regional/State Funding –NCTCOG, in coordination the TxDOT, has also included $450,000,000 for construction of US 380 from the Denton County line to Hunt County line in its Regional 10 Year Plan of Projects (2017-2028).

TxDOT's recommended alignment is not currently included in the region's MTP or TxDOT's UTP but would need to be included in those documents as well as the Transportation Improvement Program (TIP). The UTP is TxDOT's statewide 10-year plan that guides the development of transportation work across the state. Organized into 12 funding categories, with each one addressing a specific type of work, the UTP authorizes the distribution of construction dollars expected to be available over the next 10 years. The outcome of the UTP process is a list of projects TxDOT intends to develop or begin constructing over the next 10 years, as well as information on the available funding associated with those projects.

The funding categories US 380 would be eligible for would likely include categories 2, 4, and 12. The funding allocation for the 2020 UTP for these categories for projects in the Dallas Districts totals $6,818,740,000 and are as follows:

- Category 2 (Metropolitan and Urban Corridors) – $3,516,260,000 for the DFW region which includes the Dallas, Fort Worth and Paris TxDOT Districts an average around $350 million per year for three districts.
- Category 4 (Connectivity Corridors) – $1,045,130,000 for the Dallas District an average around $104 million per year for the district.
- Category 12 (Strategic Priority) – $2,257,350,000 for the Dallas District an average around $225 million per year for the District.

However, it is important to note that there are many transportation needs in the DFW region that would need to also utilize these categories. In fact, according to NCTCOG, the region's most current 10-year plan contains $7 billion in transportation projects that need funding in the

DFW region from FY 2017-2029. The funding in UTP is allocated already to other projects, but those funds could be moved to new projects. The UTP is updated every year.

Cost estimated for the recommended alignment ($2.5 billion in 2019 dollars) is a little over the amount Dallas receives in Category 12 funding for 10 years. As of today, it appears it may take over 20 years to fund the entire recommended alignment in Collin County unless other funds are identified.

TxDOT, Collin County, and NCTCOG plan to continue to work together to identify funding as this project moves forward.

9.4 SAFETY AND SHORT-TERM/INTERIM PROJECTS

TxDOT will continue to consider future improvements designed to enhance safety.

TxDOT recommends consideration of the following short-term projects, many of which would be designed to enhance safety:

- Add right and left turn bays at existing intersections.
- Increase length of turn bays based on current and future traffic.
- Adding raised medians where possible.

Additional efforts should include the following:

- Work with municipalities on access management plans.
- Coordinate with municipalities as they are planning, improving, or constructing other roadways in the study area.

9.4.1 Recommended Future Feasibility Studies on Adjacent Corridors

In an effort to improve east-west mobility in the region, TxDOT is currently conducting a similar feasibility study in Denton County. Initial conversations were held during this study for the TxDOT Paris District to consider leading a study in Hunt County.

9.5 POTENTIAL MINIMIZATION OF EFFECTS AND MITIGATION STRATEGIES

During the development of alignments, both built and natural environmental factors and constraints were considered. Practicable efforts have been made in the planning process to avoid impacts to the human and natural environments. When impacts are unavoidable, steps would be taken first to minimize impacts and then to mitigate for impacts. Impacts would be evaluated during the environmental process. According to the Council on Environmental Quality regulations (40 CFR 1508.20), mitigation efforts may be defined as:

- Avoiding an impact altogether.
- Minimizing the impact by limiting the degree or magnitude of the action.
- Rectifying the impact by repairing, rehabilitating and restoring the resource.

- Reducing or eliminating the impact over time by preservation and maintenance activities.
- Compensating for the impact by replacing or providing substitutes to the resource impacted.

As each individual project moves forward through project development, alignments could be shifted to avoid future development or unanticipated impacts. Where impacts to resources require coordination and permitting, required processes would be followed with the appropriate agency. A mitigation plan would be developed in cooperation with state and federal resource agencies and would be designed to mitigate for unavoidable project impacts in accordance with applicable requirements of state and federal law.

APPENDIX A

LOCAL GOVERNMENT COORDINATION (CITY/COUNTY RESOLUTIONS)

- Collin County
- Town of Prosper
- City of Frisco
- City of McKinney
- City of McKinney / Town of Fairview
- Town of Fairview
- City of Farmersville

COLLIN COUNTY

State of Texas	§	Court Order
Collin County	§	2019-348-05-07
Commissioners Court	§	

A resolution of the Collin County Commissioners Court, supporting the development of U.S. Highway 380 as a limited access roadway along the current (Green) alignment, between the Denton County line and FM 1827.

WHEREAS, the Collin County Commissioners Court adopted an updated Mobility Plan in August 2014 that projected that future traffic will exceed the capacity of the county's transportation system, especially in the US 380 corridor; and

WHEREAS, the Collin County Commissioners Court determined in February 2016 that a freeway is necessary in the US 380 corridor to relieve current and projected future traffic congestion; and

WHEREAS, the Texas Department of Transportation (TxDOT) has determined that a freeway is necessary in the US 380 corridor to relieve current and projected future traffic congestion that would otherwise critically stifle the mobility of residents and commerce in Collin County, thereby adversely impacting both the quality of life and the economic health of the county and the region; and

WHEREAS, TxDOT has examined numerous routes as possible alignments for a freeway, and subsequently reduced to two the number of feasible alignments between Coit Road and FM 1827; and

WHEREAS, TxDOT has determined that both alignments will accomplish the objectives of reducing traffic congestion and satisfying travel demand; and

WHEREAS, the Prosper Independent School District, in a resolution adopted unanimously on October 15, 2018, expressed its strong opposition to the Red A alignment and the Red B alignment; and

WHEREAS, the Prosper Town Council, in a resolution adopted unanimously on March 26, 2019, expressed its strong opposition to the Red B alignment and the Red E alignment; and

WHEREAS, the McKinney City Council, in a letter from the mayor on April 24, 2019, expressed its unanimous opposition to the Red A alignment; and

WHEREAS, the McKinney City Council, in a letter from the mayor on May 7, 2019, expressed serious concerns with the Red A alignment and the Green alignment; and

WHEREAS, the proposed bypass alignments that bisect the Walnut Grove community are more destructive and more harmful than the Red A alignment, the Red B alignment, and the Red E alignment.

Now, therefore, be it resolved that the Collin County Commissioners Court:

Section 1 Recognizes that the Prosper Independent School District opposes the Red A alignment and the Red B alignment; and

Section 2 Recognizes that the Town of Prosper opposes the Red B alignment and the Red E alignment; and

Section 3 Recognizes that the City of McKinney opposes the Red A alignment; and

Section 4 Opposes the proposed bypass alignments that bisect the Walnut Grove community; and

Section 5 Supports the current (Green) alignment between the Denton County line and FM 1827 as the best option for a freeway in the US 380 corridor; and

Section 6 Urges TxDOT to mitigate the concerns of Raytheon in McKinney in the development of the Green alignment; and

Section 7 Urges TxDOT to study the current (Green) alignment between the Denton County line and FM 1827 during the environmental process.

