

SAMPLE COMMENT PROVIDED BY CONCERNED RESIDENT JACK S.

TxDOT in 2012 made the decision to erect 12 foot sound barriers between US 380 and the Wren Creek neighborhood of Stonebridge Ranch. This was due to the increase in noise level that would occur when 380 was expanded from 4 lanes to 6. Now TxDOT is recommending a 6 lane freeway with 4 elevated frontage roads for the same area. What will be the sound impact?! I can tell you first hand that the current sound barriers are only marginally effective – what will the noise level be with 10 lanes of higher speed traffic? More traffic, higher speeds, more trucks.

This is my second input to TxDOT since the recommendations announced on the 6th – and I come back to the same question. Why have a bypass at all if the west juncture of the bypass will rejoin the existing 380 right-a-way east of a heavily populated area of McKinney homes, apartments and businesses? The only answer I've been given is the impact that a further west juncture will have on the MainGait Therapeutic center. I'm pleased that TxDOT is sensitive to this organization, but I have to believe that that TxDOT has ability to find a solution for the bypass that doesn't have such a negative impact on so many. Your own studies from the March meetings showed that the Red A option impacted more people and businesses, plus cost more to implement.

The 2012 TxDOT team that implemented the four lanes to six lane 380 project saw the impact on this area. I hope that your team comes to the same conclusion.

I realize this is tough decision and I see the effort TxDOT has put into this, but I believe that you need to reconsider the west end of the bypass.