



# Spur 399 Extension from US 75 to US 380 Public Meeting Presentation Script

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**October 21, 2021**

## **SLIDE 1: Spur 399 Extension from US 75 to US 380 Public Meeting**

Welcome to the Public Meeting 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 Meeting has been convened to provide updates on the project status and schedule, present our comparison of Reasonable Alternatives, answer questions, and gather your feedback.

## **SLIDE 2: Project Development - 5 Independent Projects**

The Texas Department of Transportation, also called TxDOT, conducted its US 380 Feasibility Study for Collin County from 2017 to 2020. During the Feasibility Study, TxDOT evaluated roadway options and various other modes of transportation such as transit, bicycle, and pedestrian travel. It was ultimately determined that these other modes were unable to independently relieve traffic congestion and that construction of a freeway was the best option for meeting the study criteria. The study initially focused on the existing US 380 corridor across the county, followed by development of new location freeway alignments that could address the magnitude of growth occurring and draw traffic away from US 380 and other congested roadways. One such proposed roadway was the Spur 399 Extension.

At the end of the Feasibility Study, TxDOT announced its Recommended Alignment for US 380 across Collin County and separated it into five independent project segments. The segments are now progressing through separate schematic design and environmental projects. In 2020, TxDOT began the Spur 399 Environmental Impact Statement, also called an EIS, and Schematic Design project which is the focus of this Public Meeting and shown on the map in purple.

Construction of an extension of Spur 399 would not require any other transportation improvements be constructed to allow it to operate. This includes the US 380 from Coit Road to FM 1827 project shown on the map in orange. TxDOT will host separate Public Meetings for the other projects. More information can be found at [www.KeepItMovingDallas.com](http://www.KeepItMovingDallas.com).

## **SLIDE 3: TxDOT NEPA Assignment**

The National Environmental Policy Act, also known as NEPA, requires federal agencies to assess the environmental effects of projects prior to making decisions or receiving any federal funding. Therefore, TxDOT is



# Spur 399 Extension from US 75 to US 380 Public Meeting Presentation Script

developing this EIS under an agreement with the federal government. 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. NEPA requires TxDOT, as part of the EIS process, to evaluate viable alternatives as well as others developed by TxDOT. While TxDOT eliminated some routes during the Feasibility Study process, TxDOT is required by NEPA to reevaluate those alternatives.

Prior to December 16, 2014, the Federal Highway Administration, or FHWA, reviewed and approved documents prepared under NEPA; however, on December 16, 2014, TxDOT assumed responsibility from FHWA through a Memorandum of Understanding to review and approve certain assigned NEPA environmental documents. This Memorandum of Understanding between TxDOT and FHWA was updated on December 9, 2019. The review and approval process apply to this project.

This EIS document is being developed in coordination with other public agencies. Notices for this Public Meeting were advertised in the Dallas Morning News, Al Día, Collin County Commercial Record, Community Impact – McKinney, and McKinney Courier Gazette. Information is also available on the TxDOT.gov website under “Hearings and Meetings Schedule” and on [www.keepitmovingdallas.com](http://www.keepitmovingdallas.com) under “Public Hearings and Meetings.” The TxDOT Public Information Office also prepared a news media release to advertise the Public Meeting.

## **SLIDE 4: What We Heard – Spur 399 Extension Public & Agency Scoping Meetings**

After the EIS process was initiated, TxDOT hosted a Virtual Agency Scoping Meeting in late 2020 and Virtual Public Scoping Meeting in early 2021. We gathered input on the project’s Purpose and Need, Range of Alternatives, Methodology and Level of Detail for Analyzing Alternatives, and Coordination Plan. We received 169 comments, many of which referenced impacts to homes, parks, farmland, and historic properties; impacts and benefits to future development; effects to environmental resources; impacts to major employers and their employees; and high-level feedback from agencies regarding evaluation and review processes, and applicable regulations. TxDOT received 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 will perform an intensive survey of the properties.



# Spur 399 Extension from US 75 to US 380 Public Meeting Presentation Script

## **SLIDE 5: 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. Therefore, the alternative that TxDOT selects as its Preferred Alternative must improve north-south mobility and improve connectivity. It must also provide capacity to support regional growth.