A motion was duly made, seconded, and carried unanimously by the court members in attendance during a special session on Tuesday, May 7, 2019.

Chris Hill, County Judge

Darrell Hale, Commissioner, Precinct 3

Susan Fletcher, Commissioner, Precinct 1

NOT PRESENT

Duncan Webb, Commissioner, Precinct 4

Cheryl Williams, Commissioner, Precinct 2

ATTEST: Stacey Kemp, County Clerk

PROSPER

TOWN OF PROSPER, TEXAS **RESOLUTION NO. 19-24**

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF PROSPER, TEXAS, SUPPORTING U.S. HIGHWAY 380 AS A CONTROLLED ACCESS HIGHWAY; SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; ACKOWLEDGING THE ALIGNMENT OF THE FUTURE EXPANSION OF U.S. HIGHWAY 380 WILL REMAIN IN ITS CURRENT ALIGNMENT WITHIN THE CORPORATE LIMITS OF THE TOWN, CONSISTENT WITH THE TOWN'S THOROUGHFARE PLAN; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

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

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

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

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

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

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

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

SECTION 1

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

SECTION 2

The Town Council supports U.S. Highway 380 being a Controlled Access Highway.

SECTION 3

The Town Council of the Town of Prosper, Texas, hereby expresses its appreciation to TxDOT and its representatives for all the hard work that went into the U.S. Highway 380 Feasibility Study.

SECTION 4

The Town Council of the Town of Prosper, Texas, hereby expresses its strong support for the TxDOT Recommended Alignment presented by TxDOT at the May 6, 2019, Public Meeting for U.S. Highway 380 within the corporate limits of the Town of Prosper, thereby acknowledging that the future expansion of U.S. Highway 380 will remain in its current alignment within the corporate limits of the Town, consistent with the Town's Thoroughfare Plan.

SECTION 5

The Town Council hereby directs Town staff to coordinate with TxDOT or any other entity related to the preservation of right-of-way for the expansion of U.S. Highway 380 as a Controlled Access Highway consistent with the TxDOT Recommended Alignment.

SECTION 6

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

SECTION 7

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

DULY PASSED AND APPROVED BY THE TOWN COUNCIL OF THE TOWN OF PROSPER, TEXAS, ON THIS 14TH DAY OF MAY, 2019.

Ray Smith, Mayor

ATTEST:

Robyn Battle, Town Secretary

APPROVED AS TO FORM AND LEGALITY:

Terrence S. Welch, Town Attorney

Resolution No. 19-24, Page 2

FRISCO

CITY OF FRISCO, TEXAS RESOLUTION NO. 16-09-50R

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FRISCO, TEXAS, IN SUPPORT US 380, WITHIN THE CITY LIMITS OF FRISCO (FROM WEST OF FM 423 TO COIT ROAD), AS A FUTURE LIMITED ACCESS ROADWAY.

WHEREAS, a limited access roadway will provide improved traffic mobility; and

WHEREAS, improved traffic mobility will compliment economic development, improve air quality, advance traffic safety, and generally enhance the quality of life for all residents; and

WHEREAS, the Collin County Commissioners Court has prioritized US 380 to be prioritized, planned, supported and funded as Limited Access Roadway (LARs) so to enhance traffic mobility in the region and achieve the resulting economic and social benefits.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FRISCO, TEXAS:

SECTION 1: We affirm our support of US 380, within the city limits of the City of Frisco (from west of FM 423 to Coit Road), as a future Limited Access Roadway.

SECTION 2: This Resolution shall take effect immediately upon its passage.

RESOLVED THIS the 6th day of September, 2016.

MAHER MASO, Mayor

ATTEST TO:

Jennifer Page, City Secretary

SEAL OF THE CITY OF FRISCO, TEXAS

City of Frisco, Texas – Resolution
TxDOT –US 380 (limited access roadway)

MCKINNEY

RESOLUTION NO. 2019-10-128 (R)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF McKINNEY, TEXAS, SUPPORTING REGIONAL TRANSPORTATION INITIATIVES IN COLLIN COUNTY AND PROVIDING GUIDING PRINCIPLES FOR THE DEVELOPMENT OF A US 380 FREEWAY ALIGNMENT

WHEREAS, Collin County, Texas has experienced dramatic growth in the past 35 years, with the population projected to increase 166% between 2018 and 2040; and

WHEREAS, this high level of growth will place a significant burden on the existing Collin County, Texas transportation system; and

WHEREAS, a comprehensive, cooperative, and continuing approach towards alleviating existing and projected mobility problems is a high priority; and

WHEREAS, the transportation network and associated mobility needs within Collin County, Texas and the region should be evaluated and improved to meet the growing transportation demands; and

WHEREAS, the City Council of the City of McKinney, Texas, supports strategic roadway improvements in Collin County, Texas including limited access facilities to improve long-term traffic mobility, safety, and economic vibrancy; and

WHEREAS, the City Council of the City of McKinney, Texas, has developed guiding principles that should be followed when developing potential alignments associated with the Texas Department of Transportation US 380 Collin County Feasibility Study.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF McKINNEY, TEXAS, THAT:

Section 1. The City Council of the City of McKinney, Texas, hereby acknowledges and supports the need for strategic roadway improvements, including new limited access facilities, in Collin County, Texas.

Section 2. The City Council of the City of McKinney, Texas, hereby supports the goals of the Texas Department of Transportation US 380 Collin County Feasibility Study with the following guiding principles to be applied to a new bypass facility north of US 380:

- A cooperative partnership with regional stakeholders that promotes and technically supports the best long-term regional mobility solutions.
- Any planned mobility improvements should support a regional system of improvements such as linking the east-west improvements of US 380 with the needed north-south mobility improvements in Collin County, Texas.
- The proposed corridor should seek to minimize the facility footprint, where available, to reduce impacts to the surrounding environment without sacrifice to the mobility goals of the project.
- Any proposed corridor "bypass" alignment from existing US 380 should provide the most efficient and direct route through Collin County and any such alignment alternatives should be evaluated technically and fairly while seeking to reduce disruptions to existing development and the environment.
- Any proposed corridor shall include as much physical, visual, and sound separation from existing neighborhoods.

Section 3. The application of these principles applied to a system of improvements translates to the following:

- Facilitate a partnership with Collin County, Texas to adjust the McKinney National Airport so that the proposed Spur 399 extension to US 380 may travel south and east of the airport.
- A Bypass that crosses and connects to US 75 south of and distinct from Laud Howell Parkway.
- Limit new US 380 corridor bypass provisions of continuous parallel one-way frontage roads along segments in the vicinity of Erwin Park or other locations designated for low-density, low-intensity, or environmentally sensitive land uses, as a strategy to reduce ROW width, discourage linear development, and reduce impacts to the surrounding environment.
- Determine possible costs, benefits, and efficiencies for the US 380 bypass and Spur 399 extension to be joined and/or consolidated with US 380 bypass routes identified around neighboring jurisdictions to reduce existing US 380 disruptions at or near connection points and shorten the overall corridor length through Collin County, Texas.

