

APPENDIX L: Cultural Resources

Appendix L-1: Archeological Background Study (ABS)



Archeological Background Study

Project Name: Spur 399 Extension

Highway: Spur 399

District(s): Dallas

County(s): Collin

CSJ Number(s): 0364-04-051, 0047-05-058, and 0047-10-002

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Report Completion Date: May 14, 2021

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Introduction

This project may require compliance both with Section 106 of the National Historic Preservation Act and with the Texas Antiquities Code. The purpose of this document is to identify risks for archeological historic properties within the project's area of potential effects (APE). The document also considers whether any cemeteries may extend into the APE, requiring compliance with the state Health and Safety Code.

The following sections list the results of review of readily-available information for the APE's setting and adjacent areas. The report also evaluates adjacent areas (a buffer zone; see Recommendations Section for definition of the buffer zone). The buffer zone is evaluated in case a subsequent design change expands the APE. This report concludes with separate recommendations regarding project effects and the need for additional work within shallow deposits less than three feet in depth and within Holocene-age deposits of three feet or greater depth, if such deep deposits are present.

This background study
is (check one):

the initial study for this project

a continuation of previous investigations due to design changes or other reasons

Identify previous investigation(s):

If this box is checked, then answer the questions below only for the area that is affected by the design change.

Area of Potential Effects

The APE is defined to encompass the limits of the existing right of way; proposed, new project right of way; permanent and temporary easements; and any project-specific locations and utility relocations designated by TxDOT. Note: the APE encompasses the entirety of the project area, regardless of the extent of prior archeological investigations, the particular locations subject to proposed field investigations, or the portion of a project added through a design change. If impacts are not known, worst-case impacts are assumed in defining the APE.

See **Attachments 1 and 2** for maps of the APE, which is based on the project information attached as **Attachment 3**.

Information Source Checklist

(check each source of information that was consulted by the professional archeologist in preparing this background study—the number and type of sources are at the professional archeologist's discretion)

- Labeled USGS 7.5' topographic quadrangle project location map (or equivalent if a 7.5' quadrangle is unavailable) is attached and includes an inset map that depicts the county within Texas where the project occurs.
 - Predictive Archeological Liability Map (PALM) is attached if available (*consult TxDOT's Environmental Compliance Toolkit*).
 - Geologic Atlas of Texas map is attached (*PALM may be substituted for the GAT map, if it's available*).
 - Soils map is attached (*PALM may be substituted for the soils map, if it's available*).
 - FEMA flood hazard map is attached.
 - National Wetlands Inventory map is attached
 - Texas Archeological Sites Atlas map is attached, depicting any sites within one kilometer of the APE or additional APE.
 - Historic topographic map is attached.
 - Historic soils map is attached.
 - Historic road map is attached.
 - As-built plans for roadway are attached.
 - Other map of historic information is attached.
- Specify Map:
- Aerial images are attached.
 - Project area photographs are attached.

Analysis of Project Setting – Spur 399 Orange Alternative

▪ **Previously Identified Archeological Sites**

- No archeological sites have been identified within the APE or within 150 feet of the APE
- Archeological sites have been identified within the APE or within 150 feet of the APE

Prehistoric sites 41COL49 and 41COL81, and historic farmsteads 41COL136 and 41COL176, are within one kilometer of the Spur 399 Orange Alternative APE (THC 2021; **Attachments 4a – 4d**). These sites are not within 150 feet of the Orange APE and would not be impacted.

▪ **Previously-Identified Cemeteries**

- No known cemetery sites occur within the APE or within 150 feet of the APE.
- Cemeteries occur within the APE or within 150 feet of the APE.

The Ross Cemetery, Pecan Grove Memorial Park, and Scalf Cemetery are approximately 350 to 870 feet from the Spur 399 Orange Alternative APE and would not be impacted by the proposed project (THC 2021).

▪ **Holocene-Age Deposits**

- No Holocene-age deposits occur within or adjacent to the APE.
- Holocene-age deposits occur within or adjacent to the APE.

The underlying geology is comprised of Cretaceous-age Austin Chalk (Kau), Holocene-age alluvium (Qal) as well as Pleistocene-age low terrace deposits (Qt) (**Attachments 5a – 5f**). The APE is underlain by Altoga silty clay (5 – 8% slopes [AID2]), Austin silty clay (1 – 3% slopes, eroded [AuB]; 2 – 5% slopes, eroded [AuC2]; and 5 – 8% slopes, moderately eroded [AuD2]), Houston Black clay (0 – 1% slopes [HoA]; 1 – 3% slopes [HoB]; and 2 – 4% slopes, eroded [HoB2]), Lewisville silty clay (1 – 3% slopes [LeB]; and 3 – 5% slopes, eroded [LeC2]), Tinn clay (0 – 1% slopes, frequently flooded [Tf]), Trinity clay (0 – 1% slopes, occasionally flooded [To]), Burleson clay (0 – 1% slopes [BcA] and 1 – 3% slopes [BcB]), and Eddy gravelly clay loam (3 – 8% slopes, eroded [EdD2]). (**Attachments 6a – 6f**). Soils derived from Holocene-age alluvium may contain Holocene-age deposits. Aside from Burleson clay, all soil types within the APE may contain areas of high surface and subsurface archeological potential (UC Davis NRCS 2021; USGS 2021; Abbott and Pletka 2014).

▪ **Historically-Reliable Water Sources**

- No historically-reliable water sources occur within 500 feet of the APE.

- Historically-reliable water sources occur within 500 feet of the APE, or this question cannot be answered confidently.

The East Fork of the Trinity River and Wilson Creek cross the project APE (see **Attachment 2**).

▪ **Wetlands and Frequently-Flooded Areas**

- The APE and adjacent areas contain wetlands or frequently-flooded areas.
- The APE and adjacent areas do not contain wetlands or frequently-flooded areas, or this question cannot be answered confidently.

Areas within the APE near the East Fork of the Trinity River and Wilson Creek are either within a regulatory floodway or have a 1% annual chance of flooding (FEMA 2021).

▪ **Preferred Landforms for Occupation**

- The Atlas map or other information shows that the APE does not contain landforms on which human settlement or occupation typically occurred.
- The Atlas map or other information shows that the APE does contain landforms on which human settlement or occupation typically occurred, or this issue was not resolved with the available information.

The APE is located within the Northern Blackland Prairie ecoregion (Griffith et al. 2007), which is characterized by rolling hills and flat plains. Human settlement or occupation occurred on the terraces along the river and Wilson Creek in the past, as evidenced by the historic and prehistoric occupations that are documented in the vicinity of the APE (see **Attachments 4a – 4d**).

▪ **Prior Disturbances**

Settings that are favorable for human occupation have been subject to the following previous disturbances (*check all that apply*).

- Previous road construction and maintenance.
- Installations of utilities.
- Modern land use practices like plowing, grade modifications, brush clearing, and tree removal,
- Industrial, commercial, urban and/or suburban development
- Erosion and scouring by natural causes.

- Other (identify)

Disturbance in more than half of the Orange Alternate APE has been caused by road construction and adjacent development.

- NO PRIOR DISTURBANCES OR UNKNOWN (do not check any foregoing disturbances)

▪ **Previous Archeological Surveys**

- The majority of the settings with high potential for archeological sites within or adjacent to the APE have been previously surveyed.

- Most of the settings with high potential for archeological sites within or adjacent to the APE have not been previously surveyed.

Previous surveys have been conducted along portions of the APE (see **Attachments 4a – 4d**). However, most of the areas of high archeological potential within the APE have not been previously surveyed.

Conclusions

▪ **Results of Previous Investigations**

- Previous surveys have covered a sufficient proportion of the APE or adjacent areas to conclude that the APE and adjacent areas are unlikely to contain archeological sites or cemeteries.

- Previous surveys have not covered a sufficient proportion of the APE or adjacent areas to draw inferences regarding the presence of archeological sites and cemeteries, or previous surveys show that archeological sites and/or cemeteries are present within the APE.

▪ **APE Integrity (Prehistoric Sites)**

The APE contains no deposits with sufficient integrity that prehistoric archeological sites would have the potential to address important questions. Any such sites would lack integrity of (*check all that apply*):

- Location
- Design
- Materials
- Association
- Other (*identify*)

- THE APE HAS THE POTENTIAL TO PRESERVE SITES WITH SUFFICIENT INTEGRITY TO QUALIFY THOSE SITES FOR INCLUSION IN THE NATIONAL REGISTER OF HISTORIC PLACES (*if true, do not check any of the forgoing aspects of integrity*)

▪ **APE Integrity (Historic-Age Sites)**

The APE contains no deposits with sufficient integrity that historic-age archeological sites would have the potential to address important questions. Any such sites would lack integrity of (*check all that apply*):

- Location
- Design
- Materials
- Association
- Other (*identify*)

- THE APE HAS THE POTENTIAL TO PRESERVE SITES WITH SUFFICIENT INTEGRITY TO QUALIFY THOSE SITES FOR INCLUSION IN THE NATIONAL REGISTER OF HISTORIC PLACES (*if true, do not check any of the forgoing aspects of integrity*)

▪ **Results of Historic Map Research (Historic Age Sites)**

- Historic map research shows that historic-era archeological deposits are not likely to occur within or adjacent to the APE (Attachments
- Historic map research shows that historic-era archeological deposits could occur within or adjacent to the APE; this research was inconclusive; or this research was not completed because it was not necessary to reach justifiable conclusions (**Attachments 7a – 7h and Attachments 8a – 8c**).

▪ **Results of Map Research (Cemeteries)**

- Map research shows that cemeteries are not likely to occur within or adjacent to the APE.
- Map research shows that cemeteries could occur within or adjacent to the APE, or this research was inconclusive.

▪ **Results of Landform Study**

- The APE and adjacent areas occur in a setting that was not conducive to human occupation and activity

- The APE and adjacent areas occur in a setting that was conducive to human occupation and activity; research on this issue was inconclusive; or this research was not completed because it was not necessary to reach justifiable conclusions.

Recommendations

▪ **Shallow Deposits**

Evaluate the potential for shallow deposits (Holocene-age deposits less than three-feet in depth) within the APE to contain archeological historic properties and cemeteries. Make appropriate recommendations regarding the need for further work, including the need for shovel test pits, auger probes, or other methods for evaluating shallow deposits.

There is a moderate to high potential for shallowly buried historic and prehistoric deposits within much of the Orange Alternative APE (Abbott and Pletka 2014). Survey is recommended for undeveloped portions of the APE that contain moderate to high shallow archeological potential and have not been previously surveyed (**Attachments 9a – 9n**). The pedestrian survey should include a 100% surface inspection supplemented with shovel testing in locations where past disturbance (e.g., construction, plowing) may not have significantly impacted areas of archeological potential.

▪ **Deep Deposits**

Evaluation of deep deposits (Holocene-age deposits of three feet or greater depth) may or may not be necessary, depending on the nature of the sediments within the APE and the depth of proposed impacts. If Holocene-age deposits extend to three feet or more within the APE and would be impacted by the project, make appropriate recommendations regarding the need for further work. If no deep, Holocene-age deposits occur within the APE note that they are absent and indicate that no additional work is needed. If the deep Holocene deposits are present but the project either would not affect them or they have been too extensively disturbed to hold intact archeological deposits, provide an appropriate justification that no additional work is needed.

The surrounding geology, soils, and topography indicate that there is potential for buried Holocene deposits within the APE (Abbott and Pletka 2014; see **Attachments 9a – 9n**). Typical depths of impact (5 – 40 feet) for this project will go beyond the depth of a typical shovel test, therefore trenching along areas of the APE within deeper, undisturbed Holocene-age deposits is recommended to search for the presence of buried cultural deposits. Backhoe trenching is recommended for portions of the APE that are considered to have a moderate to high potential for deeply buried deposits, particularly on terraces along Wilson Creek and the East Fork of the Trinity River.

▪ **Recommendations Summary (select only one check box)**

- No further study needed Survey of entire APE Variable, see noted areas in recommendations

▪ **Results Valid Within**

The purpose of considering adjacent areas is to define, when possible, a buffer zone around the APE to which findings of no effect and recommendations for no further work can be extended. No additional investigation should be necessary if a subsequent design change expands the APE into the buffer zone. In some cases, however, no buffer zone may be reasonably defined for the project or portions of the project as expansion of the APE may warrant survey. In such cases, check the middle box and indicate that the results are valid within zero feet of the APE.

