



US 380 from Coit Road to FM 1827 Frequently Asked Questions

CSJs: 0135-02-065, 0315-03-053
January 21, 2021

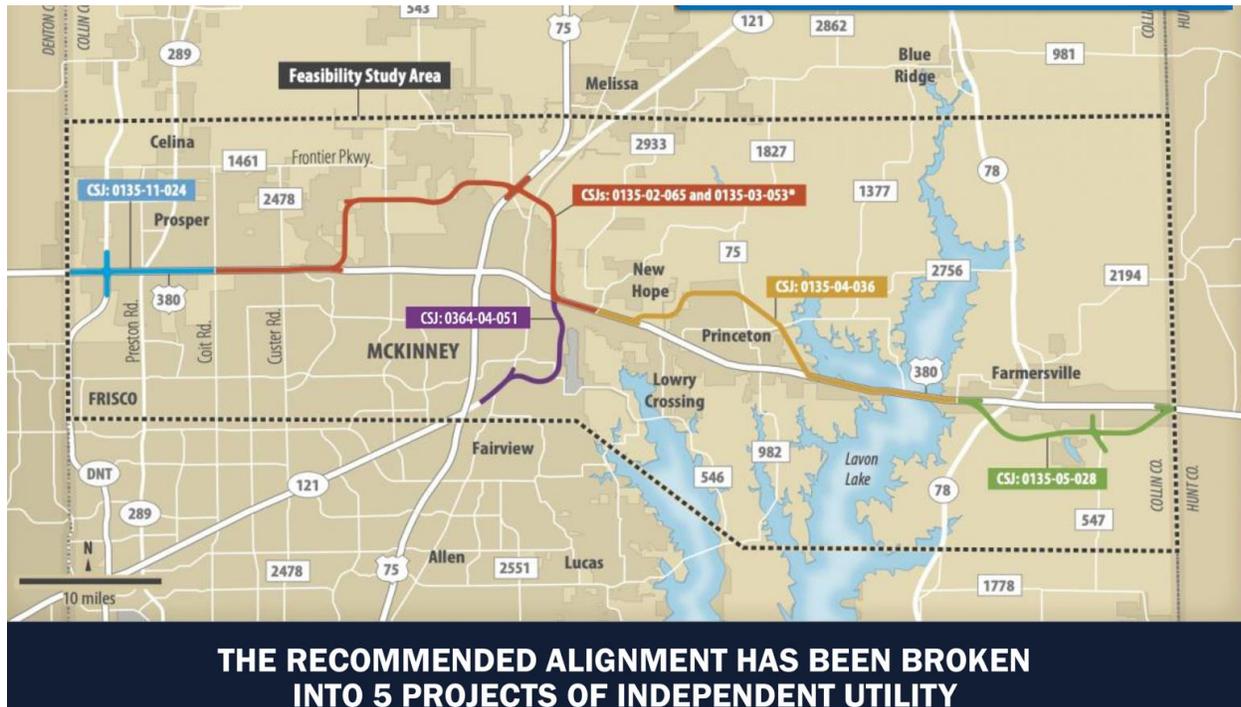
1.	What is the status of the project?	2
2.	Didn't TxDOT already announce a final alignment?	3
3.	Why is TxDOT studying this area again?	3
4.	What is the schedule for this project?	3
5.	What is an Environmental Impact Statement?.....	4
6.	What is scoping?	4
7.	Is a Public Scoping Meeting different than a Public Meeting or a Public Hearing?	4
8.	Will meetings be held in-person or virtually?	5
9.	Is this project needed?.....	5
10.	Why can't we just keep what we have on US 380?.....	5
11.	What alternatives will be considered in the EIS?	5
12.	What factors will be considered in the EIS?	6
13.	Wouldn't construction of the Collin County Outer Loop or building out other planned roads in the County accommodate this growth?	6
14.	Will ManeGait Therapeutic Horsemanship continue to be a factor in TxDOT's decision-making?.....	6
15.	Could public input or input from cities or Collin County change the Recommended Alignment?	7
16.	Will noise be evaluated during the EIS?	7
17.	What did TxDOT conclude about alignments through its traffic analysis in the Feasibility Study?	7
18.	What are the engineering tasks that will be completed during this project?	8
19.	Are any of the alternatives TxDOT is now considering impacting my property?	8
20.	What type of input is TxDOT seeking during the scoping phase of the project?	8
21.	Who can I contact at TxDOT about the project?	9