Section 4. Due to the overwhelmingly negative impacts of existing neighborhoods and businesses, the City Council of the City of McKinney, Texas, hereby opposes any alternative that converts the existing US 380 to a Limited Acces Roadway.

Section 5. This Resolution shall take effect immediately from and after the date of passage and is so resolved.

DULY PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF McKINNEY, TEXAS, ON THE 15TH DAY OF OCTOBER, 2019.

CITY OF McKINNEY, TEXAS:

GEORGE C. FULLER
Mayor

ATTEST:

EMPRESS DRANE
City Secretary
LISA SEWELL
Deputy City Secretary

APPROVED AS TO FORM:

MARK S. HOUSER
City Attorney

McKINNEY™
TEXAS
Unique by nature.SM

April 12 2019

Ms. Ceason Clemens, PE
Deputy District Engineer
Texas Department of Transportation – Dallas District
477 East Highway 80
Mesquite, TX 75150

Dear Ms. Clemens:

Thank you for taking the time to meet with McKinney staff on April 7th to discuss the technical findings of the ongoing Texas Department of Transportation (TxDOT) Collin County U.S. Highway 380 (US 380) Feasibility Study (the Study). Since the launch of the Study in 2017, McKinney staff and leaders have been tirelessly engaged with your project team; providing as much technical information and feedback as possible to ensure that all alignment options considered were evaluated objectively and in the best interest of our residents and businesses. Throughout the Study process, City staff and leaders have attended numerous meetings with TxDOT, the project's consultant team, the North Central Texas Council of Governments, Collin County, the Town of Prosper, and the City of Princeton in support of this regional initiative.

Over the course of the Study, TxDOT staff, including yourself, have continuously requested that cities not take any formal position or action until the Study is complete and a full set of decision making criteria and technical information can be presented. In the spirit of partnership and trust in the TxDOT Study process, the City of McKinney has honored that request. However, we have taken the opportunity to provide feedback and requests to TxDOT numerous times which includes, but is not limited to, formal correspondence in July 2018 and February 2019, as attached to this letter. In both of these letters, the City of McKinney outlined a clear position on several key consideration points for US 380. As the feasibility study comes to a close and the technical findings of your evaluation are finalized, I would like to make it abundantly clear where the City of McKinney stands regarding several key decision points for the options being studied.

TxDOT staff and the project team have internally and publicly stated that your decision for a **regional solution** for US 380 will be based on a set of technical evaluation criteria. As stated by you, this generally includes regional mobility, travel demand, environmental/watershed/parkland impacts, residential disruptions and displacements, commercial disruptions and displacements, future development impacts, and project cost. The project team has also stated throughout the entirety of this process that significant efforts will be made to minimize any impacts to existing property owners; in particular, residential properties.

City of McKinney
P.O. Box 517 • McKinney, Texas 75070 • Metro 972-562-6080
www.mckinneytexas.org

In our formal correspondence to you in July 2018, the City of McKinney commented on our concerns regarding the physical, economic and socioeconomic impact that a widened-in-place option (Green alignment) would have on businesses and residents in McKinney. In response to these concerns, we appreciate the diligence and effort that TxDOT has taken to fully understand and minimize these impacts. However, recent information provided by Raytheon (one of the City's largest employers), indicates that a widen-in-place option could have a potential impact of over 1 billion dollars on their current operations. It could also put their ultimate investment in their McKinney operation in jeopardy. Additionally, the master developer of all four corners of US 380 and Hardin Boulevard has also presented information indicating the significant and recent financial investment made in that location and the impact that a widen-in-place option would have on their development's future.

However, the most notable impact that a widen-in-place option has on the City of McKinney is on our sales tax revenues. A study conducted by the TxDOT team estimates that only 1 percent of the City's overall revenues are generated along US 380 (this includes both ad valorem and sales tax revenues). However, a more refined look shows that affected properties generally between Community Avenue and State Highway 5 provide for roughly 10 percent of the City's sales tax base, in today's dollars. This is the equivalent of approximately $5.5 million in City revenues. These revenues not only help to fund basic city services, but they also serve as the primary funding source for the City's Economic Development Corporation (EDC) and Community Development Corporation (CDC). Affected properties not only include those who will be directly displaced as the result of widening in place, but also those that may have an induced displacement or property impact.

The City of McKinney has recent experience in the loss of sales tax revenues during construction projects and, as such, has concerns over the displacement and impacts that widening in place could cause. During the 4-year reconstruction of U.S. 75, there were many businesses that were not directly impacted or displaced by the physical construction, but because of the disruption that construction caused, they saw significant decreases in sales. Some businesses did not survive the duration of construction. With these things in mind, the fiscal impacts that could result from a widen-in-place option have the potential to be extremely damaging to the City of McKinney. In our meeting earlier this month, we understood that the economic factors, in conjunction with the level of displacement, disruption, and project cost have started to make the widen-in-place option increasingly more difficult to pursue from a technical perspective. Nonetheless, the City of McKinney continues to maintain our position that any widen-in-place option should seek to minimize as many negative impacts as possible.

As was also stated in our letter to you in July 2018, the City of McKinney was clear that any alternative alignment (bypass) of US 380 should include a connection from its existing alignment "*further west than any of the options* [then] *being proposed by TxDOT*." Based on this feedback, the TxDOT team identified and evaluated two additional connections for a bypass near the intersection of US 380 and Custer Road (Red B and Red E alignments). As presented during the Meeting of Affected Property Owners (MAPO) held on March 28, 2019, the evaluation of these new alignments proved that at least one connection point further west (Red B alignment) is, in fact, *significantly* less impactful, *significantly* less costly, and *extremely* similar to the level of positive mobility outcomes as your originally proposed alignment, Red A. For ease, I have attached your evaluation criteria and alignment comparisons to this letter.

Based on your own set of evaluation criteria and your strong desire to avoid as many existing residential property owners as possible, the Red B alignment is clearly the most desirable of the options proposed to date. In fact, the only evaluation criterion for which the Red B alignment did not perform better than the original Red A alignment was in its anticipated impact on future development. However, as you know, the future impacts evaluation criterion only assumes a negative impact to large tracts of land based on zoning. The true impact to future development is largely unquantifiable and based purely on subjective assumptions.

Nonetheless, the City of McKinney recognizes that consideration of these impacts is necessary. This is why, as far back as 2017, McKinney Staff provided TxDOT with at least one alignment option that would minimize the potential impact on future development in McKinney. However, we have not seen any attempt by your project team to evaluate this option. We recommend that TxDOT consider a strategy that allows for the connection point from the bypass to be further studied during the Environmental Process. This option will allow more time for the travel demand model to be refined to show the true benefit of a potential bypass and to highlight that a connection point further west might perform significantly better than the Red A alignment. **Given all this, please know that staff will be advising the McKinney City Council to weigh carefully their support for any potential alternative alignment (bypass) that does not occur further west, is not based on the findings of the technical evaluation criteria, and for which an unjustified and unnecessary negative impact to the City of McKinney would occur.**

If a regional solution is still of the upmost importance to the TxDOT project team, then regional alignment options must be considered. This not only includes the western connection point of a bypass facility, but also includes its eastern continuation and ultimate connection back to the existing US 380. Based on the alignments currently being considered, it is obvious that regional mobility solutions were not made a priority through this study process. At present, your proposed bypass options include sharp turns into north-south segments in order to bring the bypass back to the existing US 380. These drastic turns will undoubtedly break up the east-west movement of traffic to such a degree that we question how the route could actually function as a desirable alternative to the existing US 380, despite the results of the travel demand models.