- 50 feet of APE 15 feet of APE Variable, see attached figure

▪ **The Definition and Evaluation of this Horizontal Buffer Zone is Based on One or More of the Following Considerations**

- The integrity of the areas within and adjacent to the setting is affected by prior development.
- Previous investigations show that archeological materials are unlikely to exist in this area.
- Adjacent areas have potential to preserve archeological sites with good integrity.
- Other (specify)

Findings of no effect to archeological historic properties and/or State Antiquities Landmarks and recommendations for no further work apply to all areas within the horizontal buffer zone, as specified in the previous section. Any design change within this study area would not require further action or review beyond those actions recommended in this study. Design changes that either extend beyond the buffer zone or result in potential impacts deeper than the impacts considered in this report would require additional review. Note that no buffer zone may be defined for some projects, based on local conditions.

Analysis of Project Setting - Spur 399 Purple Alternative #1

▪ **Previously Identified Archeological Sites**

- No archeological sites have been identified within the APE or within 150 feet of the APE
- Archeological sites have been identified within the APE or within 150 feet of the APE

One known historic site, 41COL168, is within the Spur 399 Purple Alternative #1 APE; this site was determined not eligible for the NRHP in 2005 and was noted as destroyed by road construction in a 2016 revisit. Prehistoric sites 41COL66 and 41COL175, and historic farmstead 41COL136 are within one kilometer of the Spur 399 Purple Alternative #1 APE and would not be impacted by this Alternative (THC 2021; **Attachments 10a – 10d**).

▪ **Previously-Identified Cemeteries**

- No known cemetery sites occur within the APE or within 150 feet of the APE.
- Cemeteries occur within the APE or within 150 feet of the APE.

The Ross Cemetery, Pecan Grove Memorial Park, and Scalf Cemetery are approximately 350 to 870 feet from the Spur 399 Purple Alternative #1 APE and would not be impacted by the proposed project (THC 2021).

▪ **Holocene-Age Deposits**

- No Holocene-age deposits occur within or adjacent to the APE.
- Holocene-age deposits occur within or adjacent to the APE.

The underlying geology is comprised of Cretaceous-age Austin Chalk (Kau), Holocene-age alluvium (Qal) as well as Pleistocene-age low terrace deposits (Qt) (**Attachments 11a – 11f**). The APE is underlain by Altoga silty clay (5 – 8% slopes [AID2]), Austin silty clay (1 – 3% slopes, eroded [AuB]; 2 – 5% slopes, eroded [AuC2]; and 5 – 8% slopes, moderately eroded [AuD2]), Houston Black clay (0 – 1% slopes [HoA]; 1 – 3% slopes [HoB]; and 2 – 4% slopes, eroded [HoB2]), Lewisville silty clay (1 – 3% slopes [LeB]; and 3 – 5% slopes, eroded [LeC2]), Tinn clay (0 – 1% slopes, frequently flooded [Tf]), Trinity clay (0 – 1% slopes, occasionally flooded [To]), Burleson clay (0 – 1% slopes [BcA] and 1 – 3% slopes [BcB]), and Eddy gravelly clay loam (3 – 8% slopes, eroded [EdD2]). (**Attachments 12a – 12j**). Holocene-age alluvium is present within the APE. Aside from Burleson clay, all soil types within the APE may contain areas of high surface and subsurface archeological potential (UC Davis NRCS 2021; USGS 2021; Abbott and Pletka 2014).

▪ **Historically-Reliable Water Sources**

- No historically-reliable water sources occur within 500 feet of the APE.
- Historically-reliable water sources occur within 500 feet of the APE, or this question can't be answered confidently.

The East Fork of the Trinity River and Wilson Creek cross the project APE (see **Attachment 2**).

▪ **Wetlands and Frequently-Flooded Areas**

- The APE and adjacent areas contain wetlands or frequently-flooded areas.
- The APE and adjacent areas do not contain wetlands or frequently-flooded areas, or this question cannot be answered confidently.

Some areas within the APE near the East Fork of the Trinity River and Wilson Creek are either within a regulatory floodway or have a 1% annual chance of flooding (FEMA 2021).

▪ **Preferred Landforms for Occupation**

- The Atlas map or other information shows that the APE does not contain landforms on which human settlement or occupation typically occurred.
- The Atlas map or other information shows that the APE does contain landforms on which human settlement or occupation typically occurred, or this issue was not resolved with the available information.

The APE is located within the Northern Blackland Prairie ecoregion (Griffith et al. 2007), which is characterized by rolling hills and flat plains. Human settlement or occupation occurred on the terraces along the river and Wilson Creek in the past, as evidenced by the historic and prehistoric occupations that are documented in the vicinity of the APE (see **Attachments 10a – 10d**).

▪ **Prior Disturbances**

Settings that are favorable for human occupation have been subject to the following previous disturbances (*check all that apply*).

- Previous road construction and maintenance.
- Installations of utilities.
- Modern land use practices like plowing, grade modifications, brush clearing, and tree removal,

Industrial, commercial, urban and/or suburban development

Erosion and scouring by natural causes.

Other (identify)

Disturbance within the APE has been caused primarily by road construction and adjacent development.

NO PRIOR DISTURBANCES OR UNKNOWN (do not check any foregoing disturbances)

▪ **Previous Archeological Surveys**

The majority of the settings with high potential for archeological sites within or adjacent to the APE have been previously surveyed.

Previous surveys have been conducted along sections of Highway 121, Old Mill Road, S. Airport Drive, and FM 1827 within the APE (see **Attachments 10a – 10d**). However, portions of the APE with high potential have not been previously surveyed.

Most of the settings with high potential for archeological sites within or adjacent to the APE have not been previously surveyed.

Conclusions

▪ **Results of Previous Investigations**

Previous surveys have covered a sufficient proportion of the APE or adjacent areas to conclude that the APE and adjacent areas are unlikely to contain archeological sites or cemeteries.

Previous surveys have not covered a sufficient proportion of the APE or adjacent areas to draw inferences regarding the presence of archeological sites and cemeteries, or previous surveys show that archeological sites and/or cemeteries are present within the APE.

▪ **APE Integrity (Prehistoric Sites)**

The APE contains no deposits with sufficient integrity that prehistoric archeological sites would have the potential to address important questions. Any such sites would lack integrity of (*check all that apply*):

Location

Design

- Materials
- Association
- Other (*identify*)

- THE APE HAS THE POTENTIAL TO PRESERVE SITES WITH SUFFICIENT INTEGRITY TO QUALIFY THOSE SITES FOR INCLUSION IN THE NATIONAL REGISTER OF HISTORIC PLACES (*if true, do not check any of the forgoing aspects of integrity*)

▪ **APE Integrity (Historic-Age Sites)**

The APE contains no deposits with sufficient integrity that historic-age archeological sites would have the potential to address important questions. Any such sites would lack integrity of (*check all that apply*):

- Location
- Design
- Materials
- Association
- Other (*identify*)

- THE APE HAS THE POTENTIAL TO PRESERVE SITES WITH SUFFICIENT INTEGRITY TO QUALIFY THOSE SITES FOR INCLUSION IN THE NATIONAL REGISTER OF HISTORIC PLACES (*if true, do not check any of the forgoing aspects of integrity*)

▪ **Results of Historic Map Research (Historic Age Sites)**

- Historic map research shows that historic-era archeological deposits are not likely to occur within or adjacent to the APE (Attachments

- Historic map research shows that historic-era archeological deposits could occur within or adjacent to the APE; this research was inconclusive; or this research was not completed because it was not necessary to reach justifiable conclusions (see **Attachments 7a – 7h and Attachments 8a – 8c**).

▪ **Results of Map Research (Cemeteries)**

- Map research shows that cemeteries are not likely to occur within or adjacent to the APE.
- Map research shows that cemeteries could occur within or adjacent to the APE, or this research was inconclusive.

▪ **Results of Landform Study**

- The APE and adjacent areas occur in a setting that was not conducive to human occupation and activity
- The APE and adjacent areas occur in a setting that was conducive to human occupation and activity; research on this issue was inconclusive; or this research was not completed because it was not necessary to reach justifiable conclusions.

Recommendations

▪ **Shallow Deposits**

Evaluate the potential for shallow deposits (Holocene-age deposits less than three-feet in depth) within the APE to contain archeological historic properties and cemeteries. Make appropriate recommendations regarding the need for further work, including the need for shovel test pits, auger probes, or other methods for evaluating shallow deposits.

There is a moderate to high potential for shallowly buried historic and prehistoric deposits within portions of the project APE (Abbott and Pletka 2014). Survey is recommended for undeveloped areas of the APE with moderate to high potential for shallowly buried archeological deposits and have not been previously surveyed (**Attachments 13a – 13m**). The pedestrian survey should include a 100% surface inspection supplemented with shovel testing in locations where past disturbance (e.g., construction, buried utilities) may not have significantly impacted areas of archeological potential. Site 41COL168 within the APE boundary is not eligible to the NRHP and was destroyed by 2016, so no additional work is recommended at this site.

▪ **Deep Deposits**

Evaluation of deep deposits (Holocene-age deposits of three feet or greater depth) may or may not be necessary, depending on the nature of the sediments within the APE and the depth of proposed impacts. If Holocene-age deposits extend to three feet or more within the APE and would be impacted by the project, make appropriate recommendations regarding the need for further work. If no deep, Holocene-age deposits occur within the APE note that they are absent and indicate that no additional work is needed. If the deep Holocene deposits are present but the project either would not affect them or they have been too extensively disturbed to hold intact archeological deposits, provide an appropriate justification that no additional work is needed.

The surrounding geology, soils, and topography indicate that there is potential for deeply buried Holocene deposits within the APE (Abbott and Pletka 2014; see **Attachments 13a – 13m**). Typical depths of impact (5 – 40 feet) for this project will go beyond the depth of a

typical shovel test, therefore trenching along areas of the APE within deeper, undisturbed Holocene-age deposits is recommended to search for the presence of buried cultural deposits. Backhoe trenching is recommended for portions of the APE that are considered to have a moderate to high potential for deeply buried deposits, particularly on terraces along Wilson Creek and the East Fork of the Trinity River.

▪ **Recommendations Summary (select only one check box)**

- No further study needed Survey of entire APE Variable, see noted areas in recommendations

▪ **Results Valid Within**

The purpose of considering adjacent areas is to define, when possible, a buffer zone around the APE to which findings of no effect and recommendations for no further work can be extended. No additional investigation should be necessary if a subsequent design change expands the APE into the buffer zone. In some cases, however, no buffer zone may be reasonably defined for the project or portions of the project as expansion of the APE may warrant survey. In such cases, check the middle box and indicate that the results are valid within zero feet of the APE.

- 50 feet of APE 15 feet of APE Variable, see attached figure

▪ **The Definition and Evaluation of this Horizontal Buffer Zone is Based on One or More of the Following Considerations**

- The integrity of the areas within and adjacent to the setting is affected by prior development.
- Previous investigations show that archeological materials are unlikely to exist in this area.
- Adjacent areas have potential to preserve archeological sites with good integrity.
- Other (specify)

Findings of no effect to archeological historic properties and/or State Antiquities Landmarks and recommendations for no further work apply to all areas within the horizontal buffer zone, as specified in the previous section. Any design change within this study area would not require further action or review beyond those actions recommended in this study. Design changes that either extend beyond the buffer zone or result in potential impacts deeper than the impacts considered in this report would require additional review. Note that no buffer zone may be defined for some projects, based on local conditions.

Analysis of Project Setting - Spur 399 Purple Alternative #2

▪ **Previously Identified Archeological Sites**

- No archeological sites have been identified within the APE or within 150 feet of the APE
- Archeological sites have been identified within the APE or within 150 feet of the APE

One known historic site, 41COL168, is within the Spur 399 Purple Alternative #2 APE; this site was determined not eligible for the NRHP in 2005 and was noted as destroyed by road construction in a 2016 revisit. Prehistoric sites 41COL66 and 41COL175, and historic farmstead 41COL136 are within one kilometer of the Spur 399 Purple Alternative #2 APE and would not be impacted by this Alternative (THC 2021; **Attachments 14a – 14d**).

▪ **Previously-Identified Cemeteries**

- No known cemetery sites occur within the APE or within 150 feet of the APE.
- Cemeteries occur within the APE or within 150 feet of the APE.

The Ross Cemetery, Pecan Grove Memorial Park, and Scalf Cemetery are approximately 350 to 870 feet from the midsection of the Spur 399 Purple Alternative #2 APE and would not be impacted by the proposed project (THC 2021).

▪ **Holocene-Age Deposits**

- No Holocene-age deposits occur within or adjacent to the APE.
- Holocene-age deposits occur within or adjacent to the APE.

