



Spur 399 Extension from US 75 to US 380
CSJs: 0364-04-051 ,0047-05-058, 0047-10-002
November 10, 2022
Frequently Asked Questions

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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. These projects (shown on the map below) are advancing at different paces depending on mobility needs and availability of funding. 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 projects being studied:

- Blue segment - US 380 from West of CR 26 (Denton County line) to Coit Road: CSJs 0135-11-024 and 0135-02-068
- Red segment - US 380 from Coit Road to FM 1827: CSJs 0135-02-065, 0135-15-002, and 0135-03-053
- **Purple segment - Spur 399 from US 75 to US 380: CSJs 0364-04-051, 0047-05-058, 0047-10-002**
- Gold segment - US 380 from FM 1827 to CR 560: CSJs 0135-03-056, 0135-16-002, and 0135-04-036
- Green segment - US 380 from CR 560 to CR 699 (Hunt County line): CSJ 0135-04-038, 0135-17-002, and 0135-05-028:



This FAQ document focuses specifically on the Spur 399 Extension project from US 75 to US 380 shown in purple on the map above. The proposed action would involve the construction of a six- to eight-lane freeway from US 75 to US 380 in the southeast quadrant of McKinney.

In 2020, TxDOT began the Spur 399 Extension Environmental Impact Statement (EIS) and schematic design project. The National Environmental Policy Act (NEPA) requires that federal agencies assess the environmental

effects of projects prior to making decisions. NEPA also requires TxDOT, as part of the EIS process, to evaluate viable alternatives as well as others developed by TxDOT.

TxDOT hosted an Agency Scoping Meeting in late 2020, Public Scoping Meeting in early 2021, and Public Meeting in October 2021. At the October 2021 Public Meeting, TxDOT presented an Alternatives Analysis Matrix, comparing the Reasonable Build Alternatives (purple and orange), and the No-Build Alternative. The schematic design was also presented.

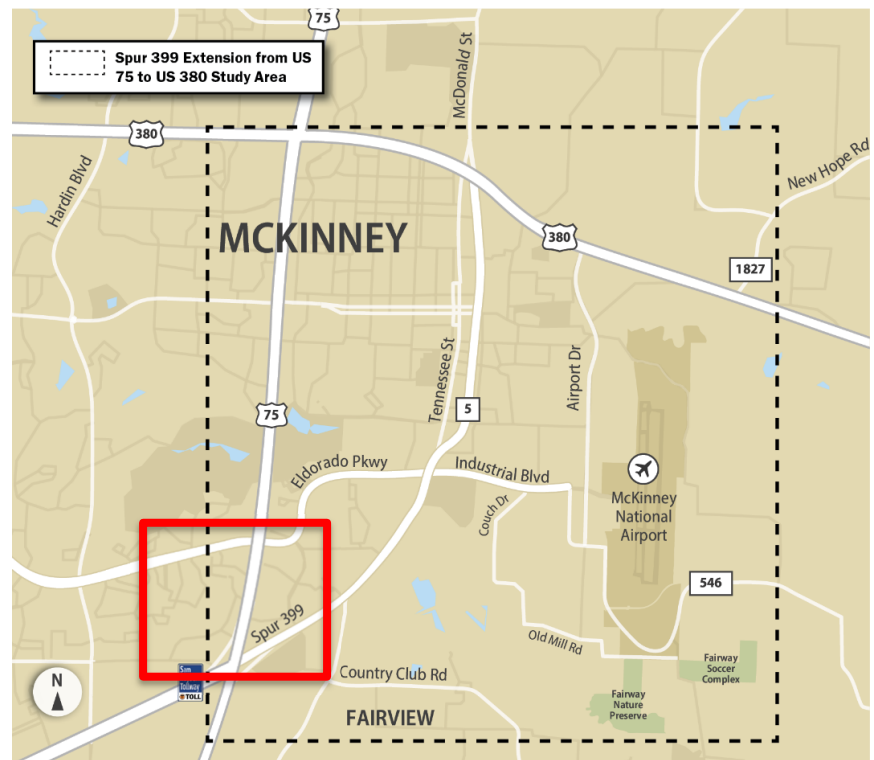
TxDOT is hosting a Public Hearing on November 10, 2022 to present and gather input on the Draft EIS (DEIS) document, which identifies the Preferred Alternative for the project. TxDOT will also present and gather input on the schematic design for the Preferred Alternative.

2. Where is Spur 399 today?

Spur 399 is a limited-access spur highway about 0.5 miles in length that connects SH 121/Sam Rayburn Tollway (SRT) and US 75 to SH 5. Spur 399 begins where SH 121 branches off the SRT to merge with US 75 in the southern part of McKinney. See area outlined in red on the map to the right.

3. Why 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 of the proposed action is to improve north-south mobility and connectivity of travelers from eastern Collin County to destinations south of McKinney, including the Dallas metroplex. The Purpose and Need Memorandum is available [here](#) for review.