During the original outreach activities in Spring 2018, alignment options that provided for more natural movements from the existing US 380 were presented, but ultimately eliminated by the TxDOT project team. In particular, the original Yellow alignment option continued the proposed bypass facility north of the Town of New Hope and the City of Princeton. My understanding is that this option was eliminated due to early travel demand modeling results and concerns over impacts to a large property owner north of the Town of New Hope. However, a true evaluation of this alignment option was never conducted or publicly presented. My understanding is that a letter sent on behalf of the North Texas Municipal Water District (NTMWD), as attached here, is what spurred the concern about potential future impacts. While the letter did cite objection to the Yellow alignment, the letter went on to say that a realignment of US 380 in the area "could be feasible..." but that the location was of paramount importance to the NTMWD and its public works project. Furthermore, your consultant cited modeling data that showed lower utilization of the Yellow alignment; yet your staff and everyone in the region have been concerned about growth occurring in Collin County at a rate faster than estimated. The City of McKinney requests that this alignment continue to be evaluated.

Insofar as an extension of Spur 399 is concerned, the City of McKinney continues to be strongly opposed to any limited access facility running west of the McKinney National Airport. Not only would a limited access facility in this location dissect the McKinney National Airport from the City of McKinney, it would also have significant impacts to the approved future land use plans for the area. As well, it would result in direct and adverse impacts to one of the City's largest employers, Encore Wire, who has long-term plans to expand their operations. A limited access facility located west of the McKinney National Airport would also sit adjacent to some of the City's oldest and most economically disadvantaged neighborhoods, which poses an environmental justice concern. It would also disrupt a designated McKinney park, which meets the Section 4(f) designation requirements under the Department of Transportation Act of 1966. In addition to citing these concerns in our letter to the TxDOT team in July 2018, we have also made them clear to TxDOT numerous times over the course of this project. It is my understanding that the McKinney National Airport and Encore Wire have also provided formal, written comments in opposition to this alignment option. As mentioned, Encore Wire is one of the largest employers and taxpayers in McKinney and owns land on both sides of existing Airport Road, and a limited access facility located west of McKinney National Airport could negatively impact their growth plans.

Please don't misunderstand our opposition to the Spur 399 "west" alignment as a lack of understanding of the technical findings of your evaluation. However, based on our meeting earlier this month, we don't believe TxDOT has been consistent in your application of technical findings versus subjective assumptions of future impacts to development. When considering the western connection point of a bypass (near the intersection of U.S. 380 and Custer Road), it appears as though tremendous deference has been shown to value potential impacts on future (undeveloped) properties over the technical evaluation criteria. However, for the Spur 399 extension, little-to-no value has been placed on the impacts that an extension west of the Airport would have on existing AND future development - even despite relatively similar technical findings. The City of McKinney believes this is largely due to TxDOT's desire to avoid areas with federal classifications such as Section 4(f) properties under the Department of Transportation Act of 1966 and properties within a Federal Aviation Administration (FAA) Runway Protection Zone (RPZ). As a result, the exploration of real solutions in this area has been stifled. Throughout the course of the Study, the City of McKinney has consistently asked for a more detailed evaluation of these potential properties and considerations for avoiding them. In partnership with the airport, the concept of a tunnel was presented to alleviate concerns involving the RPZ. McKinney Staff has also shared that the Spur 399 extension should consider an alignment that extends and connects back to existing US 380 at a point east of what's currently shown (thus avoiding these potential federally classified properties). However, we have not seen any meaningful evaluation of these concepts.

As it relates to Section 4(f) properties, federal procedures appear to state that feasible and prudent avoidance of 4(f) properties should not cause other severe problems of a magnitude that substantially outweigh the importance of protecting a Section 4(f) property. Furthermore, avoidance alternatives may not be prudent if, after reasonable mitigation, they still cause severe social, economic or environmental impacts, severe disruption to established communities, and/or severe disproportionate impacts to minority or low income populations. In fact, when assessing the importance of protecting a 4(f) property, federal procedures seem to state that it is appropriate to consider the relative value of a 4(f) resource to the preservation purpose of the Transportation Act of 1966. The City of McKinney does not feel as though the TxDOT team has given proper consideration for any of these factors. **Therefore,**

please know that staff will be recommending that the McKinney City Council NOT support any potential limited access facility that is west of the McKinney National Airport.

The City of McKinney is committed to developing transportation solutions that assure adequate future mobility for Collin County and we welcome the regional partnerships and collaboration afforded as part of the US 380 Feasibility Study. However, as the municipality that stands to be impacted the most by TxDOT's decision, it is critically important that we have trust in your process, evaluation, and ultimate decision. To that end, we are requesting that the Texas Department of Transportation (TxDOT) team re-evaluate the potential impacts and implications of each alternative being considered as part of the US 380 Feasibility Study objectively, without political bias or influence, and with the needs and goals of the region in mind.

Respectfully,

Paul G. Grimes
City Manager

C: McKinney City Council
Mo Burr, PE – District Engineer, TxDOT - Dallas District
Lacey Rodgers, PE – Dir. of Transportation Planning and Development, TxDOT – Dallas District
Stephen Endres, PE – Project Manager, US 380 Feasibility Study, TxDOT
Tony Kimmey, PE – Project Manager, US 380 Feasibility Study, Burns and McDonnell

MCKINNEY AND FAIRVIEW

McKINNEY TEXAS
Unique by nature.

TOWN OF FAIRVIEW TEXAS

August 26, 2019

Stephen Endres, PE
Project Manager
Texas Department of Transportation

Mr. Endres:

The City of McKinney and the Town of Fairview appreciate the coordination that the Texas Department of Transportation (TxDOT) has had concerning the US 380 Feasibility Study. As the feasibility study has concluded, McKinney and Fairview have continued to have discussions with each other regarding the recommended alignment, specifically the area south of McKinney National Airport.

As you know, the City of McKinney is not supportive of the proposed alignment of the Spur 399 extension on the west side of the McKinney National Airport due to concerns about its impact on existing businesses and residential neighborhoods as well as its impact on the future development of McKinney National Airport. As it relates to the Town of Fairview, the primary concern about any Spur 399 extension is the preservation of the two large open space tracts that are owned by the town as well as a desire to move the roadway to the north as much as possible to minimize noise and other impacts to Fairview residents.

To add another layer of complexity to this area, Collin County is exploring the realignment of FM 546 from the west side of the airport to the crossing of the East Fork of the Trinity River south of Lowry Crossing, which will continue east and connect with US 380 in Princeton. Both Fairview and McKinney support Collin County's efforts for the realignment of FM 546 as it will improve mobility in this portion of the County and will provide for much-needed congestion relief in both communities.