US 380 from Coit Road to FM 1827 Frequently Asked Questions

1. What is the status of the project?

TxDOT completed the [US 380 Collin County Feasibility Study](#) in March 2020 and separated the study area into five independent project segments. In each of these segments, TxDOT has started the process to complete more in-depth Environmental Study, Public Involvement, and Schematic Design. The following are the five Collin County project areas being studied:

- CSJ 0135-11-024: US 380 from West of CR 26 (Denton County line) to Coit Road
- CSJ 0135-02-065 and 0135-03-053: US 380 from Coit Road to FM 1827
- CSJ 0364-04-051 Spur 399 from US 75 to US 380
- CSJ 0135-04-036: US 380 from FM 1827 to CR 560
- CSJ 0135-05-028: US 380 from CR 560 to CR 699 (Hunt County line)



These projects will advance at different paces depending on the needs and availability of funding.

This FAQ focuses specifically on CSJ 0135-02-065 and 0135-03-053 which is the US 380 project from Coit Road to FM 1827. The proposed project would involve the construction of an eight-lane freeway from Coit Road in Prosper to FM 1827 east of McKinney. This project is currently in the public scoping phase of Environmental Impact Statement development (read more about an Environmental Impact Statement in Question 5). In



US 380 from Coit Road to FM 1827

Frequently Asked Questions

In addition to hosting a Public Scoping Meeting on January 21, 2021, TxDOT is also collecting data and developing a Design Schematic. Click [here](#) for the project website.

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

No. TxDOT announced a Recommended Alignment at the end of its Feasibility Study. That recommendation was based on the data collected during the Feasibility Study and with the information that was available at the time. For TxDOT to name a final alignment (also referred to as a Preferred Alternative), the project must undergo a more in-depth Environmental Study and development of a Design Schematic.

3. Why is TxDOT studying this area again?

The National Environmental Policy Act, also known as NEPA, requires that federal agencies assess the environmental effects of projects prior to making decisions. For this project, TxDOT will develop an Environmental Impact Statement (EIS) under an agreement with the federal government. The EIS process requires that all reasonable alternatives be evaluated; as such, reasonable alternatives other than just the Recommended Alignment from the Feasibility Study will be evaluated. NEPA requires TxDOT, as part of the EIS process, to evaluate all viable alternatives considered and eliminated during the Feasibility Study, as well as others developed by TxDOT.

4. What is the schedule for this project?

In accordance with new federal guidance, TxDOT's goal is to complete the development of the EIS and Schematic Design within two years. TxDOT is working to obtain right-of-entry agreements from landowners for over 500 properties in the project area to complete field investigations and survey tasks. After the Virtual Public Scoping Meeting, which is scheduled for January 21, 2021, TxDOT will conduct field investigations, continue to work on the Design Schematic, begin the evaluation of environmental impacts, and screen and evaluate alternatives. TxDOT anticipates hosting a Public Meeting in the fall 2021 to show and gather input on reasonable alternatives and share up-to-date project information with the public.

After TxDOT evaluates input received at the Public Meeting, TxDOT will prepare technical studies and develop a Draft EIS which will include identifying a Preferred Alternative and conducting agency reviews. At that time, TxDOT will continue to develop the design schematic of the Preferred Alternative. The public will have the opportunity to provide input on the Draft EIS and Preferred Alternative at a Public Hearing. After the Public Hearing, TxDOT will finalize the EIS and anticipates obtaining a Record of Decision, also known as a ROD, in December of 2022.



US 380 from Coit Road to FM 1827

Frequently Asked Questions

5. What is an Environmental Impact Statement?

An Environmental Impact Statement, or EIS, is a multi-year process that provides rigorous analysis of proposed alternatives and their environmental impacts. During the development of the EIS, TxDOT will gather more field data, complete a more detailed evaluation and schematic design, and complete even more coordination with agencies, stakeholders, and the public.

TxDOT has initiated the preparation of an EIS for the US 380 from Coit Road to FM 1827 project.