The underlying geology is comprised of Cretaceous-age Austin Chalk (Kau), Holocene-age alluvium (Qal) as well as Pleistocene-age low terrace deposits (Qt) (**Attachments 15a – 15f**). The APE is underlain by Altoga silty clay (5 – 8% slopes [AID2]), Austin silty clay (1 – 3% slopes, eroded [AuB]; 2 – 5% slopes, eroded [AuC2]; and 5 – 8% slopes, moderately eroded [AuD2]), Houston Black clay (0 – 1% slopes [HoA]; 1 – 3% slopes [HoB]; and 2 – 4% slopes, eroded [HoB2]), Lewisville silty clay (1 – 3% slopes [LeB]; and 3 – 5% slopes, eroded [LeC2]), Tinn clay (0 – 1% slopes, frequently flooded [Tf]), Trinity clay (0 – 1% slopes, occasionally flooded [To]), Burleson clay (0 – 1% slopes [BcA] and 1 – 3% slopes [BcB]), and Eddy gravelly clay loam (3 – 8% slopes, eroded [EdD2]). (**Attachments 16a – 16f**). Holocene-age alluvium is present within the APE. Aside from Burleson clay, all soil types within the APE may contain areas of high surface and subsurface archeological potential (UC Davis NRCS 2021; USGS 2021; Abbott and Pletka 2014).

▪ **Historically-Reliable Water Sources**

- No historically-reliable water sources occur within 500 feet of the APE.
- Historically-reliable water sources occur within 500 feet of the APE, or this question can't be answered confidently.

The East Fork of the Trinity River and Wilson Creek cross the project APE (see **Attachment 2**).

▪ **Wetlands and Frequently-Flooded Areas**

- The APE and adjacent areas contain wetlands or frequently-flooded areas.
- The APE and adjacent areas do not contain wetlands or frequently-flooded areas, or this question cannot be answered confidently.

Some areas within the APE near the East Fork of the Trinity River and Wilson Creek are either within a regulatory floodway or have a 1% annual chance of flooding (FEMA 2021).

▪ **Preferred Landforms for Occupation**

- The Atlas map or other information shows that the APE does not contain landforms on which human settlement or occupation typically occurred.
- The Atlas map or other information shows that the APE does contain landforms on which human settlement or occupation typically occurred, or this issue was not resolved with the available information.

The APE is located within the Northern Blackland Prairie ecoregion (Griffith et al. 2007), which is characterized by rolling hills and flat plains. Human settlement or occupation occurred on the terraces along the river and Wilson Creek in the past, as evidenced by the historic and prehistoric occupations that are documented in the vicinity of the APE (see **Attachments 14a - 14d**).

▪ **Prior Disturbances**

Settings that are favorable for human occupation have been subject to the following previous disturbances (*check all that apply*).

- Previous road construction and maintenance.
- Installations of utilities.
- Modern land use practices like plowing, grade modifications, brush clearing, and tree removal,

Industrial, commercial, urban and/or suburban development

Erosion and scouring by natural causes.

Other (identify)

Disturbance within the APE has been caused primarily by road construction and adjacent development.

NO PRIOR DISTURBANCES OR UNKNOWN (do not check any foregoing disturbances)

▪ **Previous Archeological Surveys**

The majority of the settings with high potential for archeological sites within or adjacent to the APE have been previously surveyed.

Previous surveys have been conducted along sections of Highway 121, Old Mill Road, S. Airport Drive, and FM 1827 within the APE (see **Attachments 14a – 14d**). However, portions of the APE with high potential have not been previously surveyed.

Most of the settings with high potential for archeological sites within or adjacent to the APE have not been previously surveyed.

Conclusions

▪ **Results of Previous Investigations**

Previous surveys have covered a sufficient proportion of the APE or adjacent areas to conclude that the APE and adjacent areas are unlikely to contain archeological sites or cemeteries.

Previous surveys have not covered a sufficient proportion of the APE or adjacent areas to draw inferences regarding the presence of archeological sites and cemeteries, or previous surveys show that archeological sites and/or cemeteries are present within the APE.

▪ **APE Integrity (Prehistoric Sites)**

The APE contains no deposits with sufficient integrity that prehistoric archeological sites would have the potential to address important questions. Any such sites would lack integrity of (*check all that apply*):

Location

Design

- Materials
- Association
- Other (*identify*)

- THE APE HAS THE POTENTIAL TO PRESERVE SITES WITH SUFFICIENT INTEGRITY TO QUALIFY THOSE SITES FOR INCLUSION IN THE NATIONAL REGISTER OF HISTORIC PLACES (*if true, do not check any of the forgoing aspects of integrity*)

▪ **APE Integrity (Historic-Age Sites)**

The APE contains no deposits with sufficient integrity that historic-age archeological sites would have the potential to address important questions. Any such sites would lack integrity of (*check all that apply*):

- Location
- Design
- Materials
- Association
- Other (*identify*)

- THE APE HAS THE POTENTIAL TO PRESERVE SITES WITH SUFFICIENT INTEGRITY TO QUALIFY THOSE SITES FOR INCLUSION IN THE NATIONAL REGISTER OF HISTORIC PLACES (*if true, do not check any of the forgoing aspects of integrity*)

▪ **Results of Historic Map Research (Historic Age Sites)**

- Historic map research shows that historic-era archeological deposits are not likely to occur within or adjacent to the APE (Attachments

- Historic map research shows that historic-era archeological deposits could occur within or adjacent to the APE; this research was inconclusive; or this research was not completed because it was not necessary to reach justifiable conclusions (see **Attachments 7a – 7h and Attachments 8a – 8c**).

▪ **Results of Map Research (Cemeteries)**

- Map research shows that cemeteries are not likely to occur within or adjacent to the APE.
- Map research shows that cemeteries could occur within or adjacent to the APE, or this research was inconclusive.

▪ **Results of Landform Study**

- The APE and adjacent areas occur in a setting that was not conducive to human occupation and activity
- The APE and adjacent areas occur in a setting that was conducive to human occupation and activity; research on this issue was inconclusive; or this research was not completed because it was not necessary to reach justifiable conclusions.

Recommendations

▪ **Shallow Deposits**

Evaluate the potential for shallow deposits (Holocene-age deposits less than three-feet in depth) within the APE to contain archeological historic properties and cemeteries. Make appropriate recommendations regarding the need for further work, including the need for shovel test pits, auger probes, or other methods for evaluating shallow deposits.

There is a moderate to high potential for shallowly buried historic and prehistoric deposits within portions of the project APE (Abbott and Pletka 2014). Survey is recommended for undeveloped areas of the APE with moderate to high potential for shallowly buried archeological deposits and have not been previously surveyed (**Attachments 17a – 17I**). The pedestrian survey should include a 100% surface inspection supplemented with shovel testing in locations where past disturbance (e.g., construction, buried utilities) may not have significantly impacted areas of archeological potential. Site 41COL168 within the APE boundary is not eligible to the NRHP and was destroyed by 2016, so no additional work is recommended at this site.

▪ **Deep Deposits**

Evaluation of deep deposits (Holocene-age deposits of three feet or greater depth) may or may not be necessary, depending on the nature of the sediments within the APE and the depth of proposed impacts. If Holocene-age deposits extend to three feet or more within the APE and would be impacted by the project, make appropriate recommendations regarding the need for further work. If no deep, Holocene-age deposits occur within the APE note that they are absent and indicate that no additional work is needed. If the deep Holocene deposits are present but the project either would not affect them or they have been too extensively disturbed to hold intact archeological deposits, provide an appropriate justification that no additional work is needed.

The surrounding geology, soils, and topography indicate that there is potential for buried Holocene deposits within the APE (Abbott and Pletka 2014; see **Figures 17a – 17I**). Typical depths of impact (5 – 40 feet) for this project will go beyond the depth of a typical shovel test,

therefore trenching along areas of the APE within deeper, undisturbed Holocene-age deposits is recommended to search for the presence of buried cultural deposits. Backhoe trenching is recommended for portions of the APE that are considered to have a moderate to high potential for deeply buried deposits, particularly on terraces along Wilson Creek and the East Fork of the Trinity River.

▪ **Recommendations Summary (select only one check box)**

- No further study needed Survey of entire APE Variable, see noted areas in recommendations

▪ **Results Valid Within**

- *The purpose of considering adjacent areas is to define, when possible, a buffer zone around the APE to which findings of no effect and recommendations for no further work can be extended. No additional investigation should be necessary if a subsequent design change expands the APE into the buffer zone. In some cases, however, no buffer zone may be reasonably defined for the project or portions of the project as expansion of the APE may warrant survey. In such cases, check the middle box and indicate that the results are valid within zero feet of the APE.*

- 50 feet of APE 15 feet of APE Variable, see attached figure

▪ **The Definition and Evaluation of this Horizontal Buffer Zone is Based on One or More of the Following Considerations**

- The integrity of the areas within and adjacent to the setting is affected by prior development.
- Previous investigations show that archeological materials are unlikely to exist in this area.
- Adjacent areas have potential to preserve archeological sites with good integrity.
- Other (specify)

Findings of no effect to archeological historic properties and/or State Antiquities Landmarks and recommendations for no further work apply to all areas within the horizontal buffer zone, as specified in the previous section. Any design change within this study area would not require further action or review beyond those actions recommended in this study. Design changes that either extend beyond the buffer zone or result in potential impacts deeper than the impacts considered in this report would require additional review. Note that no buffer zone may be defined for some projects, based on local conditions.