The State of Texas has allocated $15 million for the runway extension in the State's next biennial budget. The expectation from the State is that this project will move very quickly and the funds will be utilized expeditiously. In fact, the City of McKinney is in the process of starting the environmental assessment (EA) for the runway extension.

In an effort to support a more desirable alignment of the Spur 399 extension, the City of McKinney is exploring a change to the planned extension of the runway at McKinney National Airport. The current plan calls for the 1,500 foot extension to the south, which would move the runway closer to the existing FM 546 and cause the associated runway protection zone (RPZ) to extend well south of existing FM 546, limiting the options for a Spur 399 extension on the east side of the airport. When considering impacts on the Fairview properties in addition to the extended RPZ, there do not appear to be any feasible alignments without a significant impact to one of the communities.

During the EA for the runway extension, options will be evaluated that would keep the runway extension and associated RPZ north of existing FM 546. These include options of extending the runway 1,500 feet to the north, which is the preferred alignment by the Town of Fairview, or a combination of the extension with a majority to the north and some to the south (i.e., 1,000 feet to the north and 500 feet south). This would allow for a 600 to 700 foot window for the development of a new Spur 399 alignment that could extend around the east side of the airport. It would also allow for the new FM 546 alignment to be created.

To help facilitate a truly beneficial regional alignment for the Spur 399 extension and the FM 546 realignment, the Town of Fairview is supportive of relatively minor impacts to their properties. The Town recognizes the benefits of improved regional mobility while preserving a natural buffer between the new roadway facilities and the residential developments within the community. This supports the goals of both communities for creating as much physical, visual, and sound separation as possible of a freeway facility from the existing neighborhoods. The Town of Fairview also values a shift of the airport runway extension towards the north to help mitigate noise concerns associated with the airport.

Collin County has shown initial support for the two communities' concerns and has expressed an interest in being a partner in the airport runway extension and by leading the FM 546 realignment and expansion. With this in mind, the result could represent true regional collaboration toward a mutually beneficial solution among all three entities.

The Town of Fairview and the City of McKinney are committed to developing transportation solutions that assure adequate future mobility for Collin County, and we welcome the regional partnerships and collaboration afforded as part of the US 380 Feasibility Study. To that end, we are entrusting the TxDOT team to reevaluate the recommended alignment of the Spur 399 extension shown in the US 380 Feasibility Study objectively, without political bias, and with the needs and goals of the region in mind.

Respectfully,

George Fuller
Mayor, City of McKinney

Henry Lessner
Mayor, Town of Fairview

C: Collin County Commissioners Court

FAIRVIEW

TOWN OF FAIRVIEW TEXAS

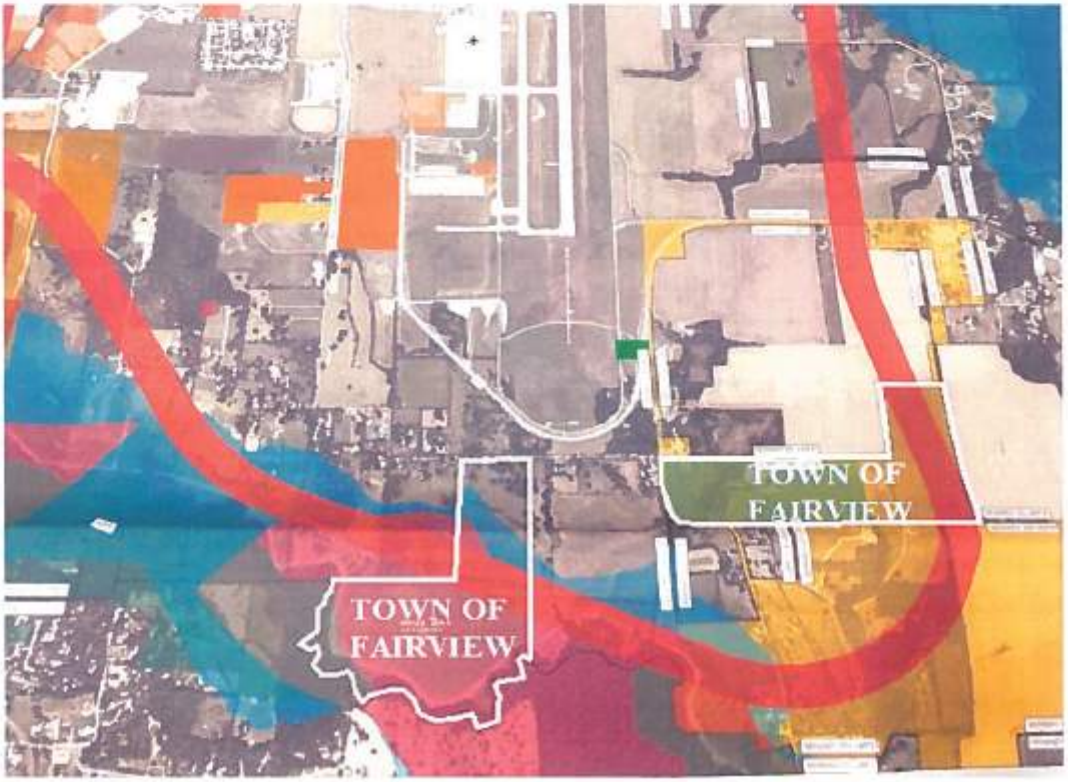
372 Town Place • Fairview, TX 75069 • Town Hall 972-562-0522

May 18, 2018

Stephen Endres, PE
CSJ 0135-11-022, US 380
4777 E. U.S. Hwy 80
Mesquite, TX. 75150-6643

Dear Mr. Endres,

This letter serves as an official letter of opposition to the red route to Spur 399 East and South of the McKinney airport by the Town Council of the Town of Fairview, as acted upon at the May 1st, 2018 Town Council meeting. A unanimous vote was cast to oppose this portion of the red route for the following reasons:



This route potentially impacts two tracts of land owned by the Town highlighted in white, an 83-acre tract that is currently designated as a nature preserve in the town's master plan, and a 76-acre tract that is master planned for a soccer complex. Trails are planned on the 83-acre parcel and phase 1 of the soccer complex exists on a portion of the 76-acre tract.

Additionally, since this route is proposed within the Wilson Creek floodplain, the proposed roadway would require elevation. An elevated roadway would contribute noise pollution that currently does not exist to our residents on the south side of Wilson Creek. While we trust that the necessary environmental studies will be conducted, the impacts to the environment are also of concern.

We are opposed to any portions of the red route North of the existing US 380 if they contribute to the necessity of this route south of the airport.

It's apparent that the need of Westbound US 380 traffic to connect to Spur 399, SH121 and US 75 are not contingent upon this southern red route, as demonstrated on all 4 of the other proposed routes. The red route around the airport to the east would add significant length and cost to the road that would not be incurred with the other 4 alternatives.

Neighboring towns, such as Fairview, should not be forced to bear the brunt of a lack of previous planning for the US 380 corridor. It appears that the airport is driving some of the routing decisions. A new elevated roadway south of the airport, in conjunction with the airport, would simply add to more quality of life issues for our residents.