4. What is an Environmental Impact Statement (EIS)?

An EIS is a level of environmental classification under NEPA that is required for a federal action when it is anticipated that the proposed project could significantly affect the quality of the human and natural environment. This multi-year environmental review process provides rigorous analysis of proposed alternatives and their environmental impacts, whereby TxDOT gathers more field data, completes a more detailed evaluation and schematic design, and completes even more coordination with agencies, stakeholders, and the public. Of the three categories of environmental classification that TxDOT can complete as a part of NEPA, an EIS is the most rigorous, requiring both a draft EIS document, or DEIS, and final EIS, or FEIS.

5. What alternatives were considered by TxDOT?

TxDOT evaluated a No-Build Alternative and two Build Alternatives within the southeastern portion of McKinney, near the McKinney National Airport. The No-Build Alternative means no new improvements would be constructed. The No-Build Alternative serves as a baseline for comparison of the two Build Alternatives and is required by the National Environmental Policy Act (NEPA). The Build alternatives ranged in total length from approximately 4.8 miles for the Purple Alternative to approximately 6.5 miles for the Orange Alternative. The proposed roadway would accommodate a six to eight-lane freeway with one-way frontage roads on both sides. TxDOT considered how to minimize impacts for each Build Alternative by removing frontage roads in constrained areas, elevating the freeway on bridges or lowered it below grade. Modifications to the alternatives may continue as the project progresses.





6. What is the Preferred Alternative and is that TxDOT's final decision?

After completing a very detailed evaluation, TxDOT selected the Orange Alternative as its Preferred Alternative for the project. Following this hearing, public comments will be reviewed by TxDOT and minor changes are expected to be made to the schematic design. Several of those changes are described in the Public Hearing exhibit boards.

Following the Public Hearing, the schematic design and the Final Environmental Impact Statement (FEIS) document will be reviewed by TxDOT Environmental Affairs Division and finalized upon issuance of a Record of Decision, also called a ROD. A ROD is considered the final environmental clearance and is expected to be issued during Spring of 2023.

7. Why did TxDOT choose the Orange Alternative to be the Preferred Alternative?

The Orange Alternative better supports the project's purpose and need and provides roadway redundancy and additional regional capacity by leaving Airport Drive in place to function as a reliever or emergency access route.

The Orange Alternative better supports economic development including future plans for the City of McKinney and the expansion of the McKinney National Airport.

The Orange Alternative would minimize impacts to major employers including the Amazon Delivery Station and Encore Wire. Anywhere from 700 to more than 2,800 jobs could be at risk if the Purple Alternative were constructed. Tax dollars collected by the City of McKinney, school districts, and Collin County could decrease should an employer decide to relocate outside of McKinney because they're directly displaced, or the project affects their ability to operate or expand.

The Orange Alternative would also minimize impacts to neighborhoods, particularly those west of Airport Drive. Construction of the Purple Alternative would have created an additional physical and visual barrier between the minority communities of Lively Hill/La Loma and Central/Mouzon, west of Airport Drive and the Trinity River Greenway and future parkland east of Airport Drive.

8. What engineering tasks have been completed?

After the Public Scoping meeting, TxDOT started to develop the schematic design for the two Build Alternatives by evaluating how much right-of-way (ROW) is needed, developing horizontal and vertical alternatives, customizing typical sections for different locations, developing ramp locations and interchanges, calculating



more detailed cost estimates, evaluating and designing drainage, considering bicycle and pedestrian accommodations, and determining the constructability of the project.

TxDOT has developed a schematic design that includes the following for review:

- mainlanes
- ramps
- frontage roads
- horizontal and vertical alignments
- bridges or elevated structures
- retaining walls
- culverts
- proposed ROW needed for the proposed freeway
- existing utilities
- displacements

These features will be available for review on the schematic roll plots at Public Hearing website [here](#). A guide with information and tips for how to review a schematic design will also be available on the Public Hearing website.

9. What kinds of traffic analysis have been completed?

TxDOT has completed a freeway Level of Service comparison and found that the Orange and Purple Alternatives offer similar and acceptable Levels of Service. The project team evaluated future roadway capacity to determine that the Orange Alternative would better support future regional growth and provide approximately 18% more north-south roadway capacity. The Orange Alternative better serves regional northbound and southbound traffic by offering more options and increased vehicle volume throughput.

10. Was noise evaluated during the EIS?

Yes. A traffic noise analysis will be conducted after TxDOT assesses public input from the October-November 2021 Public Meeting for any feasible changes that can be made to the schematic design. Existing sound level measurements will be collected at noise sensitive areas adjacent to the Alternatives. Noise modeling software will also predict what noise would be expected in 2050. Noise abatement measures, such as noise walls, are evaluated if traffic noise impacts are identified. Results will be presented at the Public Hearing.



