

SRCA Board President Responds to Dallas Morning News Article on Project 380 Bypass Route

Message from SRCA Board President

On April 10, 2022, the Dallas Morning News published a front-page article about the Project 380 bypass route. The article, focused on ManeGait, was well written but poorly researched as it only told half of the story. In the interest of fairness and complete reporting, the other side of the story should be told. These are the facts that were not reported:

There was no mention of the fact that back in 2019, the City of McKinney offered to acquire the current ManeGait property and move it to a newly constructed facility at no cost to ManeGait. They refused to consider this option even though they now say they may have to move and build a new facility. Interestingly, in the last few years, ManeGait was the recipient of several hundred thousand dollars from City of McKinney grant programs. Neither of those items were covered in the article.

Further, TxDOT has researched stakeholder concerns including those expressed by ManeGait. TxDOT updated Segment-B so that none of the ManeGait property is taken. TxDOT even researched other similar facilities in the state of Texas and found **no** ManeGait operational issues should be expected. That was not mentioned in the article.

There was no discussion of the seventeen businesses that will be destroyed if Segment-A is built versus none if Segment-B is built. The businesses to be destroyed are located on the North Side of 380 on both sides of Custer Road and the number will grow since more businesses are under construction today. Segment-B only goes through currently undeveloped land in Prosper while Segment-A goes through a currently heavily developed area in McKinney. In McKinney's Tucker Hill, businesses that front on 380 also will also be impacted. Was there any discussion with any of these business owners?

The cost of Segment B is \$99 million LESS than Segment-A.

There was no reporting on the impact to Kensington Village which is directly in front of where the proposed Segment-A would enter 380. The proposed Segment-A interchange would greatly increase noise and pollution in that SRCA neighborhood potentially affecting the enjoyment and value of their homes. Were any of those property owners contacted for comment?

There is an expected 3-4 year construction cycle that will impact many current businesses and homes with noise and traffic disruption if Segment-A is built. Segment-B will have minimal impact on homes and businesses.

It is more important than ever that you contact TxDOT with your support of Segment-B.

Jon Dell'Antonia, Board President
Stonebridge Ranch Community Association

Contact the TxDOT project manager Stephen Endres, P.E. to ask questions or comment about the project at Stephen.Endres@txdot.gov or (214) 320-4469.

Detailed updated information about the 380 bypass project can be found at:
<http://www.keepitmovingdallas.com/US380EISPublicMeeting>.