



Spur 399 Extension from US 75 to US 380 Frequently Asked Questions

CSJ: 0364-04-051
February 23, 2021

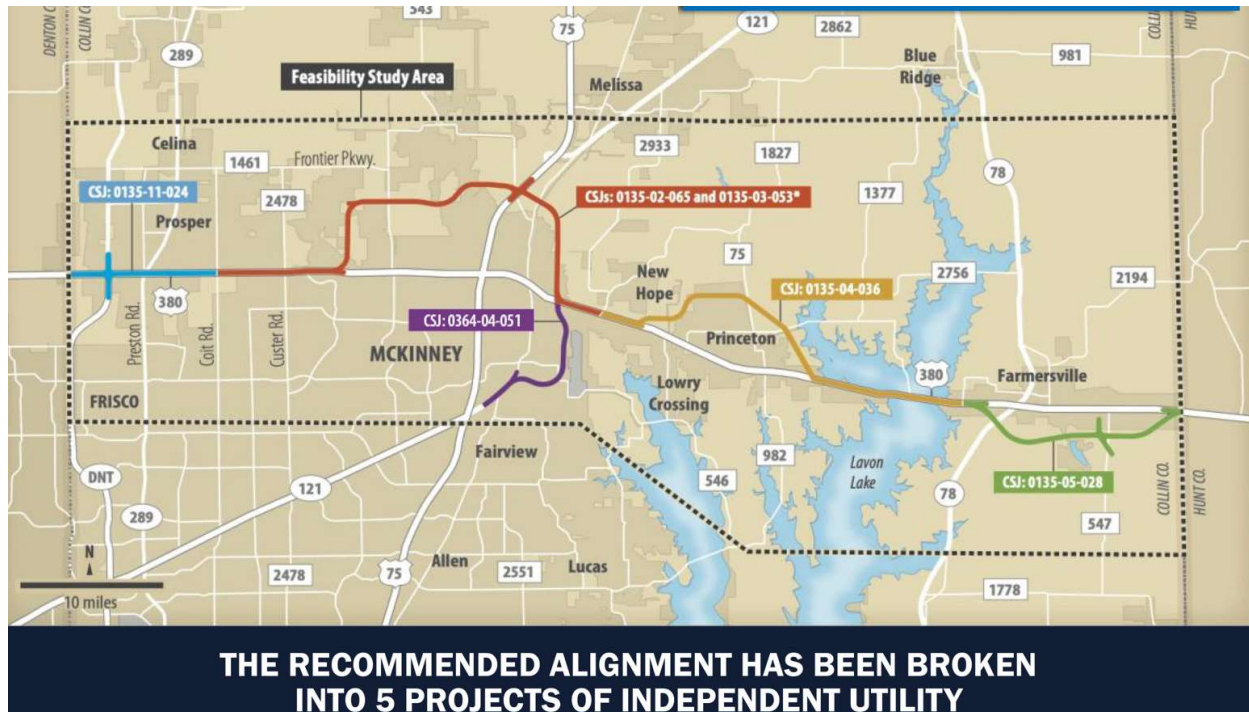
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1. What is the status of the project?

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 document focuses specifically on CSJ 0364-04-051, which is the Spur 399 Extension improvement project from US 75 to US 380 shown in purple on the map above. The proposed action would involve the construction of an 8-lane freeway from US 75 to US 380 in the southeast quadrant of McKinney. This project is currently in the Public Scoping phase of Environmental Impact Statement development (read more about an

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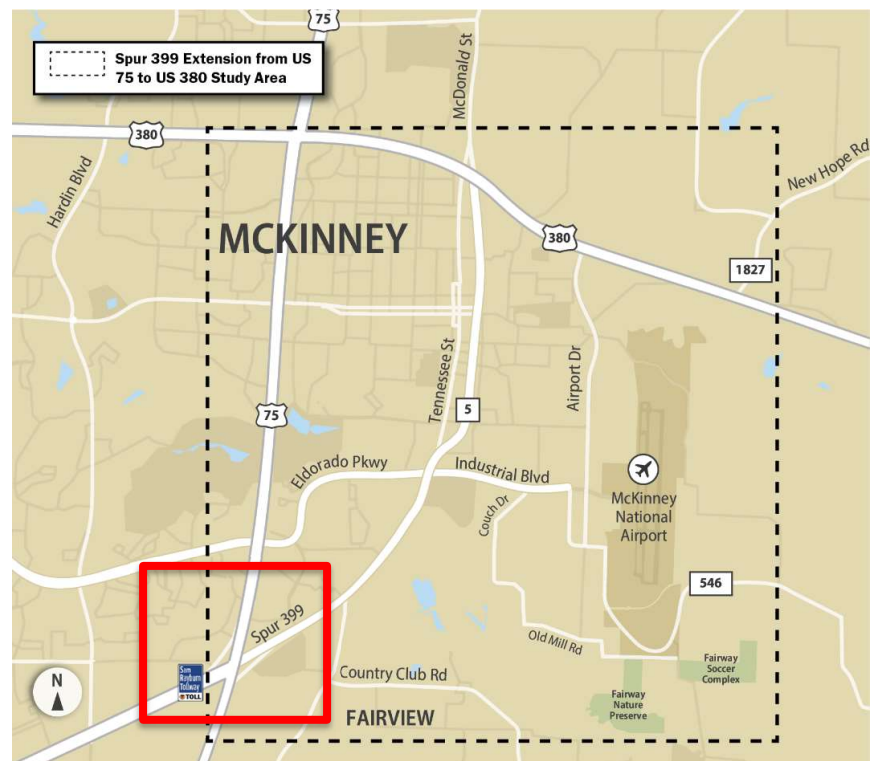
Environmental Impact Statement in Question 6). In addition to hosting a Virtual Public Scoping Meeting on February 23, 2021, TxDOT is also currently collecting data and developing a Design Schematic. Click [here](#) for the project website.