- The National Environmental Policy Act, known as NEPA, requires federal agencies to assess the environmental effects of projects prior to making decisions.
- An EIS is prepared when it is anticipated that a proposed project could significantly affect the quality of the human and natural environment. There are three categories of analysis that TxDOT can complete as a part of NEPA, of which an EIS is the most rigorous.
- This phase of the project is a more in-depth study than what was previously done and will build on information collected during the Feasibility Study.
- Adhering to NEPA is required on any project that would receive any federal funding.

6. What is scoping?

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

7. Is a Public Scoping Meeting different than a Public Meeting or a Public Hearing?

TxDOT's January 2021 Public Scoping Meeting is different than the fall 2021 Public Meeting in that at a Scoping Meeting, TxDOT is presenting the alternatives that will be considered in the EIS and gathers input on a specific set of Scoping Documents (learn more about the documents in Question #20).

An evaluation or analysis of alternatives is not presented at a Public Scoping Meeting, but it will be presented at the upcoming Public Meeting. TxDOT will also gather input on Reasonable Alternatives, Design Schematics, and findings of the Environmental Studies at the Public Meeting.



US 380 from Coit Road to FM 1827 Frequently Asked Questions

At the summer 2022 Public Hearing, TxDOT will present and gather input on the draft EIS document and the Preferred Alternative. During this period, TxDOT will continue to develop the Schematic Design as needed.

To stay up to date, receive meeting notices and future updates on this project, please click on the link [here](#).

8. Will meetings be held in-person or virtually?

Given the unique circumstances of the COVID-19 outbreak, along with TxDOT's commitment to protecting public health during this pandemic, TxDOT is conducting Virtual Public Meetings until further notice to avoid in-person contact. At this time, the virtual format is being held in lieu of an in-person public scoping meeting.

The virtual presentation covers the same information that the Dallas District would share at an in-person public scoping meeting. You can view all Virtual Public Scoping meeting materials at Drive380.com/CoitFM1827.

9. Is this project needed?

The purpose of the proposed project is to manage congestion and improve east-west connectivity and safety across the project area. The project is needed due to regional population growth, increasing traffic congestion, and crash rates that are higher than the statewide average. The Purpose and Need Memorandum is available [here](#) for review.

10. Why can't we just keep what we have on US 380?

US 380 from Coit Road to FM 1827 is currently a four to six-lane arterial roadway. Existing congestion on US 380 in rush hours are 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. That means that the No Build Alternative would not alleviate existing congestion or provide additional capacity to help address increased traffic due to population growth.

11. What alternatives will be considered in the EIS?

During the early stages of EIS development, TxDOT will consider six alternatives including the five Build Alternatives and the No-Build Alternative which would leave US 380 as it is and would not construct a freeway. NEPA requires TxDOT, as part of the EIS process, to evaluate all viable alternatives considered and eliminated during the Feasibility Study, as well as others developed by TxDOT.



US 380 from Coit Road to FM 1827

Frequently Asked Questions

Build Alternatives include the green alternative which is improving the existing US 380 into a freeway and four new location freeway alternatives which include the gold, brown, blue, and purple alternatives.

The proposed roadway would accommodate an eight-lane freeway with frontage roads and generally would require 340 to 400 feet of right-of-way. The roadway would typically provide for four 12-foot-wide travel lanes in each direction, inside and outside shoulders, and one-way frontage roads on both sides. Connectivity to the existing and planned roadway network would be provided through grade-separated interchanges at major arterial roadway crossings.

To minimize impacts, TxDOT will consider removing frontage roads where it is feasible, and some areas of the freeway may be elevated on bridges or lowered below grade.

The Range of Alternatives for the project are available [here](#) on the project website. Modifications to the alternatives may continue to be made to the alternatives as the project progresses

12. What factors will be considered in the EIS?

TxDOT must evaluate many engineering, environmental, and community factors before identifying a Preferred Alternative. The Methodology and Level of Detail for Analyzing Alternatives, posted [here](#), provides much more detail. TxDOT is in the process of gathering the data for many of these categories and that must be completed before alternatives are evaluated during this EIS. Part of the analysis is public input. That said, when providing Public Scoping Meeting comments [here](#), please let TxDOT know if there are other resource categories that should be addressed or if there are additional or updated study methodologies that should be considered.