Thank you for your consideration of our concerns.

Sincerely,

Darion Culbertson, Mayor
Town of Fairview

FARMERSVILLE

CITY OF FARMERSVILLE
RESOLUTION #R-2019-1112-001

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FARMERSVILLE, TEXAS, ADOPTING A POLICY REGARDING THE DURATION OF CERTAIN CLASSES OF RESOLUTIONS AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, a resolution is used to express City Council policy, direct administrative or legal action, or to make a public statement from the City Council, and may be presented either verbally or in writing; and

WHEREAS, a resolution may be used to make a simple finding as in the case of surplus property or to provide direction for a specific action such as identifying the official newspaper, or calling an election, or approving the execution of a contract; and

WHEREAS, a resolution is generally considered to have a limited duration because it deals with matters of a special or temporary character, and carries no penalties for its violation; and

WHEREAS, an ordinance, on the other hand, is a municipal legislative act that carries the full weight of law and can be enforced through penalty provisions after the ordinance has been properly published; and

WHEREAS, an ordinance is permanent in nature and may only be altered, amended or repealed by and through the adoption of another ordinance; and

WHEREAS, resolutions are not codified and tracked like ordinances; and

WHEREAS, the City Council is not aware of all of the many and varied resolutions that have been adopted by vote of the City of Farmersville's City Councils.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED BY THE CITY COUNCIL OF THE CITY OF FARMERSVILLE, TEXAS, THAT:

Section 1. All of the above premises are found to be true and correct factual and legislative determinations of the City of Farmersville and are hereby approved and incorporated into the body of this Resolution as if copied in their entirety.

Section 2. All resolutions heretofore made and adopted by the City of Farmersville's City Councils save and except those resolutions having some separate special legal significance are hereby deemed and determined to have fully satisfied their purpose, to be of no further benefit or value, and to have automatically expired as of this date.

Section 3. All resolutions hereafter made and adopted by the City of Farmersville's City Councils save and except those resolutions having some separate special legal

significance shall be deemed and determined to have fully satisfied their purpose, to be of no further benefit or value, and to have automatically expired on the later of the completion of the action directed by such resolution, the expiration date specified in such resolution, or 120 days following the adoption of such resolution.

Section 4. This resolution shall be effective immediately upon adoption.

DULY PASSED AND RESOLVED, by the City Council of the City of Farmersville, Texas on this 12th day of November, 2019.

APPROVED:

Jack Randall Rice, Mayor

ATTEST:

Sandra Green, City Secretary

CITY OF FARMERSVILLE TEXAS

Resolution #R-2019-1112-001 Page 2 of 2

CITY OF FARMERSVILLE
RESOLUTION #R-2019-0611-002

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FARMERSVILLE, TEXAS, EXPRESSING SUPPORT FOR A MODIFIED "GREEN ROUTE" OR "GREEN ALIGNMENT" AS SET OUT THROUGH THE US 380 COLLIN COUNTY FEASIBILITY STUDY

WHEREAS, Mobility 2040 is the approved Metropolitan Transportation Plan for North Central Texas and outlines mobility, quality of life, system sustainability, and implementation as the transportation goals of the region; and

WHEREAS, the rapid population growth in Collin County presents current and future concerns about traffic congestion and overall mobility in North Central Texas; and

WHEREAS, the Regional Transportation Council (RTC), the North Texas Council of Governments, (NCTCOG) through its Transportation Department, the Texas Department of Transportation (TxDOT), and Collin County are committed to developing solutions that assure adequate future mobility and, as such, have placed special emphasis on identifying priority projects in Collin County that may not already be identified in the Mobility 2040 Plan; and

WHEREAS, TxDOT has provided the City Council of the City of Farmersville, Texas ("Council") with several briefings and updates regarding the need to establish a new east-west corridor through Collin County (the "US 380 Corridor") and various alignments for the US 380 Corridor; and

WHEREAS, The Council is concerned about the routes identified by TxDOT for the US 380 Corridor; and

WHEREAS, the Council believes it is in the best interest of the citizens of the City of Farmersville, Texas, that the Council should express its preference for the alignment of the US 380 Corridor that the Council believes to provide the greatest good for the City of Farmersville, Texas;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FARMERSVILLE, TEXAS, THAT:

Section 1. The City Council of the City of Farmersville, Texas hereby expresses its opposition to the particular alignment of the US 380 Corridor that has been identified as and referred to as the "Red Route" or "Red Alignment" proposed to be situated south of the corporate limits of the City of Farmersville, Texas; and

Section 2. The City Council of the City of Farmersville, Texas hereby expresses its support, subject to certain modifications and additional study, for the alignment identified as the "Green Route" or "Green Alignment" that follows the current alignment of US 380 provided that said Green Route is reduced in size from a proposed eight-lane divided roadway with two access lanes to a roadway section that fits within the currently existing right-of-way area of US 380 in its current alignment between Lake Lavon and the Hunt County line; and

Section 3. The City Council of the City of Farmersville, Texas hereby expresses its opposition to -- and urges TxDOT to further study and consider a design that will eliminate -- damage to and/or the condemnation of any businesses, churches, residences and neighborhoods adjacent to or in the vicinity of the "Green Route" or "Green Alignment"; and

Section 4. This Resolution shall take effect immediately from and after the date of passage and is so resolved.

DULY PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF FARMERSVILLE, TEXAS ON THE 11th DAY OF JUNE, 2019.

APPROVED:

_____
Jack Randall Rice, Mayor

ATTEST:

_____
Sandra Green, City Secretary

CORRECTLY ENROLLED ON THE 17th DAY OF JUNE, 2019:

_____
Sandra Green, City Secretary

Resolution #R-2019-0611-002
Supporting a Modified Green Route or Green Alignment for the US 380 Corridor Page 2

APPENDIX B

STAKEHOLDER MEETINGS

Meeting Date	Stakeholder Title
5/17/2017	Collin County
6/5/2017	City of Farmersville
6/5/2017	NCTCOG
6/6/2017	City of Celina
6/6/2017	Collin County
6/6/2017	Denton County
6/7/2017	City of Princeton
6/8/2017	Collin County
6/8/2017	City of Lowry Crossing
6/9/2017	City of Frisco
6/9/2017	City of McKinney
6/12/2017	Town of Prosper
6/12/2017	Town of Fairview
6/13/2017	Town of New Hope
6/13/2017	City of Melissa
6/13/2017	Collin County

Meeting Date	Stakeholder Title
6/15/2017	Collin County
6/28/2017	Hunt County
6/28/2017	NTTA
8/8/2017	Collin County
8/11/2017	Heard Natural Science Museum & Wildlife Sanctuary
9/7/2017	Technical Work Session
9/25/2017	Walnut Grove Neighborhood Association
10/23/2017	City of McKinney
10/26/2017	Town of New Hope
10/31/2017	City of Princeton
10/31/2017	City of Farmersville
11/1/2017	City of Lowry Crossing
11/6/2017	City of Celina
11/14/2017	City of McKinney
11/16/2017	Collin County
11/27/2017	NTTA

