



Spur 399 Extension from US 75 to US 380 Public Hearing Presentation Script

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November 10, 2022

Sheraton McKinney Hotel – 1900 Gateway Blvd., McKinney, TX 75070

SLIDE 1: Spur 399 Extension from US 75 to US 380 Public Hearing

Welcome to the Public Hearing for the Spur 399 Extension Project from US 75 to US 380. TxDOT appreciates your interest in the project and thanks you for your participation. This Public Hearing has been convened to provide updates on the project, present the Draft Environmental Impact Statement document and Preferred Alternative, and to receive and consider comments from the public. Please note, you may pause this presentation at any point to allow more time to review the information.

SLIDE 2: End the Streak

November 7, 2000 was the last deathless day on Texas roadways and 4,480 people lost their lives in 2021. That's a streak we want to break. Help TxDOT End the Streak of roadway fatalities by buckling up, driving the speed limit, putting down your phone and never driving under the influence of alcohol or other drugs.

SLIDE 3: John Hudspeth, P.E. Welcome Video

Howdy, I'm John Hudspeth, Director of Transportation Planning and Development for the TxDOT Dallas District. Thank you for joining us as we conduct this virtual public event. Understanding how our projects impact communities is important to TxDOT. The following presentation will provide instruction on how you can connect with us and provide vital input about this project. We will continue to work closely with stakeholders, communities and the public as we move forward. Thank you for your time and interest in improving our transportation system and we look forward to receiving your comments.

SLIDE 4: Public Hearing Purpose

A public hearing has four essential purposes:

1. Inform the public of project status and present recommendations based on studies performed to date.
2. Describe the project so those attending can determine the project's potential to affect their lives and property.
3. Provide the public an opportunity to see information and express their views at this stage in the planning process when flexibility to respond to comments still exists and before location and design decisions are finalized.



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4. And finally, to develop a record of public views and participation to accompany recommendations for subsequent decisions.

This Public Hearing is being held in compliance with both federal and state laws.

Following this hearing, the Department will proceed with the preparation of the final environmental documentation. This project is classified as an environmental impact statement, or EIS, which involves the highest level of environmental review and public participation. Your statements and comments will be considered in the preparation of the final recommendation and design for the Spur 399 Extension project.

SLIDE 5: Viewing Project Information

The design schematic and environmental documentation for the Spur 399 Extension project are available for inspection and reproduction at the TxDOT Dallas District Office, located at 4777 East US Highway 80 in Mesquite, Texas 75150. In addition, the design schematic may be viewed at www.keepitmovingdallas.com under "Public Hearings / Meetings," and at www.keepitmovingdallas.com/Spur399. The information on this website is the same information shown in this presentation.

SLIDE 6: Project Purpose and Need

The project's purpose is to improve north-south mobility and improve connectivity. The project is needed because of reduced mobility and connectivity between the eastern portion of Collin County and destinations south of McKinney such as the DFW metroplex.

SLIDE 7: Review and Approval of Environmental Document

Prior to December 16, 2014, the Federal Highway Administration, or FHWA, reviewed and approved documents prepared under the National Environmental Policy Act, known as NEPA; however, on December 16, 2014 the Texas Department of Transportation assumed responsibility from FHWA to review and approve certain assigned NEPA environmental documents. This agreement was updated on December 9, 2019.

Environmental studies were conducted for the proposed Spur 399 Extension Project to support an environmental clearance in accordance with NEPA. These environmental analyses are necessary to identify, avoid, and minimize effects to the human and natural environments.



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Technical environmental documentation was approved for further processing by TxDOT and was coordinated with other public agencies. Notices for this Public Hearing were advertised in the Dallas Morning News, Al Día, Collin County Commercial Record, Community Impact – McKinney, and McKinney Courier Gazette, on the TxDOT.gov website under “Hearings and Meetings Schedule” and on Keepitmovingdallas.com under “Public Hearings and Meetings.” The TxDOT Public Information Office also prepared a news media release to advertise the Public Hearing. The TxDOT technical reports are available for your review on the project website and at the TxDOT Dallas District office.

SLIDE 8: Evaluation of Reasonable Build Alternatives

As a part of the NEPA process, TxDOT evaluated three alternatives for this project including the No-Build Alternative and two Build Alternatives – the Purple Alternative to the west of McKinney National Airport and the Orange Alternative to the east of the McKinney National Airport. You can view the full evaluation in the DEIS including the Alternative Analysis Matrix. It will also be shown on the Public Hearing website.

SLIDE 9: Orange Preferred Alternative

After completing a very detailed evaluation, TxDOT selected the Orange Alternative as its Preferred Alternative for the project. The Orange Alternative better supports the project’s purpose and need. It 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.



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SLIDE 10: Project Description and Typical Section

The proposed project would accommodate a six- to eight-lane freeway with frontage roads on each side to improve north-south mobility and improve connectivity between the eastern portion of Collin County and destinations south of McKinney. The typical proposed right-of-way would be approximately 400 feet wide, with the minimum and maximum ROW width ranging from 165 feet to 696 feet, respectively. Depending on the location, the typical freeway section would consist of four 12-foot-wide travel lanes in each direction with 10 to 17 foot-wide inside and outside shoulders and two-lane (each 12-feet-wide), one-way frontage roads on either side of the mainlanes. Grade-separated interchanges would include 14-foot-wide ramps with 2-foot-wide inside shoulders and 6-foot-wide outside shoulders, with curb and gutter to support drainage. Bridges and overpasses along the mainlanes would have a desired vertical clearance of 18.5 feet, with a vertical clearance over railroads proposed at 23.5 feet. Shared-use paths built along the outside of the frontage roads would provide bicycle and pedestrian accommodations and support multi-modal access. The total proposed right-of-way acreage is estimated at 366.1 acres. The proposed project passes through the City of McKinney and Collin County and is near the Town of Fairview.