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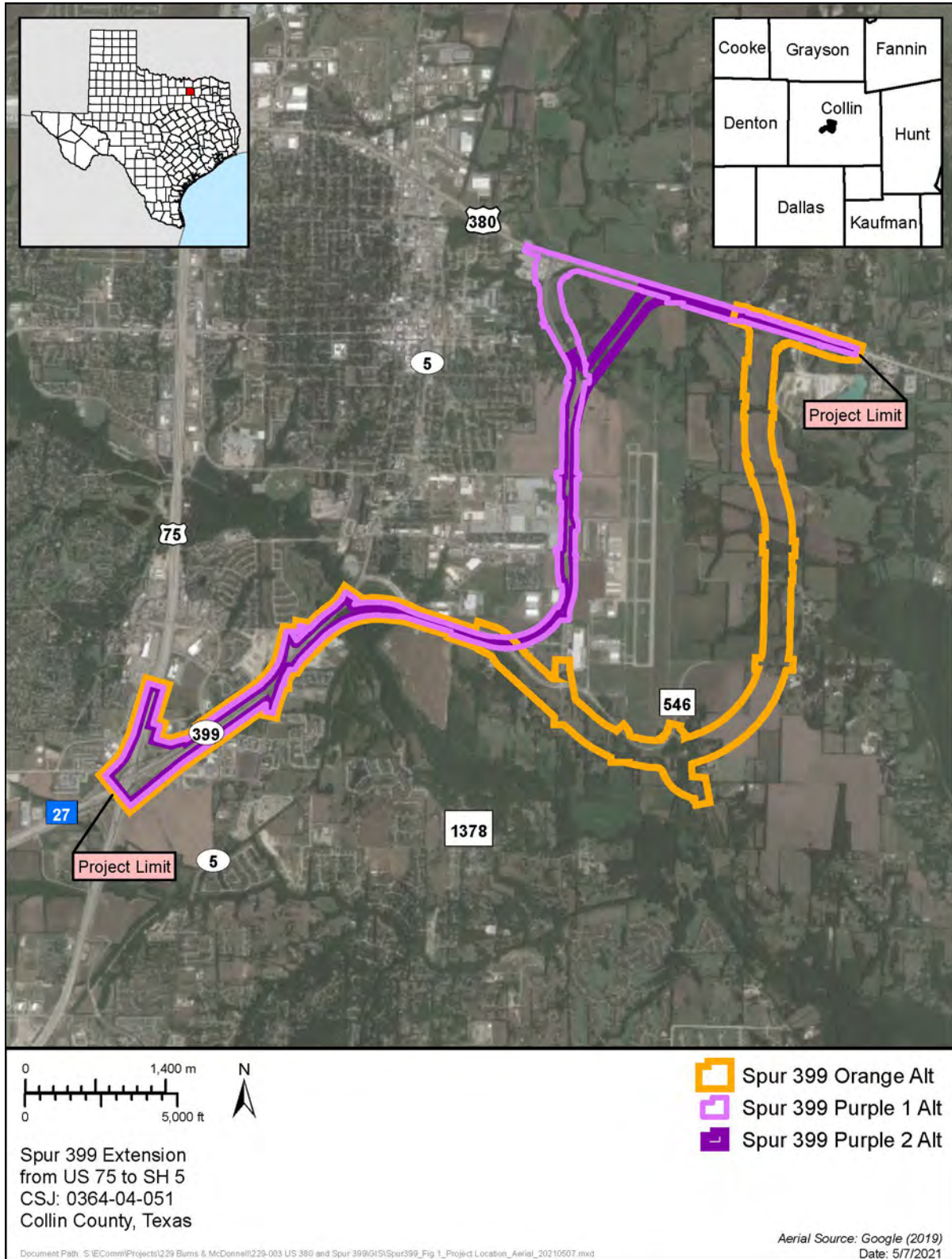
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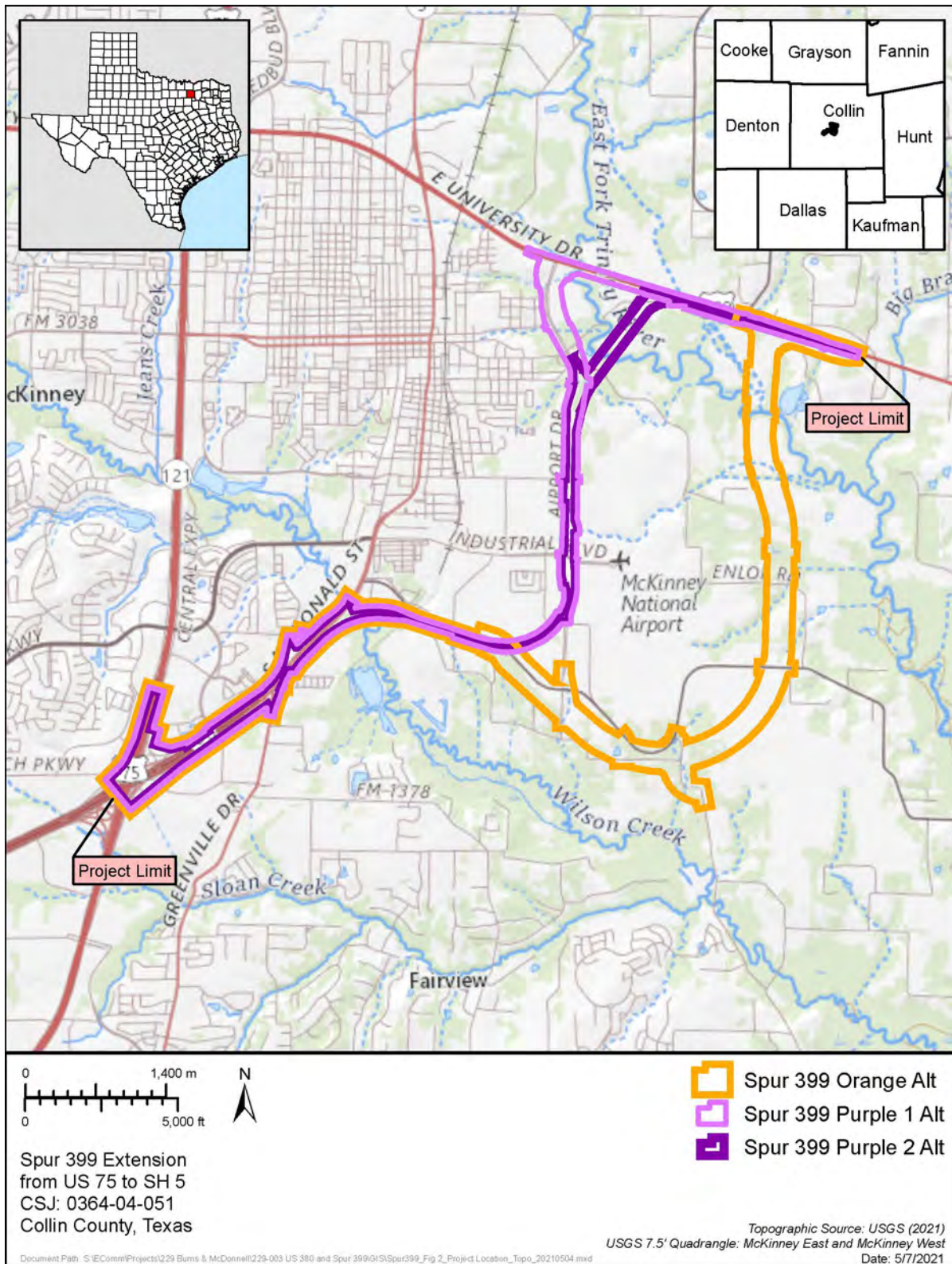
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Attachment 1: Project Location on Google Aerial Image.



Attachment 2: Project Location on 2021 USGS Topographic Map.



Attachment 3: Project Description

- [WPD Section I - Project Definition](#)
- [WPD Section II - Tool](#)
- [WPD Section III - Project Work Plan](#)
- [WPD Section IV - Findings](#)

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Project Definition

Project Name:

CSJ: - -

Anticipated Environmental Classification:

Yes No Is this an FHWA project that normally requires an EIS per 23 CFR 771.115(a)?

Project Association(s)

Manually Associate CSJ:

CSJ	DCIS Funding	DCIS Number	Env Classification	DCIS Classification	Main or Associate	Doc Tracked In	Actions
CSJ:004705058	State		EIS	NLF	Associate	Main	
CSJ:004710002	Federal,State		EIS	NLF	Associate	Main	

DCIS Project Funding and Location

Funding

DCIS Funding Type:

Federal State Local Private

Location

DCIS Project Number:

District:

Project Limit -- From:

Project Limit -- To:

Begin Latitude: . Begin Longitude: .

End Latitude: . End Longitude: .

DCIS & P6 Letting Dates

DCIS District: DCIS Approved: DCIS Actual:

P6 Ready To Let: P6 Proposed Letting:

DCIS Project Description

Type of Work:

Layman's Description:

DCIS Project Classification:

Design Standard:

Roadway Functional Classification:

Jurisdiction

No

Does the project cross a state boundary, or require a new Presidential Permit or modification of an existing Presidential Permit?

Who is the lead agency responsible for the approval of the entire project?

FHWA - Assigned to TxDOT TxDOT - No Federal Funding FHWA - Not Assigned to TxDOT

TxDOT

Who is the project sponsor as defined by 43 TAC 2.7?

No

Is a local government's or a private developer's own staff or consultant preparing the CE documentation, EA or EIS?

Yes

Does the project require any federal permit, license, or approval?

USACE IBWC USCG NPS IAJR Other

No

Does the project occur, in part or in total, on federal or tribal lands?

Environmental Clearance Project Description

Project Area

Typical Depth of Impacts: (Feet) Maximum Depth of Impacts: (Feet)

New ROW Required: (Acres)

New Perm. Easement Required: (Acres) New Temp. Easement Required: (Acres)

Project Description

Describe Limits of All Activities:

The proposed project would extend on new location from US 75 south of McKinney (including the existing intersection of US 75, SH 5, and Spur 399) north and east to intersect with US 380 east of McKinney. The new location alternatives could be as long as 6.5 miles. The proposed freeway would require approximately 330 feet to 350 feet of right-of-way. New right-of-way will be required to construct the proposed project.

Describe Project Setting:

The setting of the proposed Spur 399 Extension includes a primarily industrial area within the southeast quadrant of McKinney. The area includes a mix of industrial and airport uses with areas of undeveloped open land. Residential development lies to the west of the project area. Major traffic generators include a regional airport in the center of the study area and the industrial developments and downtown McKinney to the west.

The study area includes existing roadways, a rail line, a municipal landfill, a regional airport, quarry, and large open areas of floodplain and mapped wetlands.

A nature center, nature preserve, soccer complex, and therapeutic horsemanship facility are present within the study area.

The East Fork Trinity River and its tributaries cross through the northern portion of the study area. Vegetation present includes urban maintained vegetation associated with developments, as well as unmaintained grassland and woodland vegetation in parks and floodplain areas.

Describe Existing Facility:

Existing Spur 399 is a 1.14 mile-long section of roadway that connects SH 5 to US 75/SH 121, and the Sam Rayburn Tollway (SRT) south of McKinney.

Describe Proposed Facility:

The proposed project would extend Spur 399 from US 75 to US 380, a new location facility. The Spur 399 extension would be an eight-lane, access-controlled freeway with one-way frontage roads on each side within an anticipated right-of-way width of between 330 to 350 feet depending on location. Frontage roads may be eliminated, and the primary travel lanes may be elevated (on bridge/viaduct) to minimize impacts on sensitive resources. The freeway facility would also include ramps, direct connector roadways, frontage roads, and arterial roadways to support connectivity to the existing roadway network. Grade-separated interchanges would be constructed at major crossroads including US 75 / SH 5 and existing US 380.

Would the project add capacity?

Transportation Planning

Is the project within an MPO's boundaries?

Does the project meet the definition for a grouped category for planning and programming purposes?

The project is located in area.

This status applies to:

CO - Carbon Monoxide

O3 - Ozone

NO2 - Nitrogen Dioxide

PM10 - Particulate

PM2.5 - Particulate

Environmental Clearance Information

Environmental Clearance Date:

Environmental LOA Date:

Closed Date:

Archived Date:

Approved Environmental Classification:

Project Contacts

Created By:

Date Created:

Project Sponsor: TXDOT (Or) Local Government

Sponsor Point Of Contact:

ENV Core Team Member:

District Core Team Member:

Other Point of Contact(s):

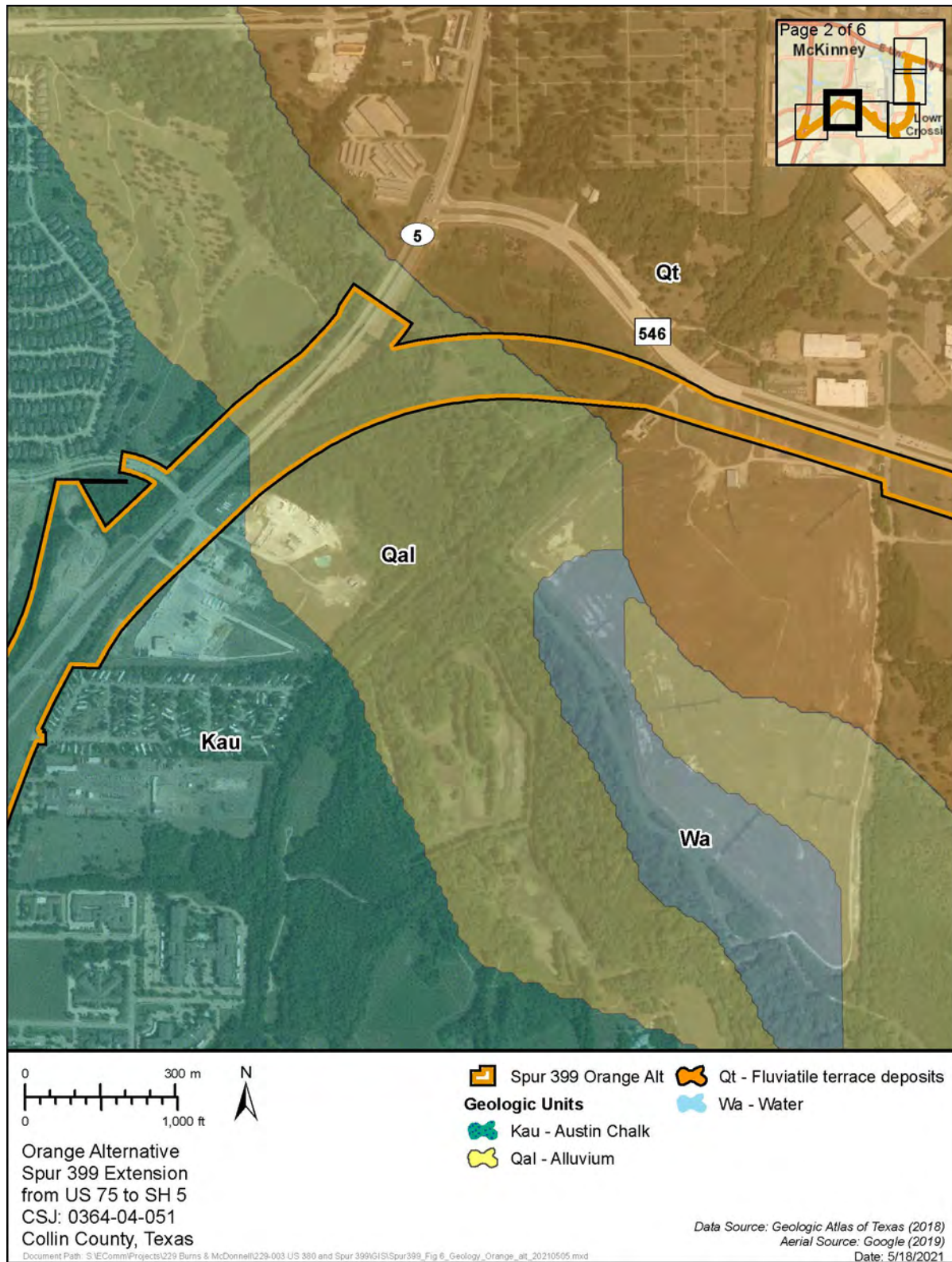
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Last Updated Date: 03/29/2021 02:20:16