## **SLIDE 6: Proposed Project – Reasonable Build Alternatives**

TxDOT is considering two Reasonable Build Alternatives that meet the project's Purpose and Need. The two Build Alternatives being shown on the screen are within the southeastern portion of McKinney. The project would extend the existing Spur 399 limited-access highway from US 75 to US 380. Both the Orange and Purple Alternatives would involve the construction of a six- to eight-lane freeway on a new location alignment. The alternatives share a common segment from US 75 to approximately 500 feet west of Couch Drive/Old Mill Road.

## **SLIDE 7: Proposed Project – No-Build Alternative**

TxDOT is required to consider a No-Build Alternative through the EIS process. The No-Build Alternative is an option to construct no new improvements (including a freeway) and serves as a baseline for the comparison of Build Alternatives. The No-Build Alternative is not considered a Reasonable Alternative by TxDOT because it does not meet the project's Purpose and Need or provide the benefits that the Build Alternatives do, including those shown on the screen.

## **SLIDE 8: Project Tasks – Developing Schematic Design**

After the Public Scoping meeting, TxDOT started to develop the schematic design for the two Build Alternatives by determining how much right-of-way (ROW) would be needed, developing horizontal and vertical alternatives, customizing typical sections for different locations, developing ramp locations and interchanges, calculating cost estimates, evaluating and designing drainage elements, considering bicycle and pedestrian accommodations, and determining the constructability of the project.

## **SLIDE 9: Project Tasks – Detailed Evaluation & Coordination**

We are also completing a detailed evaluation of each of the alternatives and continue frequent coordination with stakeholders, agencies, local governments, developers, major utilities, and property owners. Field assessments



# Spur 399 Extension from US 75 to US 380 Public Meeting Presentation Script

and surveys to determine locations of resources are ongoing and we are compiling technical reports. We are still evaluating the alternatives and how this project would affect local transportation plans.

## **SLIDE 10: Analysis of Alternatives**

Next, is an overview of the project's initial Alternatives Analysis Matrix. This matrix is being developed as a tool to review alternatives and objectively compare them according to various evaluation criteria. After the matrix is completed, it will help TxDOT identify a Preferred Alternative.

The matrix includes both qualitative and quantitative data. It is organized into four different categories including how well the alternatives meet the criteria for: 1) Purpose and Need 2) engineering analysis 3) environmental analysis and 4) public input. What you see on the screen are only two of the four categories. You can view the entire matrix on the Public Meeting website as well as on exhibit boards and handouts at the Public Meeting.

The criteria rating scale used in the matrix are Harvey balls. They depict what degree a specific item meets the requirements of a criterion. The following are the five types of Harvey balls:

- A full circle signifies exemplary, or highly meets the criteria
- A three quarters circle signifies good, or mostly meets the criteria
- A half circle signifies adequate, or neutral and can indicate no change
- A quarter circle represents inadequate, or sometimes meets the criteria
- An empty circle represents poor performance, or does not meet the criteria

## **SLIDE 11: Purpose & Need Consideration – Improve Mobility & Provide Capacity**

Let's walk through some of the information in the matrix we generally get questions about at TxDOT. First are the Purpose and Need categories. This is our evaluation of how the project would improve north-south mobility and connectivity as well as provide capacity to support regional growth.

We compared the projected 2050 Level of Service for the Purple and Orange Alternatives during both AM and PM peak traffic. Level of Service measures the quality of vehicle traffic service based on performance measures like vehicle speed, density, and congestion. For example, a level of service "F" is a rating assigned to roadways with breakdown flow which means that there are high traffic volumes and limited capacity on the roadway. A level of service "A" is a rating that means free flow conditions with low traffic volumes and greater roadway capacity available.



# Spur 399 Extension from US 75 to US 380 Public Meeting Presentation Script

Both alternatives are expected to operate at a similar overall Level of Service in the AM and PM peak periods. In the area where it connects with SH 5, the freeway is expected to operate with Levels of Service that range from A to C. The two other segments, up to US 380, are expected to operate with Levels of Service A or B. For this project, TxDOT considers these Level of Service ranges to be acceptable.

## **SLIDE 12: Purpose & Need Consideration – Improve Mobility & Provide Capacity**

We then compared projected 2050 north-south traffic, measured in Average Daily Traffic Volumes, also known as ADT. These volumes were derived from TxDOT projections based on the North Central Texas Council of Government's travel demand model, historic roadway volumes, future growth projections, and census data.

Our results show that if you add up the ADT traffic volumes for the Purple Alternative and SH 5 there is approximately 133,300 vehicles per day that are able to travel the Purple Alternative system.