13. Wouldn't construction of the Collin County Outer Loop or building out other planned roads in the County accommodate this growth?

TxDOT found that if nothing is done, US 380 will continue to experience a failing level of service in the future, even if all planned roadways in Collin County were built, including the Collin County Outer Loop. Therefore, a US 380 freeway is needed to relieve congestion.

14. Will ManeGait Therapeutic Horsemanship continue to be a factor in TxDOT's decision-making?

TxDOT evaluated the current ManeGait facility and did an initial environmental review of impacts to this community facility. TxDOT considers the daily operations and special events held at this location to be



US 380 from Coit Road to FM 1827

Frequently Asked Questions

important services for at least two vulnerable and protected status populations – the disabled and children. TxDOT avoided selecting any alignment impacting ManeGait because of potential impacts to the community facility and the services it provides to vulnerable populations.

More in-depth analyses and documentation will be completed for the existing and anticipated social and environmental impacts to community facilities during environmental studies, which also includes opportunities for public input.

15. Could public input or input from cities or Collin County change the Recommended Alignment?

Public input or input from one city on its own would be unlikely to change TxDOT's Preferred Alternative, which will serve as an additional major east-west roadway for the region, not just one city or county.

TxDOT does prefer to work with local governments to find ways to address mobility issues in their areas. There is more work and study to be done and TxDOT plans to continue to work with local governments to determine an option with the fewest impacts.

16. Will noise be evaluated during the EIS?

Noise measurements and preliminary traffic noise modeling were performed during the Feasibility Study. More detailed traffic noise analysis is required to be completed during the EIS after a design schematic has been prepared. The 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 impacted locations that meet federal and TxDOT criteria in terms of noise reduction, cost, and constructability. The results of the traffic noise study and the locations of any proposed noise barriers would be shared with the community during the Public Hearing.

17. What did TxDOT conclude about alignments through its traffic analysis in the Feasibility Study?

The traffic analysis showed that one freeway option should be constructed to accommodate future projected growth by 2045. While the alignment along the existing US 380 attracted more traffic, new location alignments presented during the Feasibility Study would still maintain the existing US 380 roadway. Therefore, evaluating how US 380 and local streets work together as a system, the new location alignments presented during the Feasibility Study were more effective than the alignment along the existing US 380 in increasing mobility.



US 380 from Coit Road to FM 1827 Frequently Asked Questions

TxDOT also found that the new location alignments presented in the Feasibility Study would reduce more regionwide traffic congestion than an alignment along the existing US 380. 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.

More information on traffic analysis can be found [here](#) (scroll to pages 8 and 9) and [here](#) (scroll to board 12).

18. What are the engineering tasks that will be completed during the EIS?

During the EIS process, TxDOT will also complete schematic design and preliminary engineering tasks such as:

- Determine how much right-of-way is needed for entire project
- Customize typical sections for different locations
- Develop ramp locations and design interchange configurations
- Determine the constructability of the project
- Calculate more detailed cost estimates
- Complete drainage design
- Consider bicycle and pedestrian accommodations

19. Are any of the alternatives TxDOT is now considering impacting my property?

Maps of alternatives TxDOT is considering can be viewed at Drive380.com/CoitFM1827. All maps will continue to be updated as the project progresses. It is important to note that a final alternative has not been chosen by TxDOT. All alternatives that are shown are conceptual and shown with a 340 to 400 foot right-of-way width. The location of the alternatives can be shifted, and the right-of-way width can still change before the Preferred Alternative is finalized. TxDOT anticipates that a final, Preferred Alternative will be presented at the Public Hearing in summer of 2022

20. What type of input is TxDOT seeking during the scoping phase of the project?

An important part of the scoping process is the development and public review of the following documents:

- [Draft Purpose and Need Memorandum](#) - Explains why TxDOT is developing a project and provides the basis for the evaluation of alternatives
- [Range of Alternatives](#) - Shows all alternatives being considered by TxDOT
- [Methodology and Level of Detail for Analyzing Alternatives](#) - Provides more details about how alternatives will be analyzed
- [Coordination Plan](#) - The plan and schedule for coordinating public and agency participation



US 380 from Coit Road to FM 1827 Frequently Asked Questions

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

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