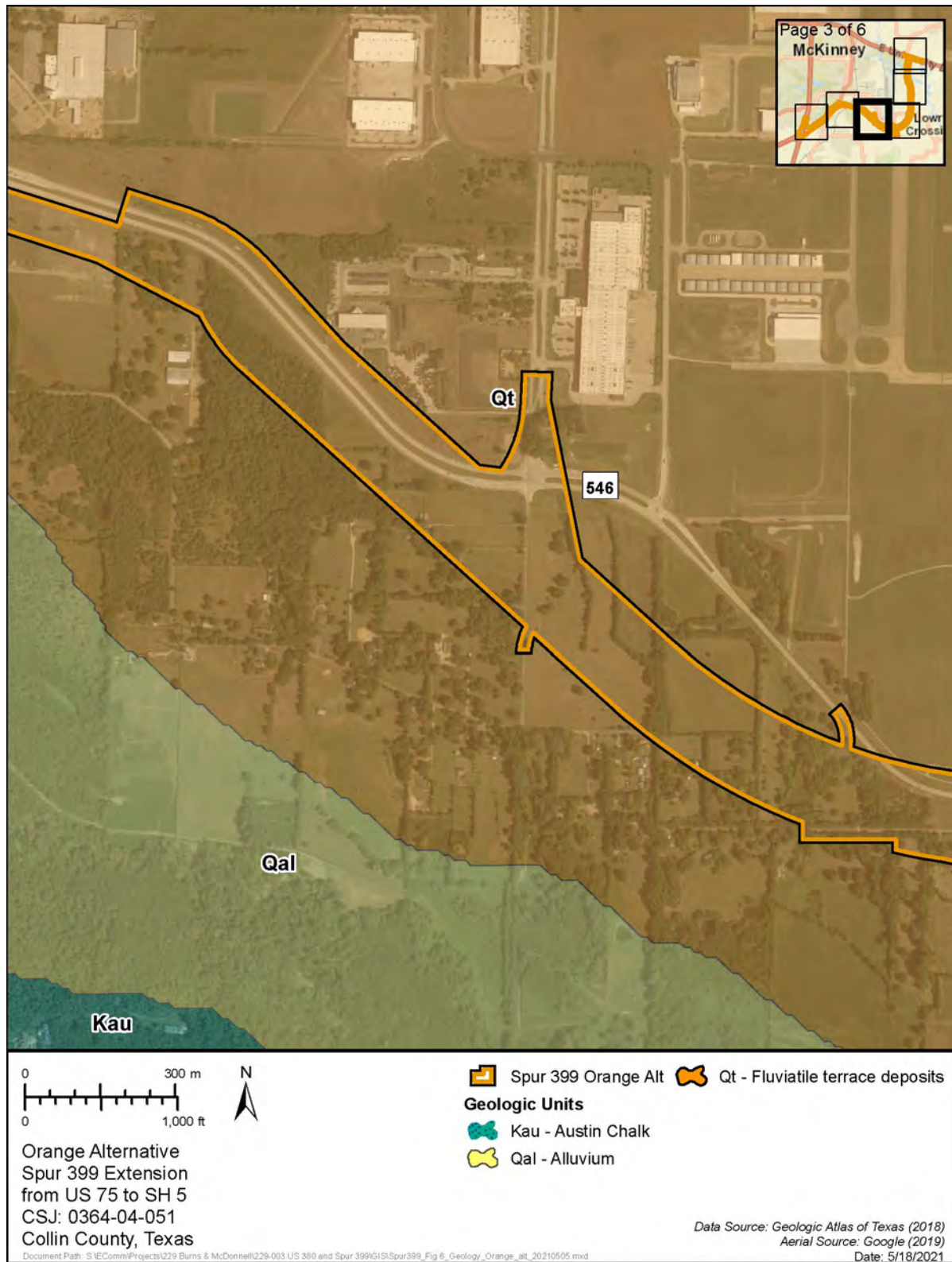
Attachment 5a: Spur 399 Orange Alternative Geology Map.



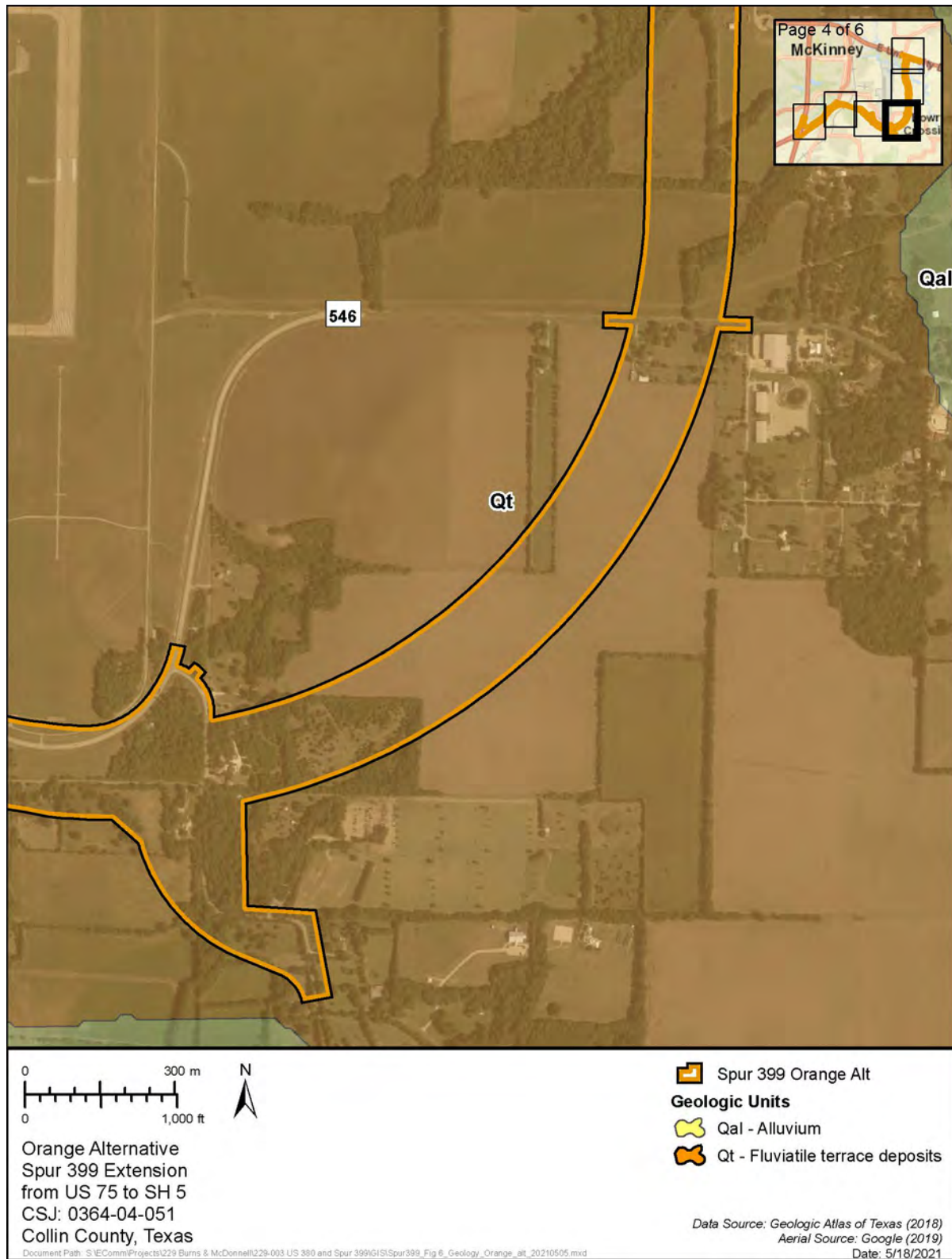
Attachment 5b: Spur 399 Orange Alternative Geology Map.



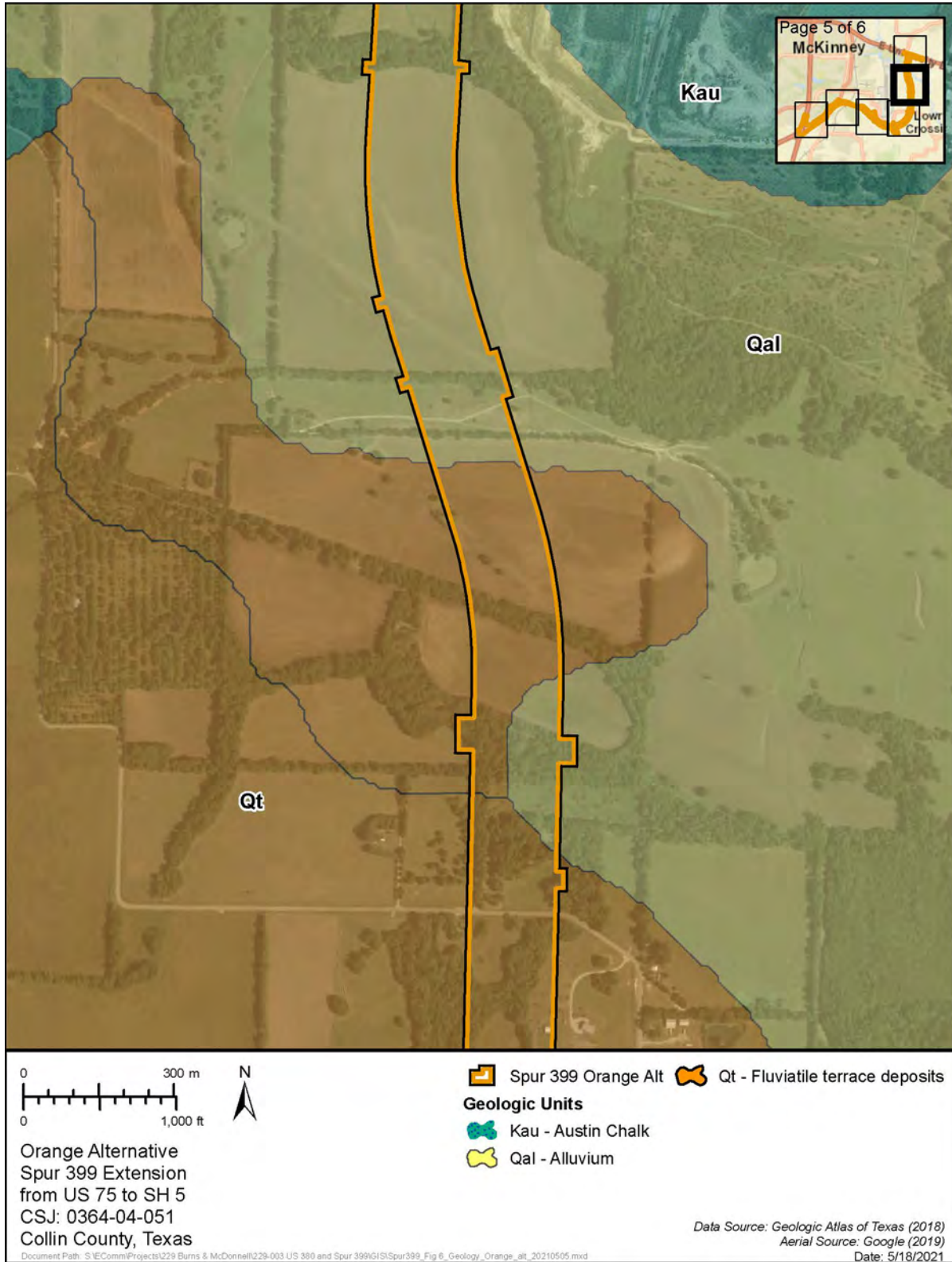
Attachment 5c: Spur 399 Orange Alternative Geology Map.



