



Spur 399 Extension US 75 to US 380

Public Scoping Meeting Response to Common Comments

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May 4, 2021

TxDOT hosted a virtual public scoping meeting for the proposed Spur 399 Extension project from US 75 to US 380 from February 23 to March 10, 2021. Below are topics that represent the comments received most often during the Public Scoping comment period from multiple stakeholders and a corresponding response from TxDOT.

COMMENT TOPIC	TxDOT RESPONSE
<p>Support for/against Alternatives</p>	<p>During the Environmental and Schematic Design phase of project development, TxDOT is gathering additional and more specific data to develop and fully evaluate the initial alternatives as part of the NEPA process and to determine whether they should be studied further or eliminated. TxDOT is required to complete in-depth traffic and travel demand analyses, and environmental field surveys and assessments in areas where landowners have agreed to allow access. The data currently being gathered will support TxDOT’s evaluation of alternatives and identification of potential impacts. The list of resource categories to be considered was shared during the Public Scoping Meeting and are also posted here in the document titled “Methodologies and Level of Detail for Analyzing Alternatives” under the “Purpose of Public Scoping Meeting” section. TxDOT will present the results of the alternatives evaluation at the next Public Meeting to be held later this year.</p>
<p>Historic farmland impact</p>	<p>We are conducting a review of historic properties (e.g., structures and sites) in the project area. TxDOT adheres to the federal and state laws that protect historically significant properties and seeks ways to accommodate preservation concerns through consultation with resource agencies and the interested public. TxDOT searches local, state, and national registers of historic sites or other records and reviews information provided by the public. TxDOT learned of the Enloe farm during the public scoping meeting and will continue to research its history and the features associated with the property. Learn more about historic resource analysis here. Historic properties already identified by TxDOT in the project area can be found on the constraints map found here.</p>



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<p>Support for the No-Build Alternative</p>	<p>We continue to consider a no-build alternative in the EIS process. It is important to note that a No-Build Alternative would not satisfy the project's Purpose and Need, which you can read here. The No-Build Alternative would not address the reduced mobility and connectivity between the eastern portion of Collin County and destinations south of McKinney.</p>
<p>Impacts to forested land and trees</p>	<p>A listing of the screening/evaluation categories can be found in the document titled "Methodologies and Level of Detail for Analyzing Alternatives" here. Included on the list is the assessment of how the alternatives may affect habitats in the study area including both riparian and upland forests. Additionally, we will assess impacts of the project on wildlife species that use these habitats for food and shelter.</p>
<p>Community resources</p>	<p>A community impacts analysis will evaluate how the project may affect or influence regional and community growth and community cohesion, identify effects on public facilities and services, and routes traveled by emergency responders. The analysis will also identify low-income and minority communities and those neighborhoods where English is not the primary language spoken. It will also identify areas where right-of-way is needed including where residential or business displacements may occur and areas where utility or drainage improvements may be considered.</p>
<p>Travel Demand Modeling (TDM) support for the Orange Alternative</p>	<p>We are working with the North Central Texas Council of Governments (NCTCOG) and using their models to update our traffic analysis including the Travel Demand Modeling on the alternatives presented at the Public Scoping Meeting. Results of the analysis will be presented at the next Public Meeting.</p>
<p>Impacts to wetlands and floodplains</p>	<p>TxDOT is in the process of conducting wetland delineations where we have been granted access by property owners. Wetland delineations are an evaluation of boundaries and characteristics of a wetland. We are also coordinating with the US Army Corps of Engineers on study methodologies and permitting options. The analysis in the EIS will include the effects of the project on wetlands, streams, and floodplains and consider avoidance and minimizing impacts where feasible. Mitigation to offset impacts will be considered, if necessary.</p>



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Impacts to land currently used for agriculture	TxDOT is required to comply with the Farmland Protection Policy Act (FPPA) of 1981. We will examine the project's effects on prime farmlands, farmland of statewide importance, and on maintaining access to farmed lands and pastures for the movement of livestock and equipment. Learn more about TxDOT's process here and how farmland is classified as protected here .
Purple alternative business impacts	During the 2016-2020 Feasibility Study and the Spur 399 Extension project, TxDOT met multiple times with businesses potentially affected by the alternatives under consideration. We will continue to reach out to major employers and businesses potentially affected by alternatives.
Air Quality	<p>We will perform a comprehensive air quality analysis as part of the Environmental Impact Statement. The air quality analysis will follow regulatory requirements, and will address the following four components for the Preferred Alternative once selected:</p> <ul style="list-style-type: none">▪ conformity of the proposed project with the Texas Commission on Environmental Quality (TCEQ) State Implementation Plan (SIP), which essentially means that the project must be consistent with the information in the SIP such as the design (number of lanes), schedule, and cost;▪ carbon monoxide (CO) emissions;▪ mobile source air toxics (MSAT); and▪ the Congestion Management Process (CMP). <p>The air quality analysis may involve coordination with various resource agencies and planning organizations including the US Environmental Protection Agency (EPA), TCEQ, NCTCOG, and Federal Highway Administration (FHWA). Air quality analyses require an approved alignment and traffic volumes in order to be prepared. Read the TxDOT guidance documents regarding air quality here.</p>



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Traffic Noise

A detailed traffic noise analysis will be conducted once the Schematic Design for the Reasonable Alternatives is developed. TxDOT will measure existing noise levels and evaluate predicted noise levels for each Build Alternative based on the 2045 traffic volume forecasted for the new roadway. The study will be conducted in accordance with FHWA's requirements and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, consideration of barriers to abate traffic noise levels on adjacent land uses may be considered if they meet federal and TxDOT criteria in terms of noise reduction, cost, constructability/feasibility, and reasonableness. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design. You can find out more about this process in [TxDOT's Traffic Noise Toolkit](#).

Safety

Any future improvements will be designed to meet current design standards and address deficiencies of the current roadway system where feasible. It is important to note that any new location freeway alternative would likely reduce the number of crashes on the existing US 380 because it would attract traffic away from and reduce congestion along existing US 380. Freeways historically have a lower crash rate than arterials. This is due to the configuration of a freeway, which for this project would generally consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway. With traffic only traveling in one direction, there are fewer potential points of conflict. Drivers will only be able to make left turns or U-turns where there are signalized intersections on access roads.



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Impacts and access during construction	Impacts from construction, such as noise and vibration, effects on travel patterns, air quality and any mitigation strategies will be evaluated as part of the environmental process and included in the EIS. A detailed traffic control plan would be developed prior to construction to minimize traffic disruption and outline how access will be maintained during construction.
Public input and Alternative selection	Public input is one of the many factors that is considered by TxDOT during its decision-making process for the Spur 399 project. However, alternatives are not selected through a voting process. The decision to carry forward or remove an alternative presented during the Public Scoping Meeting will be supported by the continued study and refinement of the alternatives and the results of numerous technical studies to be completed in the coming months.