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

No. TxDOT announced a Recommended Alignment at the end of its Collin County 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. Where is Spur 399 today?

Spur 399 is a limited-access spur highway about 1/2 mile in length that connects SH 121/Sam Rayburn Tollway and US 75 and SH 5. Spur 399 begins where SH 121 branches off the Sam Rayburn Tollway (SRT) to merge with US 75/Central Expressway in the southern part of McKinney. See area outlined in red on the map to the right.



4. 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.



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5. 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 300 properties in the project area to complete field investigations and survey tasks. After the Virtual Public Scoping Meeting, which is scheduled for February 23, 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 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 late 2022 or early 2023. A Record of Decision is the official approval for an EIS.

6. 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 Spur 399 Extension from US 75 to US 380 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.



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7. 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.

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

Yes, TxDOT's February 2021 Public Scoping Meeting is different than a Public Meeting. During 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, planned for Fall 2021. TxDOT will also gather input on Reasonable Alternatives, Design Schematics, and findings of the Environmental Studies at the Public Meeting. At the Public Hearing, anticipated to be held in Summer 2022, 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](#).

9. 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 www.KeepItMovingDallas.com/Spur399EISScopingMeeting.

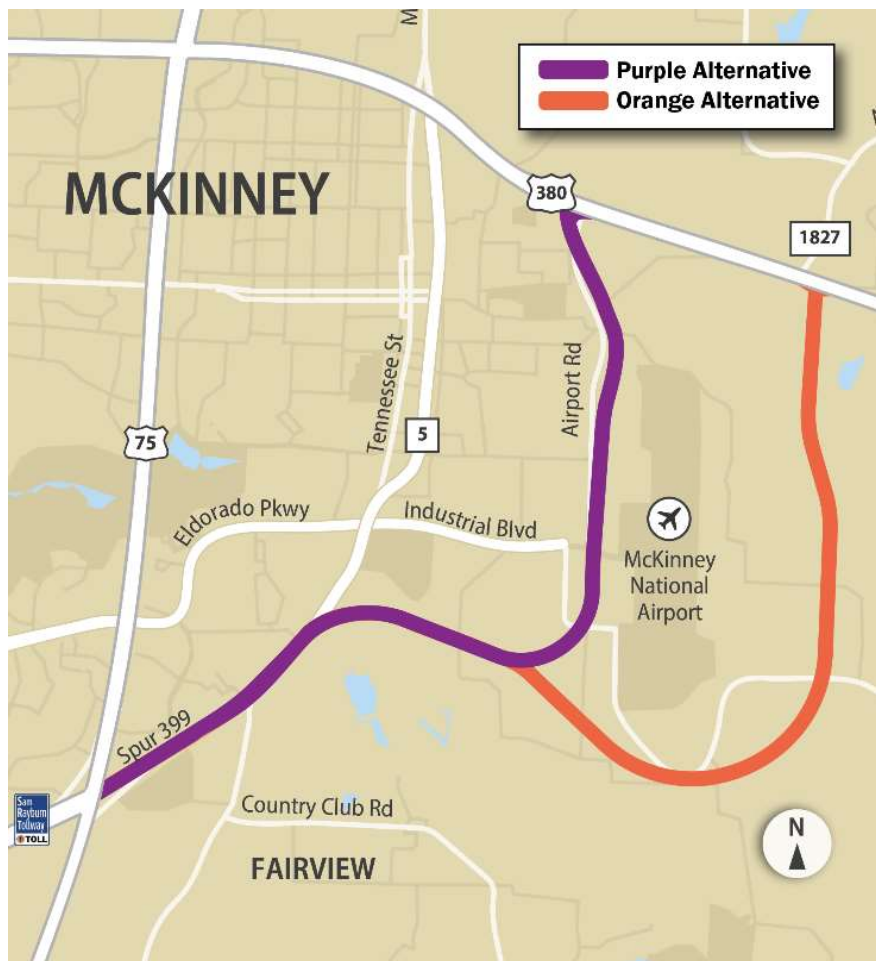
10. Is this project needed?

The project is needed because of reduced mobility and connectivity between the eastern portion of Collin County and destinations south of McKinney. The Purpose and Need Memorandum is available [here](#) for review.

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11. What alternatives will be considered in the EIS?

During the early stages of EIS development, TxDOT will consider an alternative east of the McKinney National Airport (shown in orange on the map below), an alternative west of the Airport (shown in purple on the map below), and the No-Build Alternative. The two build alternatives share a common segment from US 75 to approximately 500 feet west of Couch Drive/Old Mill Road. The No-Build Alternative would not construct a new Spur 399 extension.



The alternatives range in total length from approximately 4.8 miles for the Purple Alternative to approximately 6.5 miles for the Orange Alternative. Both alternatives would connect the existing Spur 399 to US 380.

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.



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The proposed roadway would accommodate an eight-lane freeway with frontage roads and generally would require 320 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. 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.

14. 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



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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.

15. Why did TxDOT propose Spur 399 Extension alignments during the Feasibility Study?

The Feasibility Study initially focused along the existing US 380 corridor across Collin County. That was followed by development of new location alignments that could draw traffic away from US 380 and other congested roadways within the county. Alignments were also developed to try to address the magnitude of growth occurring in Collin County communities. One such new roadway was the Spur 399 Extension.

16. 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

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

Maps of alternatives TxDOT is considering can be viewed at www.keepitmovingdallas.com/Spur399EISScopingMeeting. 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 320 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 2022.



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18. 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

Links to the documents above can be found [here](#).

19. 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.