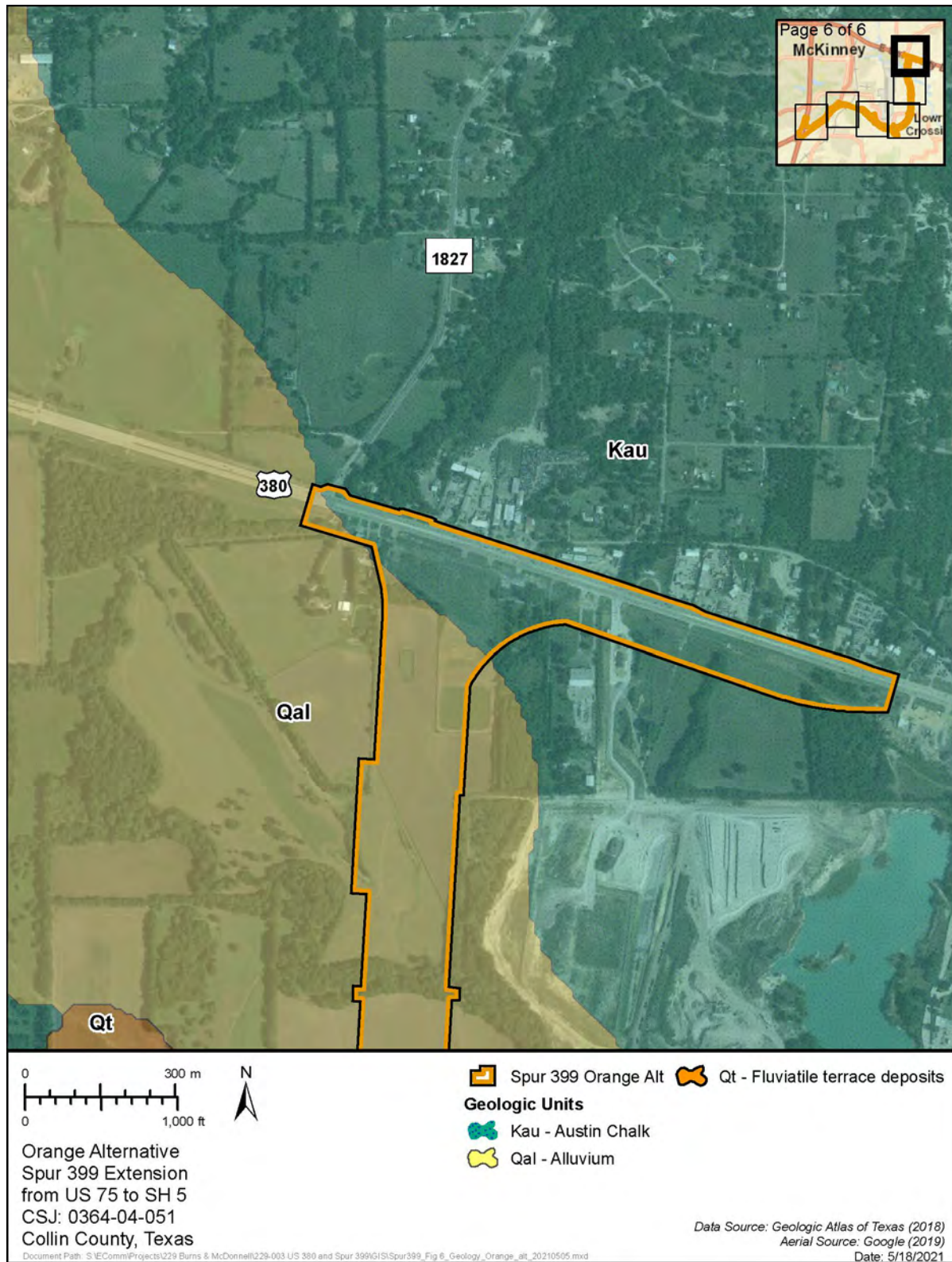
Attachment 5d: Spur 399 Orange Alternative Geology Map.



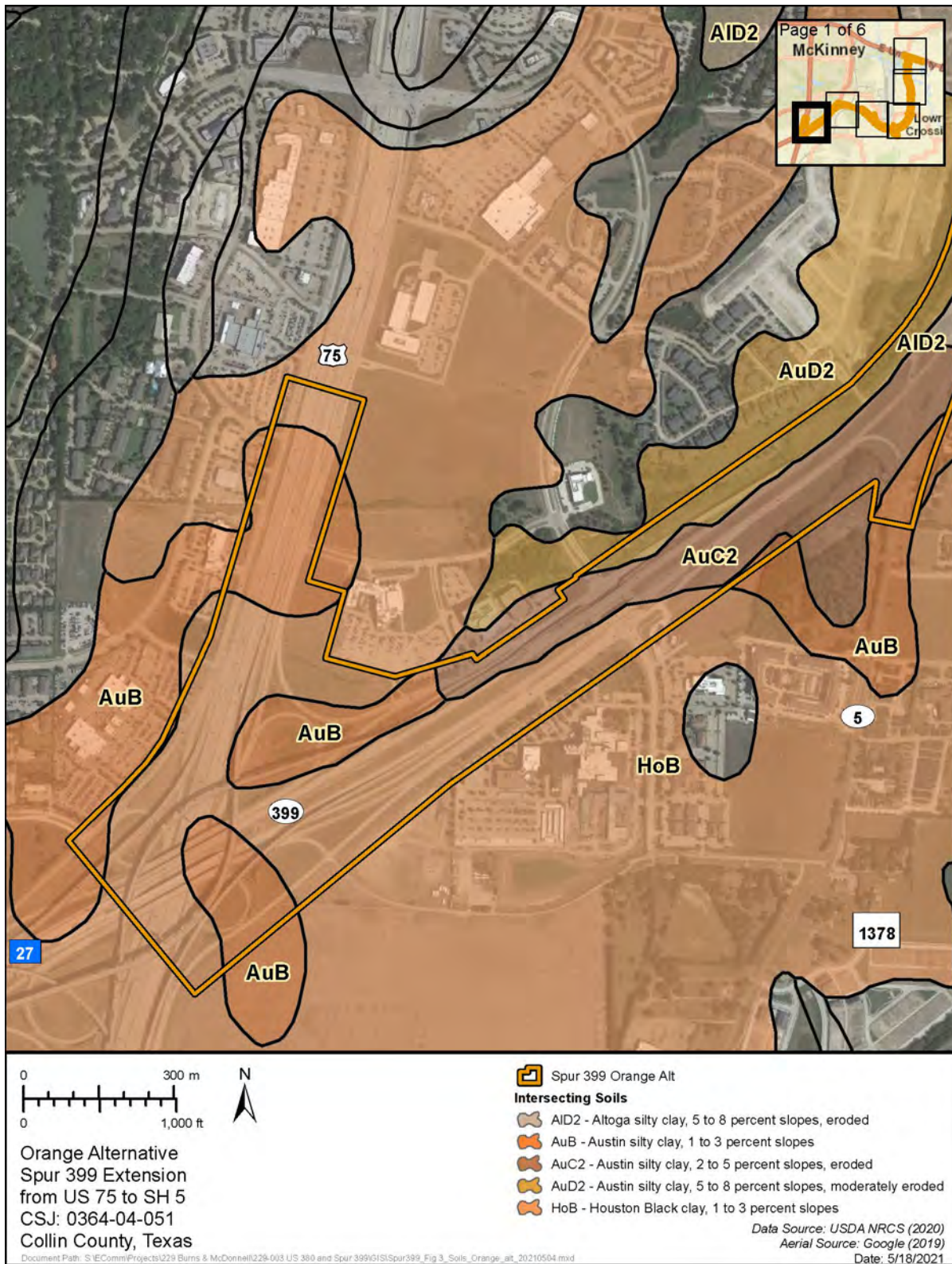
Attachment 5e: Spur 399 Orange Alternative Geology Map.



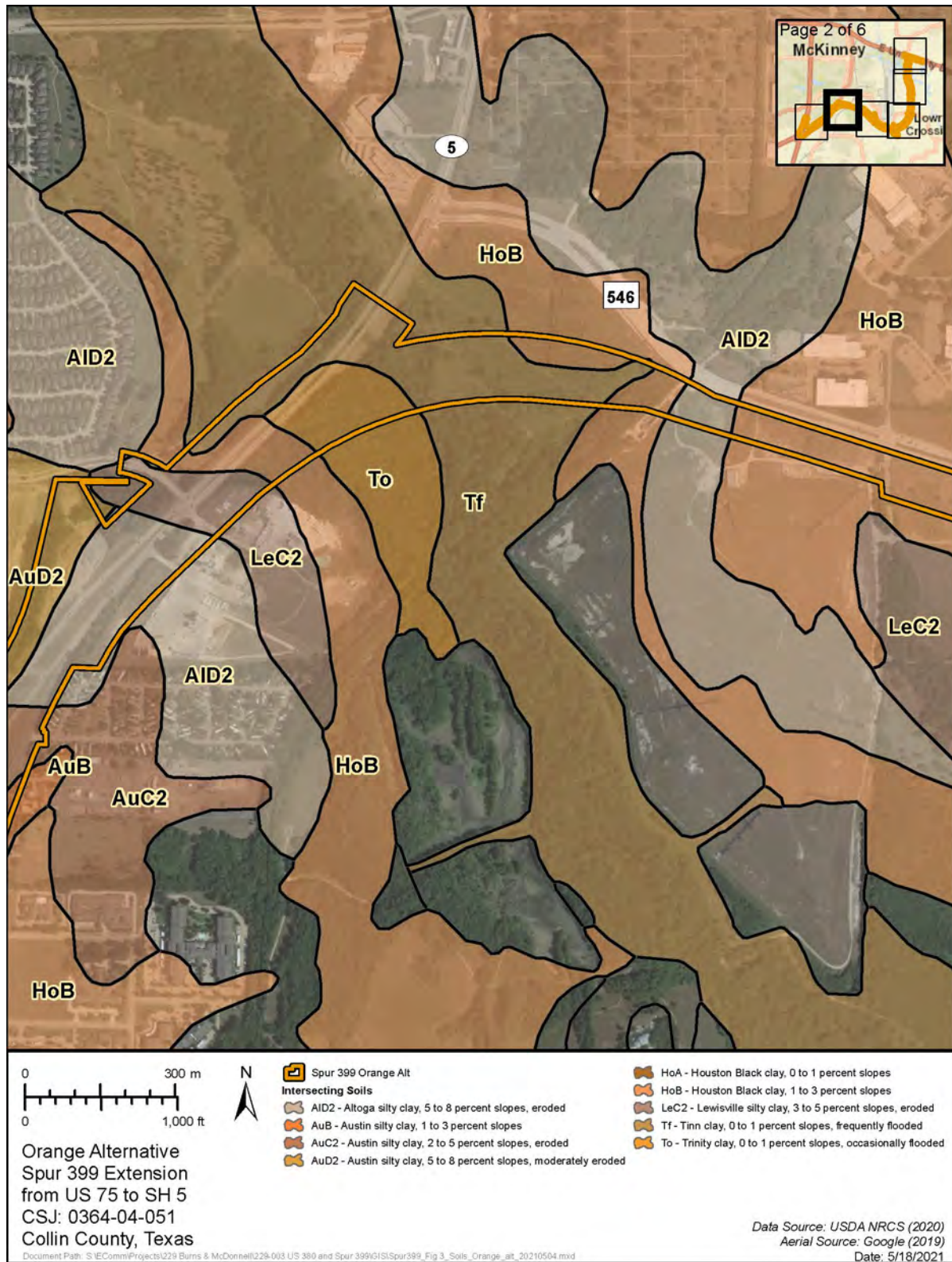
Attachment 5f: Spur 399 Orange Alternative Geology Map.