If you add up the volumes for the Orange Alternative, SH 5, and Airport Drive there is approximately 137,600 vehicles per day that are able to travel the Orange Alternative system.

Ultimately, this means that both alternatives better connect the arterial network and enhance connectivity between eastern Collin County and the Dallas Metroplex. However, the Orange Alternative better serves regional northbound and southbound traffic by including Airport Drive and a freeway. It also offers increased vehicle volume throughput.

## **SLIDE 13: Environmental Consideration – Displacements**

Let's discuss a few of the many environmental categories TxDOT is considering. Both alternatives would require displacements as shown on the screen, including displacements of residences and businesses, as well as the displacement of other buildings such as barns, outbuildings, and North Texas Municipal Water District's McKinney Wastewater Lift Station. We have been working to reduce the number of displacements for each alternative. However, TxDOT is required to comply with state and federal design standards.

TxDOT must treat those displaced by the project fairly, consistently, and equitably. Information about the process for state purchase of right-of-way and relocation assistance is available on the project website. It is important to



# Spur 399 Extension from US 75 to US 380 Public Meeting Presentation Script

note there might still be schematic design changes to the project that could change the number of displacements.

The Orange Alternative would displace eight residences on five parcels. The Orange Alternative would also displace two more businesses than the Purple Alternative. Both the Orange and the Purple Alternatives would displace newly constructed businesses. The Purple Alternative would displace the new Amazon Delivery Station and the Orange Alternative would displace the McKinney Airport Center.

The Amazon facility is newly operational and is one of six stations in the region that have opened to increase efficiency of Amazon deliveries. The facility will accommodate hundreds of full- and part-time workers. Amazon representatives noted that this location was specifically chosen for its connectivity to major roadways. It is possible that if this facility was displaced that it would not relocate within the City of McKinney.

The McKinney Airport Center is two, 230,000 square foot buildings that house office and warehouse space to help meet the demand for last-mile or infill industrial product in the region. The building features multiple suites and more than 230 parking spaces. Should the suites begin to house additional businesses, TxDOT would have to count those individually as additional business displacements.

Possible induced business displacements could occur because of access and property development restrictions.

## **SLIDE 14: Environmental Consideration – Community Demographics & Facilities**

We found no direct impacts from either alternative to low-income and minority neighborhoods. Those individuals and communities are identified by using the 2010 US Census and the American Community Survey.

The Purple Alternative is closer than the Orange Alternative to low-income and minority neighborhoods present primarily west of Airport Drive and adjacent to US 380.

No community facilities are anticipated to be directly affected including any schools, places of worship, libraries, medical facilities, fire stations, and community centers. The majority of facilities in the project area are in the neighborhoods west of Airport Drive. However, should the Purple Alternative be constructed it could be perceived as a barrier between those neighborhoods and existing and future parks.



# Spur 399 Extension from US 75 to US 380 Public Meeting Presentation Script

## **SLIDE 15: Environmental Consideration – Induced Growth, Foreseeable & Cumulative Effects**

TxDOT is still working with local agencies and governments to evaluate categories where we try to look into the future and make some assumptions about effects. These categories are called induced growth and reasonably foreseeable and cumulative effects.

Induced growth involves identifying what likely land use changes and development could occur in the project area as a result of the improved mobility and connectivity the proposed project would provide. Typically, induced development could be the development of gas stations, truck stops, and hotels in the vicinity of the new roadway. As an example, should the Orange Alternative be constructed, the new roadway along with the proposed Airport expansion could attract new intermodal freight hubs or distribution centers that need highway and airport access. Induced growth or development can have both positive and negative effects - it can be a positive for tax base and employment growth but a negative for things like impacts to air quality, traffic noise, and natural resources.

TxDOT must also consider how the environment in the project area could be affected by the Spur 399 project together with other current and future reasonably foreseeable local and regional transportation projects, and other non-roadway projects. This assessment of cumulative impacts is still under evaluation as it is typically conducted closer to the conclusion of the study process. Examples of other transportation projects that may be considered are the other US 380 improvement projects, SH 5 improvements and expansion, and FM 546 realignment and expansion. Other non-roadway projects that would be considered are future utility/waterline projects, McKinney National Airport expansion, and Encore Wire's facility expansion. Existing and future North Texas Municipal Water District waterlines and lift stations would likely be impacted to a greater degree by the Purple Alternative than the Orange Alternative. The Purple Alternative would not only displace the Amazon Delivery Station it would also impact the operations and future expansion plans of at least two other major employers and taxpayers, Encore Wire and Blue Mountain Equipment. These businesses could consider relocation because of the impacts that the Purple Alternative would have to their operations and future expansion plans.