Meeting Date	Stakeholder Title
12/7/2017	NCTCOG
12/12/2017	Collin County
12/12/2017	McKinney National Airport
12/21/2017	NCTCOG
1/3/2018	Collin County
1/3/2018	Collin County
1/8/2018	Collin County
1/8/2018	Collin County
2/7/2018	Collin County and NCTCOG
2/13/2018	City of Lowry Crossing
2/14/2018	Town of Prosper
2/14/2018	City of Farmersville
2/23/2018	Town of New Hope
3/2/2018	City of Princeton
3/6/2018	City of Frisco and Town of Prosper
3/7/2018	Town of Fairview

Meeting Date	Stakeholder Title
4/11/2018	City of McKinney
4/17/2018	USACE
4/19/2018	City of Frisco and Town of Prosper
4/30/2018	City of McKinney
5/7/2018	City of Princeton
5/8/2018	City of Farmersville
5/9/2018	Stakeholder Work Group Meeting - Education and Safety
5/10/2018 and 5/14/2018	Stakeholder Work Group Meeting - Businesses
5/9/2018 and 5/10/2018	Stakeholder Work Group Meeting - Neighborhoods
5/14/2018	Collin County
6/15/2018	Collin County
6/20/2018	City of McKinney
6/21/2018	NCTCOG
6/22/2018	City of Frisco and Town of Prosper
6/26/2018	Town of New Hope
7/24/2018	Town of Prosper

Meeting Date	Stakeholder Title
7/27/2018	NTMWD
8/8/2018	City of Lowry Crossing
8/8/2018	Glazer Family Farm
8/10/2018	City of McKinney, Town of Prosper, and City of Frisco
8/16/2018	Raytheon
8/20/2018	Collin County
8/28/2018 and 9/6/2018	City of Princeton
8/30/2018	City of McKinney
8/30/2018	McKinney National Airport
9/5/2018	City of Farmersville
9/6/2018	Town of Prosper
9/14/2018	Town of Prosper
10/15/2018	City of McKinney
10/14/2018 and 10/25/2018	Stakeholder Work Group - Businesses
10/17/2018	Billingsley Company
10/20/2018	Stakeholder Work Groups - Neighborhoods

Meeting Date	Stakeholder Title
10/22/2018	Collin County Commissioners Court
10/22/2018	Princeton City Council
10/23/2018 and 10/25/2018	Stakeholder Work Groups - HOAs
10/26/2018	Wild Land Development
11/13/2018	City of Farmersville
11/14/2018	City of Irving
12/4/2018	Raytheon
12/5/2018	Collin County, City of McKinney, and NCTCOG
12/6/2018	City of Farmersville
12/12/2018	NCTCOG
1/24/2019	NTTA
2/6/2019	NTMWD
3/1/2019	City of McKinney
3/20/2019	ManeGait
3/22/2019	Encore Wire
3/25/2019	Collin County

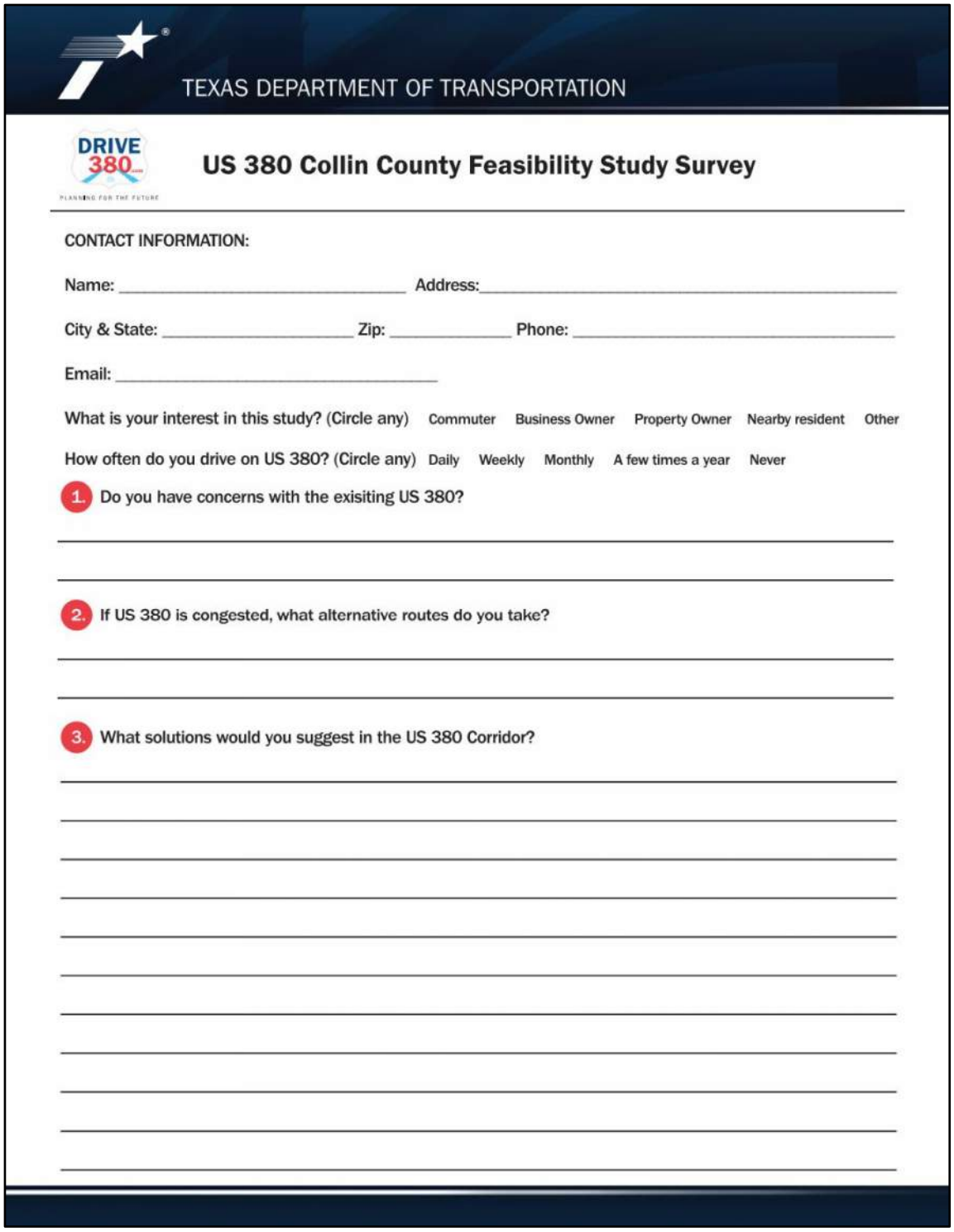
Meeting Date	Stakeholder Title
3/29/2019	LandPlan
4/5/2019 and 4/10/2019	City of McKinney
4/3/2019	City of Princeton
4/3/2019	City of Farmersville
4/4/2019	City of Lowry Crossing
4/4/2019	Town of Prosper
4/8/2019	Don Blackwood
4/11/2019	City of Frisco
4/11/2019	Town of New Hope
4/12/2019	Town of Fairview
4/12/2019	Princeton Crossroads Development
5/21/2019	Blue Mountain Equipment Inc.
5/21/2019	Heard Natural Science Museum & Wildlife Sanctuary
6/14/2019	NTMWD
6/17/2019	Encore Wire
6/20/2019	City of Irving