SLIDE 11: Criteria Evaluated During the EIS Process

The DEIS document addresses the potential environmental impacts identified during preliminary engineering. These areas of potential impacts included natural, social, and cultural resources. This slide shows a list of all resources that were evaluated during the environmental analyses. The following slides include a summary of some of those findings.

SLIDE 12: Environmental Review – Property Impacts

TxDOT evaluates how a project could impact property in multiple ways. Should TxDOT construct the Preferred Alternative, approximately 243 acres of new right-of-way would need to be acquired. All right-of-way acquisition would be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Brochures, including two booklets titled “The Purchase of Right of Way,” and “Relocation Assistance,” are available on the project website. These booklets contain detailed information to inform you of your rights and provide information about TxDOT right-of-way acquisition process.

There would potentially be seven residential displacements and two business displacements including the McKinney Airport Center and Doc's Plumbing. There would also be a potential induced displacement of the future expansion of Simpson Strong Tie.



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No community facilities would be displaced. However minimal right-of-way would need be required from Fairview Soccer Park property as a result of the construction of the proposed project.

Major utility relocations would be required including the relocation of a 20-inch Atmos natural gas pipeline.

SLIDE 13: Environmental Review – Section 4(f) and Chapter 26

Section 4(f) and Chapter 26 are federal and state regulations, respectively, set up to protect the use of public land in projects.

Construction of the Preferred Alternative would require right-of-way to be acquired from two Section 4(f) properties owned by the City of McKinney. They are the Wilson Creek Greenbelt and an area of land planned to be a park in the future. Acquisition of public land would also mean that Chapter 26 of the Parks and Wildlife Code applies to the proposed project.

Trails are located within the Wilson Creek Greenbelt and it is used for recreational purposes. The Preferred Alternative would cross above the parkland on a bridge, and piers supporting the bridge would touch down within park property. Construction of the project would require acquisition of approximately seven acres of right-of-way. The use of this land is considered minimal and TxDOT anticipates making a *de minimis* determination for this use as it would not affect the features, attributes, or activities that qualify the property for protection under Section 4(f).

The Preferred Alternative would require acquisition of more than 15 acres of this future parkland owned by the City of McKinney. This property was conveyed to the city with a blanket easement to accommodate a transportation corridor connecting to US 380. With the easement in place covering the transportation use, Section 4(f) does not apply to the use of the parkland.

SLIDE 14: Project Development Environmental Review – Additional Resources

The proposed project would involve construction in wetlands and an action in a floodplain. The proposed project would not increase the base flood elevation to a level that would violate applicable regulations and ordinances and would cross 2,184 linear feet of rivers and streams and 0.15 acres of jurisdictional wetlands. The Orange Alternative would meet the terms and conditions of a Section 404 Nationwide Permit 14 with a pre-construction



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notification for the crossings of the East Fork Trinity River, Wilson Creek, and their respective tributaries, as a result of minimal loss of these water features. This would require authorization from the US Army Corps of Engineers.

A Traffic Noise Analysis was accomplished in accordance with TxDOT- and FHWA-approved Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the analysis, one noise barrier was determined reasonable and feasible for the project. The barrier would be located near the Magnolia Ranch Apartments at Spur 399 and SH 5. Another noise barrier being planned along South McDonald Street and SH 5, as a part of the SH 5 Improvement Project, is also anticipated to provide a noise-reduction benefit.

SLIDE 15: EIS Timeline

After almost two years of study, TxDOT is nearing the end of the NEPA process. Multiple opportunities to provide input were and are available. The public comment period for the proposed project ends December 10. 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, is expected by Spring 2023 after the review of a Final EIS document, also called an FEIS.

SLIDE 16: Project Development

After the Record of Decision is issued, TxDOT can begin acquiring right-of-way, complete the final design, and relocating 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, which it currently is not fully funded. The estimated total cost for construction of the Preferred Alternative is currently \$755 million. Construction is anticipated 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 and the project is anticipated to be open to traffic between 2020 and 2037. 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.

This concludes the environmental evaluation portion of the presentation.



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SLIDE 17: How to Submit Your Comments

Comments will be accepted in a number of ways as shown on the screen. If you would like to leave a verbal comment, please call the number listed on the screen.

Comments must be received or postmarked by December 10, 2022, to be part of the official Public Hearing record.

All substantive comments and questions will be fully considered and responded to in the project record and made part of the final environmental document for this proposed project. This document will then be made available for public review and copying at the TxDOT Dallas District Office located at 4777 East US Highway 80 in Mesquite, Texas 75150, and online at the project website.

SLIDE 18: “Thank You for your Interest” / Hearing is now Adjourned

We sincerely appreciate your participation and interest in the Spur 399 Extension project. Your questions, comments, and concerns will receive careful consideration.

Thank you very much.