

# **PUBLIC HEARING SCRIPT (PRE-RECORDED)**

**US 380 PRINCETON**

**FROM FM 1826 TO CR 560**

**COLLIN COUNTY**

**CSJS: 0135-04-036, 0135-03-056, 0135-16-002**

**Thursday, Sept. 12, 2024**

**Princeton High School, Cafeteria**

**1000 East Princeton Drive, Princeton, Texas 75407**

**<https://www.keepitmovingdallas.com/us380princeton>**

---

## **SLIDE 1 – Title Slide**

Hello and welcome to the Public Hearing for the US 380 Princeton project from Farm-to-Market 1827 to County Road 560. This hearing has been convened by the Texas Department of Transportation and is being held to receive and consider comments from the public.

Please note, you may pause this presentation at any point to allow more time to review the information.

## **SLIDE 2 – End the Streak**

November 7, 2000 was the last deathless day on Texas roadways and over 80,000 people have lost their lives since then. That's a streak we want to break. Help TxDOT End the Streak of roadway fatalities by buckling up, driving the speed limit, putting down your phone and never driving under the influence of alcohol or other drugs.

### **SLIDE 3—Travis Campbell, P.E. Welcome Video**

I'm Travis Campbell, Director of Transportation Planning and Development for the TxDOT Dallas district. Thank you for joining us as we conduct this virtual public event. Understanding how our projects impact communities is important to TxDOT. The following presentation will provide instruction on how you can connect with us and provide vital input about this project. We will continue to work closely with stakeholders, communities and the public as we move forward. Thank you for your time and interest in improving our transportation system and we look forward to receiving your comments.

### **SLIDE 4 – Public Hearing Purpose**

You may have attended previous public hearings conducted by TxDOT. For the benefit of those who have never participated before, we will explain why the Department conducts a public hearing.

A public hearing has four essential purposes:

1. Inform the public of the status of planning on the project and present the recommendations based on studies performed to date.
2. Describe the project so those attending can determine the project's potential to affect their lives and property.
3. Provide the public an opportunity to see information and provide feedback.
4. And finally, to develop a record of public views and participation to accompany recommendations for subsequent decisions.

This public hearing is being held in compliance with both federal and state laws.

Following this hearing, the Department will proceed with the preparation of the final environmental documentation. Your statements and comments will be addressed in this

document and will be given full consideration in the preparation of the final recommendation and design for the US 380 Princeton project.

### **SLIDE 5 – Viewing Design Schematic and Project Information**

The design schematic and environmental documentation for the US 380 project are available for inspection and reproduction at the Texas Department of Transportation Dallas District Office, located at 4777 East US Highway 80 in Mesquite, Texas 75150. In addition, the design schematic may be viewed at [www.keepitmovingdallas.com](http://www.keepitmovingdallas.com) under “Public Hearings / Meetings.” The information on this website is the same information being shown in this presentation.

### **SLIDE 6 – Project Need and Purpose**

The purpose of the proposed US 380 Princeton Project is to improve US 380 to current freeway design standards, increase the capacity to reduce congestion, increase mobility, provide continuous bike and pedestrian connectivity, and improve safety through a multimodal corridor.

The existing US 380 roadway does not meet current freeway design standards to handle the current and future traffic volumes, resulting in discontinuous bike and pedestrian connectivity, congestion and reduced mobility.

Since 2021, TxDOT has been conducting evaluations and field studies, coordinating with stakeholders and received public comments at the August 2, 2022 public meeting to develop the proposed build alternative.

In the following slides, I will describe the design aspects of the proposed build alternative for the US 380 Princeton Project.

### **SLIDE 7 – Build Alternative**

This map shows the proposed US 380 Princeton build alternative, from FM 1827 to CR 560 on existing and new location for approximately 12 miles. The proposed build alternative would be an eight-lane freeway with continuous one-way frontage roads and bicycle and pedestrian accommodations within a proposed right of way that varies between 320- and 526-feet.