Meeting Date	Stakeholder Title
6/24/2019	Stonebridge and Tucker Hill HOA leadership
7/12/2019	McKinney National Airport
7/17/2019	City of Farmersville
8/26/2019 and 10/11/2019	Encore Wire
9/17/2019	Raytheon
10/21/2019	Tucker Hill HOA
10/24/2019	City of McKinney, NTMWD, and Collin County
1/21/2020	NCTCOG, City of McKinney and Collin County
1/22/2020	United Texas
1/31/2020	City of McKinney
2/19/2020	NTMWD
2/27/2020	City of Farmersville

APPENDIX C

SURVEY FORMS

SPRING 2018 PUBLIC MEETING SURVEY



TEXAS DEPARTMENT OF TRANSPORTATION

DRIVE 380

PLANNING FOR THE FUTURE

US 380 Collin County Feasibility Study Survey

CONTACT INFORMATION:

Name: _____ Address: _____

City & State: _____ Zip: _____ Phone: _____

Email: _____

What is your interest in this study? (Circle any) Commuter Business Owner Property Owner Nearby resident Other

How often do you drive on US 380? (Circle any) Daily Weekly Monthly A few times a year Never

1. Do you have concerns with the exisiting US 380?

2. If US 380 is congested, what alternative routes do you take?

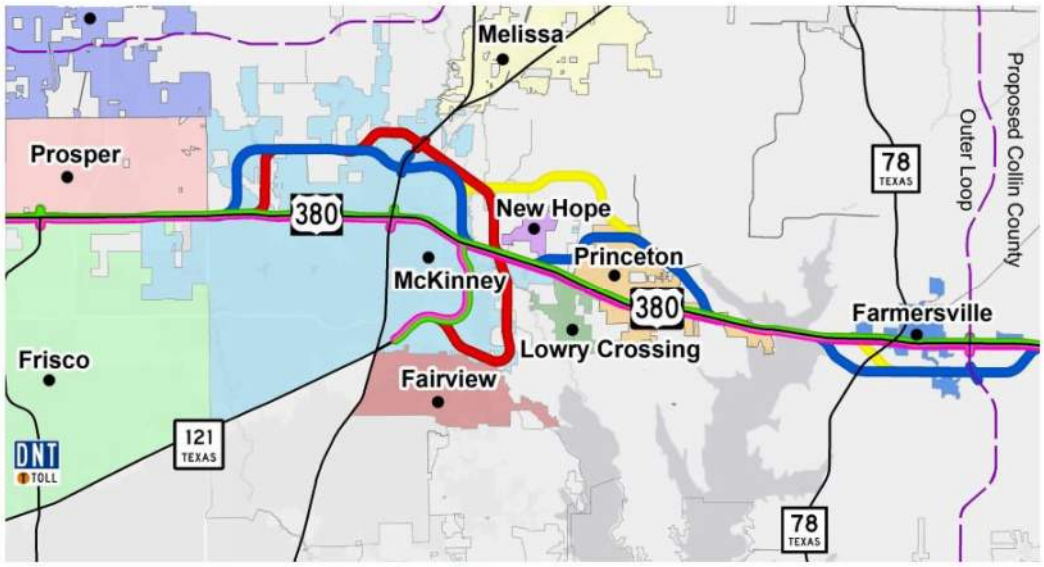
3. What solutions would you suggest in the US 380 Corridor?

TEXAS DEPARTMENT OF TRANSPORTATION

DRIVE 380 PLANNING FOR THE FUTURE

US 380 Collin County Feasibility Study Survey (Page 2)

4. Do you support the building of a freeway regardless of alignment?



5. If US 380 is constructed as a freeway, which alignment do you prefer?

___ A. The Green/Pink Alignment

___ B. The Blue Alignment

___ C. The Red Alignment

___ D. The Yellow Alignment

___ E. I Do Not Support Building a Freeway.

6. Which alignment(s) do you prefer in: (write all that apply)

A. McKinney (Green, Pink, Blue, Red, and/or None)? _____

B. Princeton (Green, Pink, Blue, Yellow, and/or None)? _____

C. Farmersville (Green, Pink, Blue, Yellow, and/or None)? _____

D. I Do Not Support Building a Freeway. _____

THANK YOU

FALL 2018 PUBLIC MEETING SURVEY

TEXAS DEPARTMENT OF TRANSPORTATION

DRIVE 380 PLANNING FOR THE FUTURE

US 380 Collin County Feasibility Study Survey

Please provide your input on the alignment options. Survey results are one segment of the public involvement process that will be considered when selecting an alignment. TxDOT will consider input from affected residents, businesses, and elected officials as well as rely on engineering judgment.

CONTACT INFORMATION:

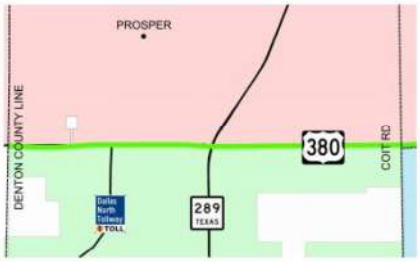
Name: _____ Address: _____

City & State: _____ Zip: _____ Email: _____

What is your interest in this study? (Circle any) Commuter Business Owner Property Owner Nearby Resident

Other, please specify: _____

1. DENTON COUNTY LINE TO COIT ROAD



___ No preference

___ Prefer green alignment

___ Prefer no-build alternative

___ Other, please specify: _____

2. COIT ROAD TO FM 1827

___ No preference

___ Prefer red alignment - option A

___ Prefer red alignment - option B

___ Prefer green alignment

___ Prefer no-build alternative

___ Other, please specify: _____

TEXAS DEPARTMENT OF TRANSPORTATION

US 380 Collin County Feasibility Study Survey (Page 2)

3. SPUR 399 EXTENSION

___ No preference

___ Prefer green alignment - option A

___ Prefer green alignment - option B

___ Prefer no-build alternative

___ Other, please specify: _____

_____

4. FM 1827 to CR 559

___ No preference

___ Prefer red alignment

___ Prefer green alignment

___ Prefer no-build alternative

___ Other, please specify: _____

_____

5. CR 559 TO HUNT COUNTY LINE

___ No preference

___ Prefer red alignment

___ Prefer green alignment

___ Prefer no-build alternative

___ Other, please specify: _____

_____

6. Please provide any additional comment here.

_____

_____

_____

THANK YOU

SPRING 2019 PUBLIC MEETING COMMENT FORM

MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
May 6, 2019 - 6:00 p.m. to 8:00 p.m.
Russell A. Steindam Courts Building

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by May 24, 2019.**

Please Print

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: _____

ADDRESS: _____

_____

CITY: _____ STATE: _____ ZIP: _____

APPENDIX D

COLLIN COUNTY THOROUGHFARE PLAN MAP

COLLIN COUNTY THOROUGHFARE PLAN