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

An interactive map and the schematic design roll plots of the Preferred Alternative can be viewed at www.keepitmovingdallas.com/Spur399. Property displacements are noted on both of these resources.

TxDOT considered the number of displacements in its selection of a Preferred Alternative and tried, to the extent possible, to reduce the number of displacements. However, TxDOT is required to comply with state and federal design standards.

TxDOT is required to treat those displaced by the project fairly, consistently, and equitably. Information about relocation assistance is available on the TxDOT website. It is important to note that a final alternative has not been chosen by TxDOT and there still might be schematic design changes to the project that could change the number or types of displacements on a property.

Detailed right-of-way information will be available at the Public Hearing, and TxDOT representatives will be present to answer property owner questions.

12. What will the impact be to farmland?

Consideration of farmland impacts is important because farmland is limited in this rapidly developing project area and this type of land is key in producing food for local communities. TxDOT is required to comply with the Farmland Protection Policy Act by considering how many acres of farmland would be needed to construct a project. TxDOT is also required to evaluate if any alternatives separate a home from its associated farmland. Prime and important farmland soils are determined by the Natural Resources Conservation Service (NRCS). Prime Farmland is land that has the best combination of physical and chemical characteristics for producing food. Statewide important farmland is identified as such by the state or local agency. Constructing the Orange Alternative would separate Enloe family-owned farm properties.

13. How will historic properties be impacted?

TxDOT is required by Section 106 of the National Historic Preservation Act to consider how the project could impact historic properties. Historic properties are buildings, structures, objects, sites, or districts with historical or archaeological significance. Properties must qualify for inclusion on the National Register of Historic Places (NRHP). TxDOT referenced the NRHP and conducted in-person analysis in the study area. Initial results show no direct or adverse effect to cemeteries. TxDOT is continuing to review the potential NRHP-eligibility of properties adjacent to and within the proposed right-of-way.



During the Public Scoping comment period, TxDOT did receive more than 40 comments regarding a farmstead owned by the Enloe family. The property includes a farmhouse as well as active agricultural lands said to be historic by the family. TxDOT has conducted an intensive survey for the Enloe Farm property and archeological surveys within the proposed right-of-way following the Public Meeting. Results indicated that the property does not meet the criteria for preservation under the National Register of Historic Places program.

14. What are the differences between the Feasibility Study Recommended Alignment and the Preferred Alternative in the Draft EIS?

The Feasibility Study Recommended Alignment was generally located on the west side of the McKinney National Airport while the Preferred Alternative is located on the east side of the McKinney National Airport. The Preferred Alternative does not impact major regional employers, existing and planned infrastructure, major utilities, and would not have substantial traffic noise impacts. The Preferred Alternative minimizes impacts to environmental justice communities west of Airport Drive and does not require right-of-way from the Trinity River Greenway. Right-of-way is needed from the McKinney Future Parkland east of Airport Drive and south of and adjacent to US 380, but use of part of the parkland for transportation purposes is included in the property deed transferred to the City of McKinney and would not require authorization under Section 4(f) of the U.S. Department of Transportation Act of 1966.

The Preferred Alternative also provides a more centrally located connection between Collin County's high-growth areas generating the current and forecasted travel demand and the existing regional arterials south of McKinney, while providing the needed roadway capacity and resiliency to support growth and continued development in the region. The Preferred Alternative leaves Airport Drive in-place to provide redundancy and resiliency within the existing roadway network.

15. What happens after the Public Hearing?

Following this hearing, documentation, including public comments, will be reviewed by TxDOT for final environmental clearance and design approval. If there are no major issues arising from this hearing that cannot be addressed in a reasonable time frame, final environmental clearance, also called a Record of Decision (ROD), is expected by Spring of 2023.

After the ROD is issued, TxDOT can begin acquiring right-of-way (ROW), complete the final design, develop more detailed cost estimates, and relocate utilities. This phase of project development is expected to take anywhere from two to four years.



Phased construction of the project would not begin until the project is fully funded. To date, only partial funding has been identified by TxDOT. Construction is expected to last three to four years after the final design phase is complete and all funding is identified.

The project has an anticipated Ready to Let date of 2026. Construction of a project begins after the letting process is complete. "Letting" is when TxDOT notifies the construction community that a project is ready to be bid on.

16. What are all the factors TxDOT considered in the EIS?

You can view the Alternatives Analysis Matrix on the Public Hearing website here as well as on exhibit boards and handouts at the Public Hearing. An Alternatives Analysis Matrix is a tool used to review alternatives and objectively compare them according to various evaluation criteria. The comparisons will be used to identify a Preferred Alternative. The matrix includes both qualitative and quantitative data. It is organized into four different categories that TxDOT will consider including how well the projects meets criteria for 1) Purpose and Need 2) engineering analysis 3) environmental analysis and 4) public input.

17. 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.