### **SLIDE 8 – Existing US 380 Typical Section**

Currently, the US 380 roadway typical section from FM 1827 to CR 458 consists of four lanes with discontinuous pedestrian accommodations. In 2025, TxDOT is planning to widen US 380 in Princeton to six lanes with continuous sidewalks. The 2025 US 380 widening project is considered the existing conditions for this project. The planned typical section from FM 1827 to CR 458 includes three lanes in each direction, with a raised curbed median and sidewalks within an 80 to 110-foot right of way.

The US 380 roadway from CR 458 to west of Lavon Lake consists of two lanes in each direction, raised curbed medians and left turn lanes. The section from east of Lavon Lake to CR 560 is two lanes in each direction with a continuous center left turn lane. Both sections have discontinuous bicycle and pedestrian accommodations.

### **SLIDE 9 – Existing US 380 Typical Section**

The existing US 380 roadway conditions crossing Lavon Lake consist of four, main lanes on a combination of bridges and filled sections within 400 feet of available right of way. The existing conditions do not include frontage roads across the lake.

### **SLIDE 10 – Proposed US 380 Typical Section**

The proposed US 380 build alternative typical section from FM 1827 to west of Lavon Lake and east of Lavon Lake to CR 560 includes an eight-lane divided freeway. The proposed project would also include continuous, one-way frontage roads and continuous 10-foot shared use paths on both sides of the facility within a 320- to 536-foot-wide proposed right of way. Proposed grade-separated interchanges would be constructed to accommodate Collin County's and the cities' future thoroughfare plans.

### **SLIDE 11 – Proposed US 380 Typical Section**

The proposed US 380 typical section over Lavon Lake includes a combination of filled and bridge sections. This typical section highlights the proposed freeway facility crossing Lavon Lake on filled sections to include eight main lanes. The new proposed one-way frontage roads would be built on continuous bridge structures with 10-foot barrier separated shared use paths in both directions.

### **SLIDE 12 – Projected Construction Cost and Ready to Let Date**

The US 380 Princeton project is anticipated to be Ready to Let by 2027. "Letting" is when TxDOT notifies the construction community that a project is ready to be bid on. Construction on a project begins after the letting process is complete. The estimated construction cost for the project is approximately \$979.2 million. The project is currently

unfunded. A project cannot let until funding is identified; however, right of way acquisition can proceed even if a project does not have construction funding.

### **SLIDE 13 – Review and Approval of Environmental Document**

Prior to December 16, 2014, the Federal Highway Administration, or FHWA, reviewed and approved documents prepared under the National Environmental Policy Act, known as NEPA; however, on December 16, 2014 the Texas Department of Transportation assumed responsibility from FHWA to review and approve certain assigned NEPA environmental documents. This agreement was updated on December 9, 2019.

Environmental studies were conducted for the proposed US 380 Princeton project to support an environmental clearance in accordance with NEPA. These environmental analyses are necessary to identify, avoid, and minimize effects to the Human and Natural Environments.

Technical environmental documentation was approved for further processing by TxDOT and was coordinated with other public agencies. Notices for this public hearing were advertised in the *Dallas Morning News*, *Al Día*, *Collin County Commercial Record*, *Princeton Herald*, *Farmersville Times*, *McKinney Courier Gazette*, on the [TxDOT.gov](http://TxDOT.gov) website under “Hearings and Meetings Schedule” and on [Keepitmovingdallas.com](http://Keepitmovingdallas.com) under “Public Hearings and Meetings.” The TxDOT Public Information Office also prepared a news media release to advertise the public hearing. The TxDOT technical reports are available for your review on the project website and at the TxDOT Dallas District office.

## **SLIDE 14 – Environmental Review – Resources and Topics Evaluated**

The technical documentation for this project addresses the potential environmental impacts identified during the preliminary engineering of the proposed project. These areas of potential impacts included natural, social, and cultural resources. This slide shows a list of all resources that were evaluated during the environmental analyses. The following slides include a summary of those findings.