Should the Orange Alternative be constructed, it would provide another north-south route to get drivers from US 380 to the improved and realigned FM 546 which is proposed to be extended to the east. Also, if the Orange Alternative is constructed and the Airport moves forward with plans to extend its existing runway, add a new runway, and construct a passenger terminal, the east side of the Airport could be very attractive to developers. An Environmental Assessment, which is also part of the NEPA process, is currently being conducted to review



# Spur 399 Extension from US 75 to US 380 Public Meeting Presentation Script

alternatives to extend the existing Airport runway. Other future plans were presented in the Airport's 2019 Master Plan.

## **SLIDE 16: Public & Stakeholder Input Considerations**

Throughout the EIS process, TxDOT will consider comments provided by local governments, agencies, stakeholders, and the public.

Information shown on the screen is only for positions provided by local governments and agencies in the project area during the Feasibility Study and thus far in the EIS process. It is important to note that since the schematic design for the alternatives are only now being made available for the public, many of the local governments and agencies will require time to review information before providing official positions or resolutions. Following this Public Meeting, TxDOT will also consider and respond to all public comments in a Public Meeting Summary. An updated Alternatives Analysis Matrix will be provided at the Public Hearing that will summarize EIS and schematic design input considerations.

During the Feasibility Study, the City of McKinney supported an eastward extension of Spur 399 as a freeway. McKinney strongly opposed a freeway west of the Airport.

At the end of the Feasibility Study, the Town of Fairview and City of McKinney provided TxDOT a joint letter of support for a freeway option on the east side of the Airport if it were shifted approximately 2,000 feet north closer to the Airport.

During the Feasibility Study, the Collin County Commissioners Court provided a resolution supporting the northern extension of the Airport's runway as it would allow for a Spur 399 extension to the east side of the Airport. TxDOT and the County continue to coordinate closely and will come together in late October to conduct a full review of the schematic design and Alternatives Analysis Matrix provided for this Public Meeting.

During the Feasibility Study, the North Texas Municipal Water District opposed alternatives impacting their existing or planned facilities including the McKinney Landfill, Wilson Creek Lift Station and force mains, and McKinney-Prosper Transfer Sewer.

The Texas Parks and Wildlife Department prefers that the alignment selected for the project utilize existing transportation corridors and has the least impact to floodplains, wetlands, streams, and habitat for wildlife and aquatic species.





# Spur 399 Extension from US 75 to US 380 Public Meeting Presentation Script

Public and stakeholder input is one of the many things that TxDOT must consider when making its final decision. The Preferred Alternative will not be selected through a public voting process.

## **SLIDE 17: EIS Timeline**

On the screen is our EIS timeline and we are currently in the Public Meeting phase. Between the Fall of 2021 and Summer of 2022, TxDOT will identify a Preferred Alternative and further develop its schematic design. A draft EIS, which will disclose the Preferred Alternative, will be prepared and available at a Public Hearing expected to be held in the Summer of 2022. The combined final EIS and Record of Decision, also called a ROD for short, is expected to be available in early 2023. This would mark the completion of the environmental review process.

## **SLIDE 18: Project Development**

After the ROD is issued, TxDOT can begin acquiring right-of-way, complete 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.

## **SLIDE 19: How to Submit Your Comments**

Comment forms can be submitted at the Public Meeting or online at [www.KeepItMovingDallas.com/Spur399PublicMeeting](http://www.KeepItMovingDallas.com/Spur399PublicMeeting). English and Spanish comment forms are also available for download on the website. You can mail or email a comment to Stephen Endres at the addresses on the screen. You can also record a comment via voicemail at (833) 933-0440.

Comments must be received or postmarked by November 5, 2021, to be part of the official Public Meeting record. Questions about this project can be directed to the TxDOT Project Manager, Stephen Endres, P.E., at [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov).

## **SLIDE 20: Thank You!**

Due to many factors that must be considered, the project development process can feel like it takes a long time. TxDOT is committed to moving as quickly as possible while making informed decisions that carefully consider



# Spur 399 Extension from US 75 to US 380 Public Meeting Presentation Script

input from the public, agencies, and other stakeholders. TxDOT and its project team encourages you to stay involved and thanks you again for your participation in this Public Meeting and your interest in this project.