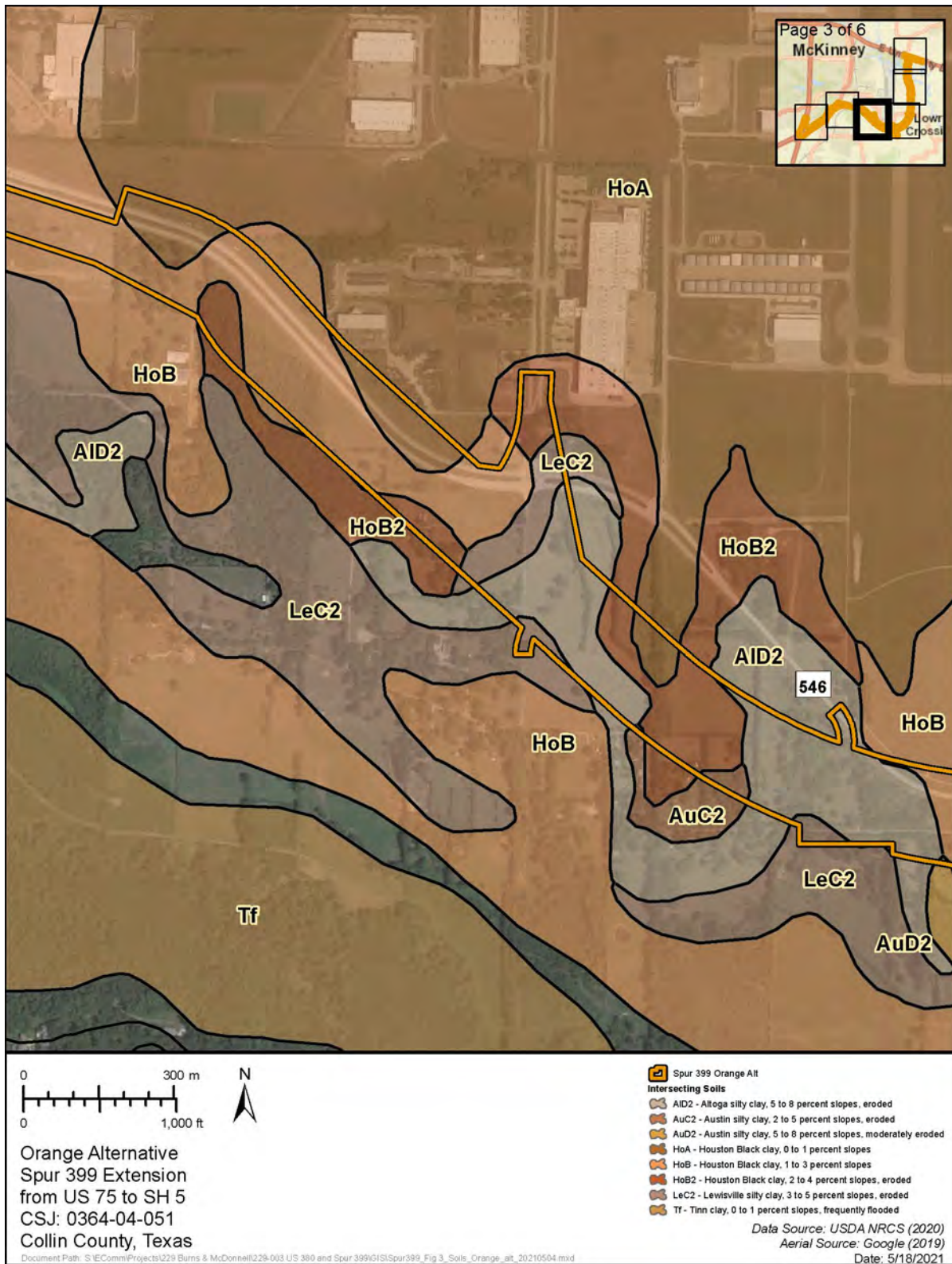
Attachment 6a: Soils Map for Spur 399 Orange Alternative.



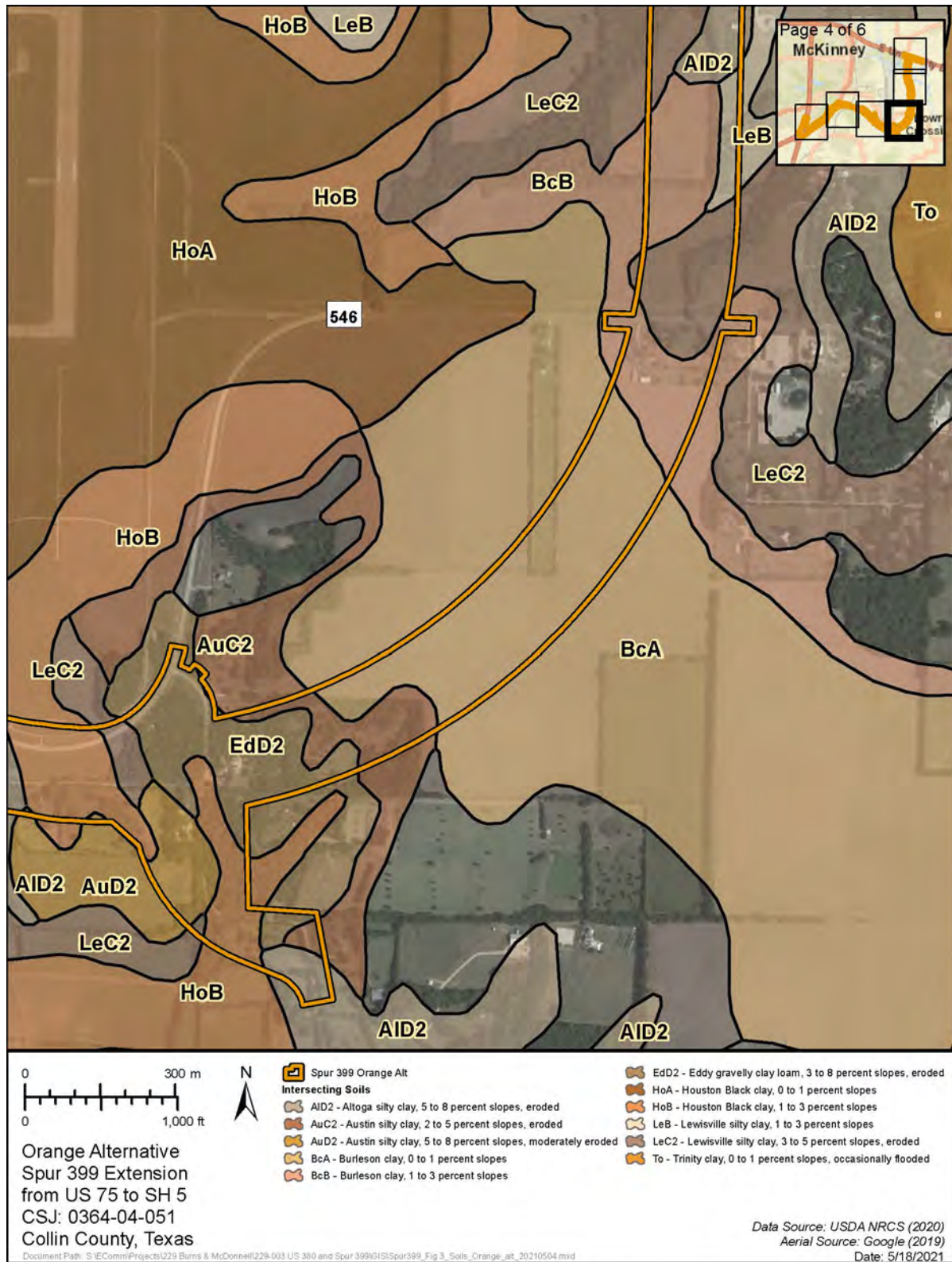
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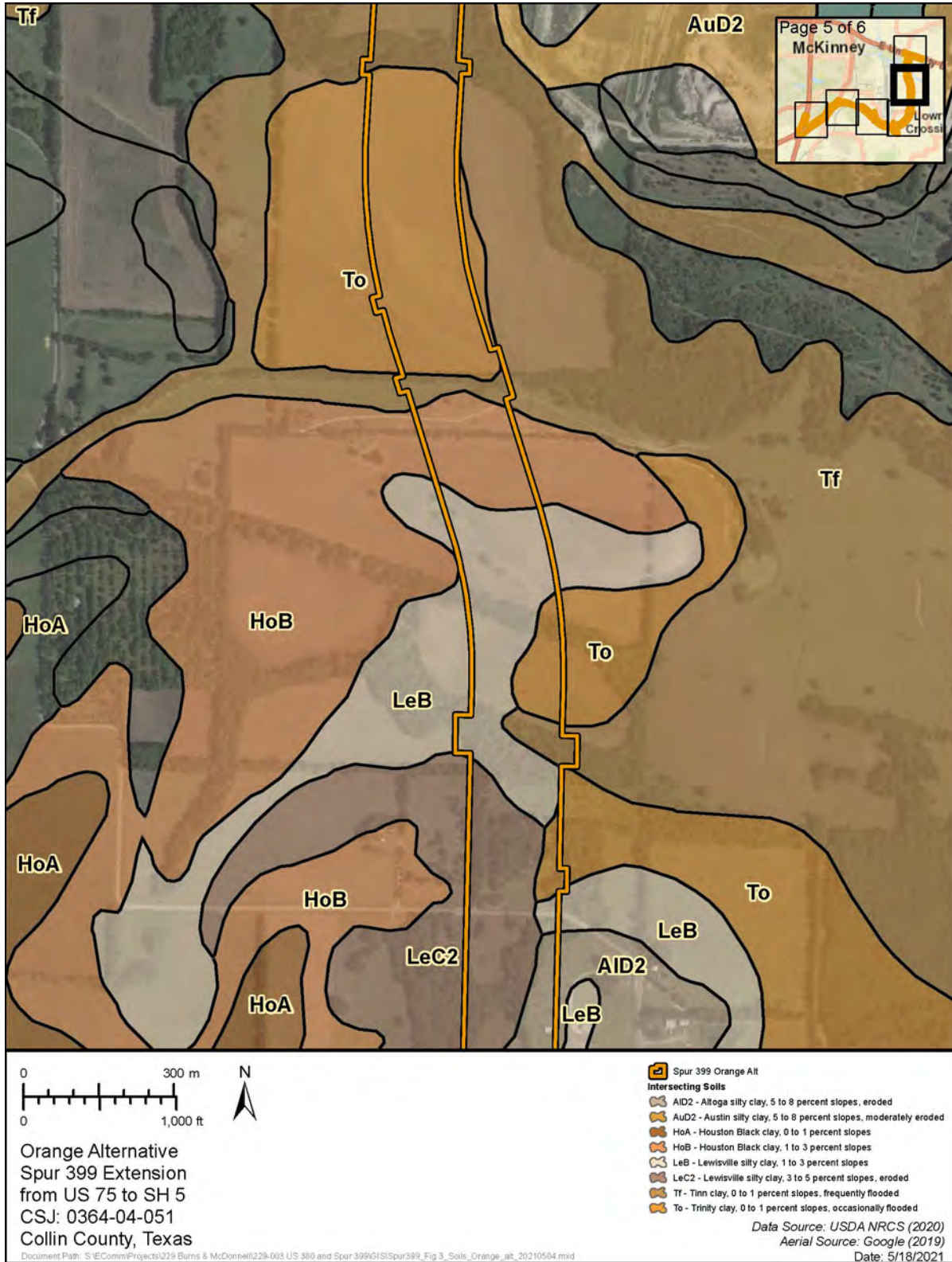
Attachment 6c: Soils Map for Spur 399 Orange Alternative.



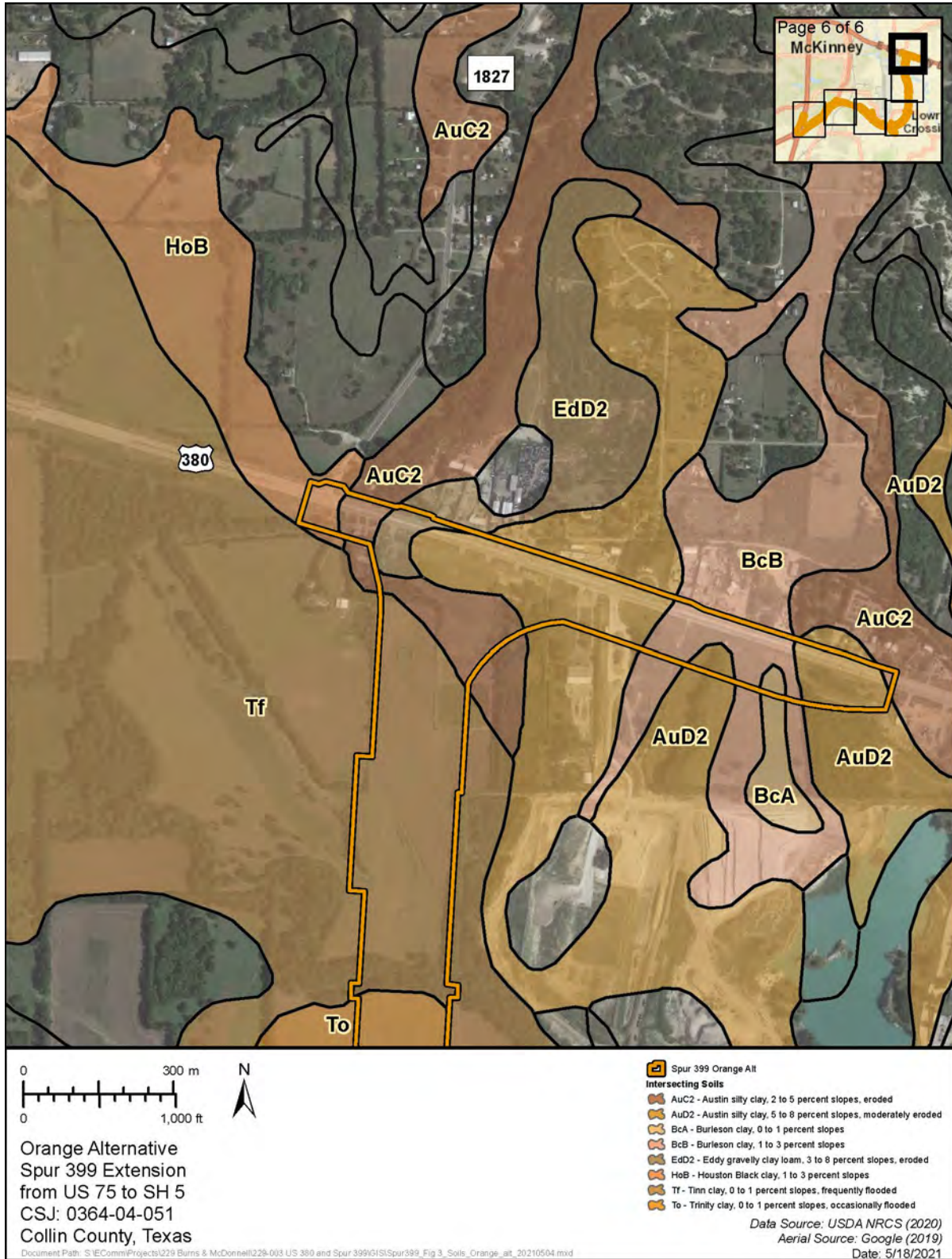
Attachment 6d: Soils Map for Spur 399 Orange Alternative