As part of this process, TxDOT determined that the project's required right of way would impact six properties owned and operated by the U.S. Army Corps of Engineers and conducted individual Section 4(f) analyses of the properties TxDOT will provide final 4(f) analysis documentation once the State Historic Preservation Office and other consulting parties have reviewed the determinations of eligibility and effect under Section 106.

## **SLIDE 15 – Environmental Review – Resources**

Of the environmental resources studied through the US 380 project development, we would like to note the following potential impacts:

A Traffic Noise Analysis was accomplished in accordance with TxDOT's (and FHWA approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the analysis, the team determined a need for one noise barrier that would be located on the US 380 Princeton bridge structure at the Princeton Crossroads neighborhood.

One community facility would be displaced by the proposed US 380 project: the Apostolic Church of Jesus Christ. Additionally, minimal amounts of right of way would be required from two parks: Twin Groves Park and Caddo Park.

As part of the analysis of the floodplains and waters of the U.S., it was identified that portions of the proposed US 380 project are situated within FEMA designated 100-year and creek crossing flood hazard areas. The hydraulic design for this project would be in accordance with current TxDOT policies.

The project would cross waters of the U.S. including Lavon Lake on bridge structures. Twenty-two tributaries, one jurisdictional impoundment associated with Lavon Lake, and 0.55-acres of wetlands were identified as potential impacts to waters of the U.S. within the project area. Impacts would be authorized by the U.S. Army Corps of Engineers under a Section 404 Nationwide Permit 14. A Preconstruction Notification to the U.S. Army Corps of Engineers would be required for impacts to wetlands.

There is one property eligible for listing in the National Register of Historic places, the Caddo Park Lavon Lake Historic District. The proposed project would require minimal right of way and would not result in adverse effects to the property.

In conclusion, the studies, analyses, and evaluations performed indicate the proposed project would cause no significant environmental impacts.

#### **SLIDE 16 – Environmental Review/Right of Way**

A total of approximately 396 acres of new right of way and 22.93 acres of permanent easements of U.S. Army Corps of Engineers property would be required to complete the proposed improvements. The proposed project is anticipated to displace 17 businesses, 18 single family residences and one non-residential/non-commercial property, subject to final design considerations.



All right-of-way acquisition would be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Brochures, including two booklets titled “The Purchase of Right of Way,” and “Relocation Assistance,” are also available on the project website. These booklets contain detailed information to inform you of your rights and provide information about TxDOT’s right-of-way acquisition process.

### **SLIDE 17 – Revisions to the Environmental Document**

Minor right-of-way revisions have been incorporated into the approved design schematic presented at the public hearing today and are planned to be incorporated into the final environmental document following this public hearing.

The approved Environmental Document will be updated to include two new acres of permanent easements within the USACE Wildlife Management Area, expanded for potential inaccessible land, for a total increase from 21 to 22.93 acres.

### **SLIDE 18 – Project Timeline**

The public comment period for the proposed project ends Friday, September 27, 2024. If there are no major issues arising from this hearing that cannot be addressed in a reasonable time frame, final environmental clearance is expected by early 2025.

As mentioned earlier, the project has an anticipated Ready to Let Date of 2027.

This concludes the environmental evaluation portion of the presentation.

## **SLIDE 19 – We Request Your Feedback**

Comments will be accepted in a number of ways as shown on the screen. If you would like to leave a verbal comment, please call the number listed.

Comments must be received or postmarked by Friday, September 27, 2024 to be part of the official public hearing record.

All substantive comments and questions will be fully considered and responded to in the project record and made part of the final environmental document for this proposed project. This document will then be made available for public review online at the project website.

## **SLIDE 20 – Thank You**

We sincerely appreciate your participation and interest concerning the proposed design of the US 380 Princeton project.

Thank you very much. This concludes the presentation.