Attachment 6e: Soils Map for Spur 399 Orange Alternative



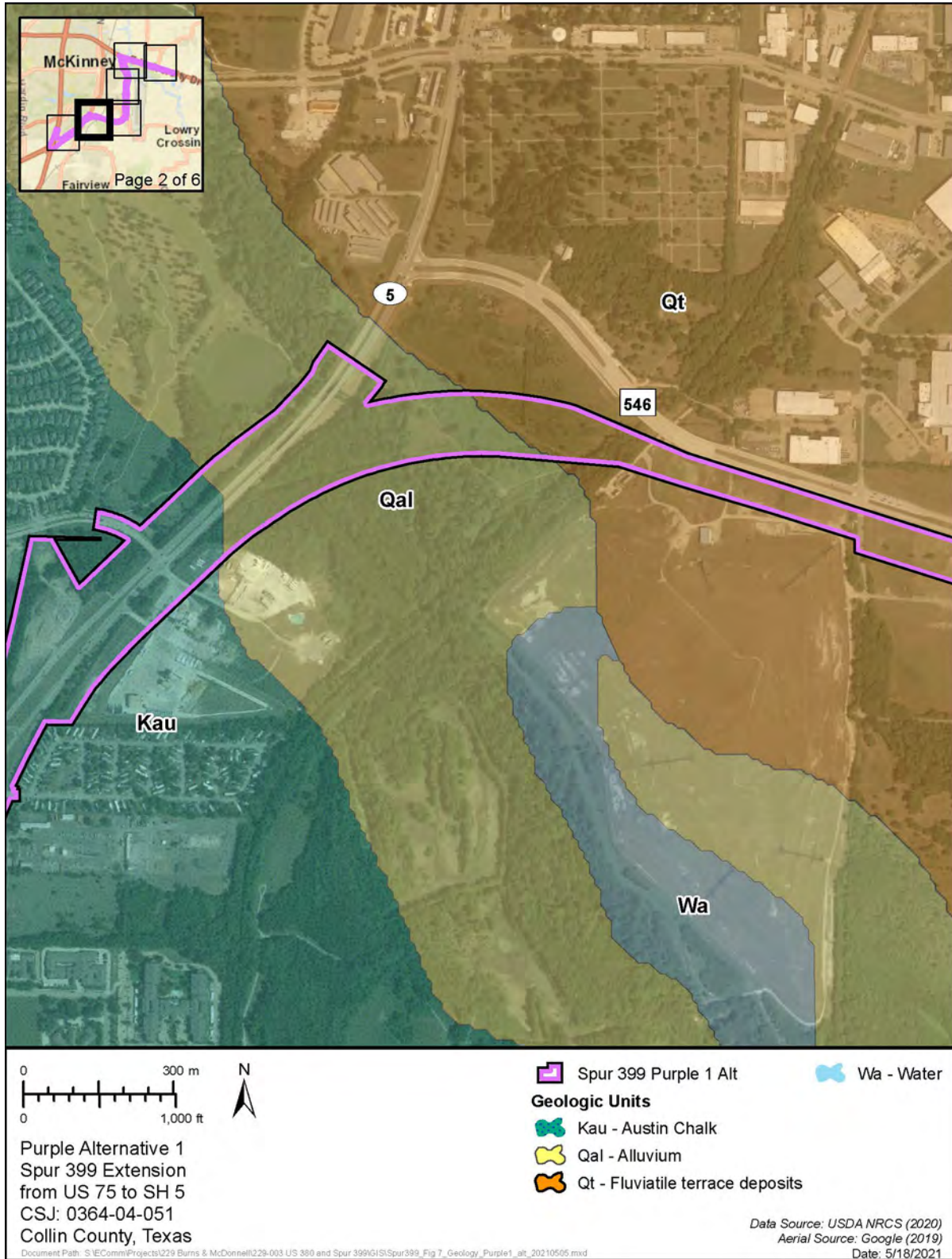
Attachment 6f: Soils Map for Spur 399 Orange Alternative



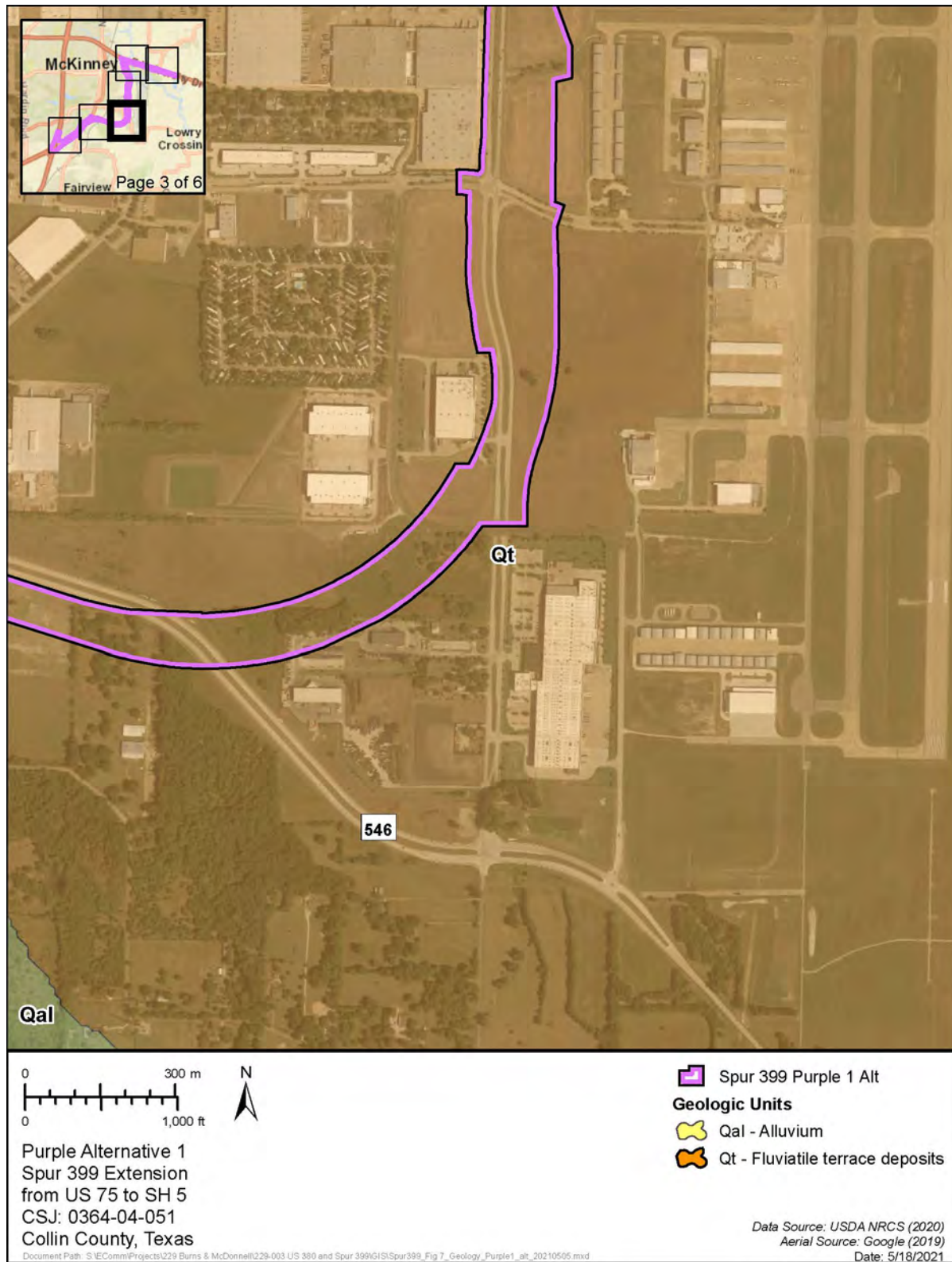
Attachment 11a: Spur 399 Purple #1 Alternative Geology Map.



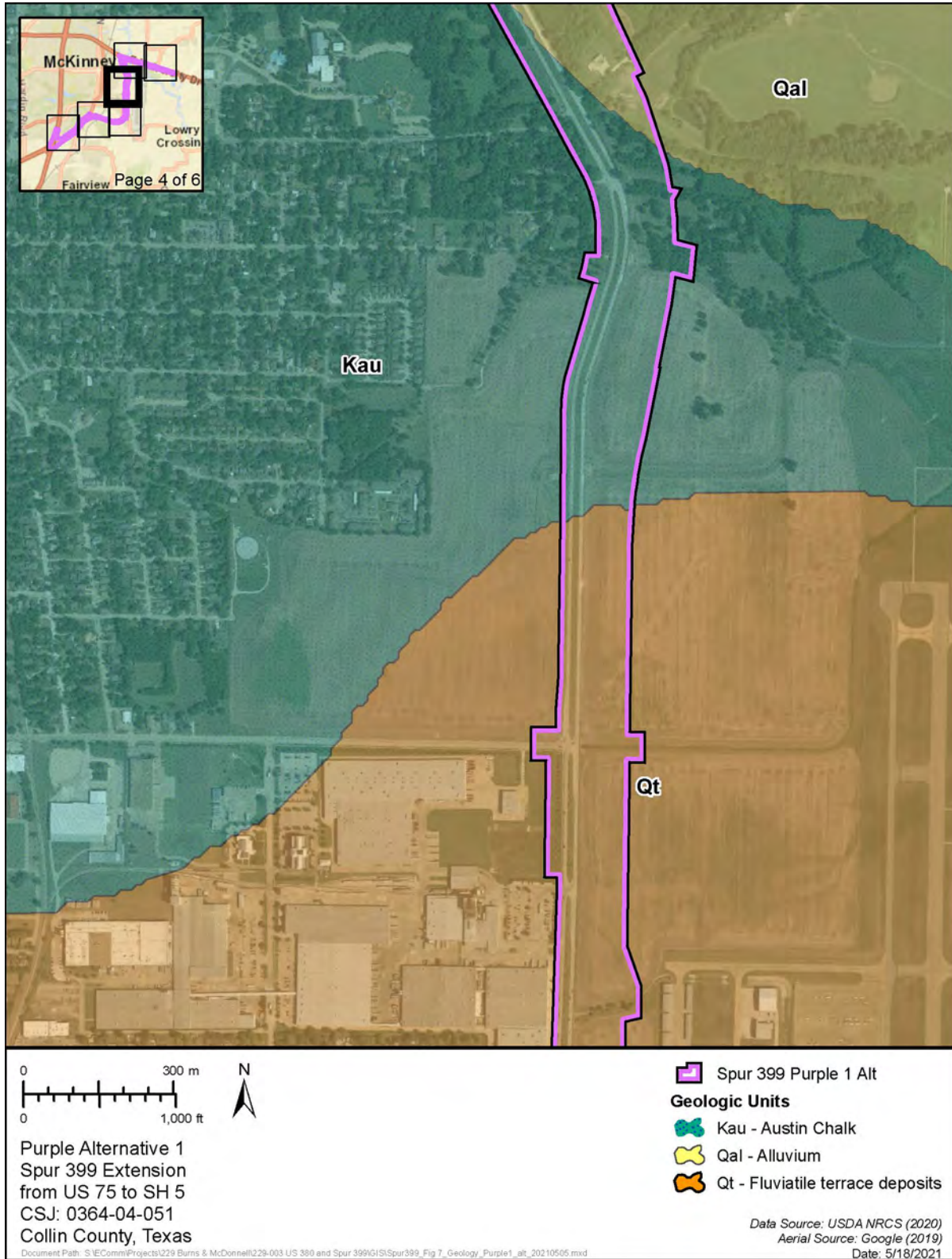
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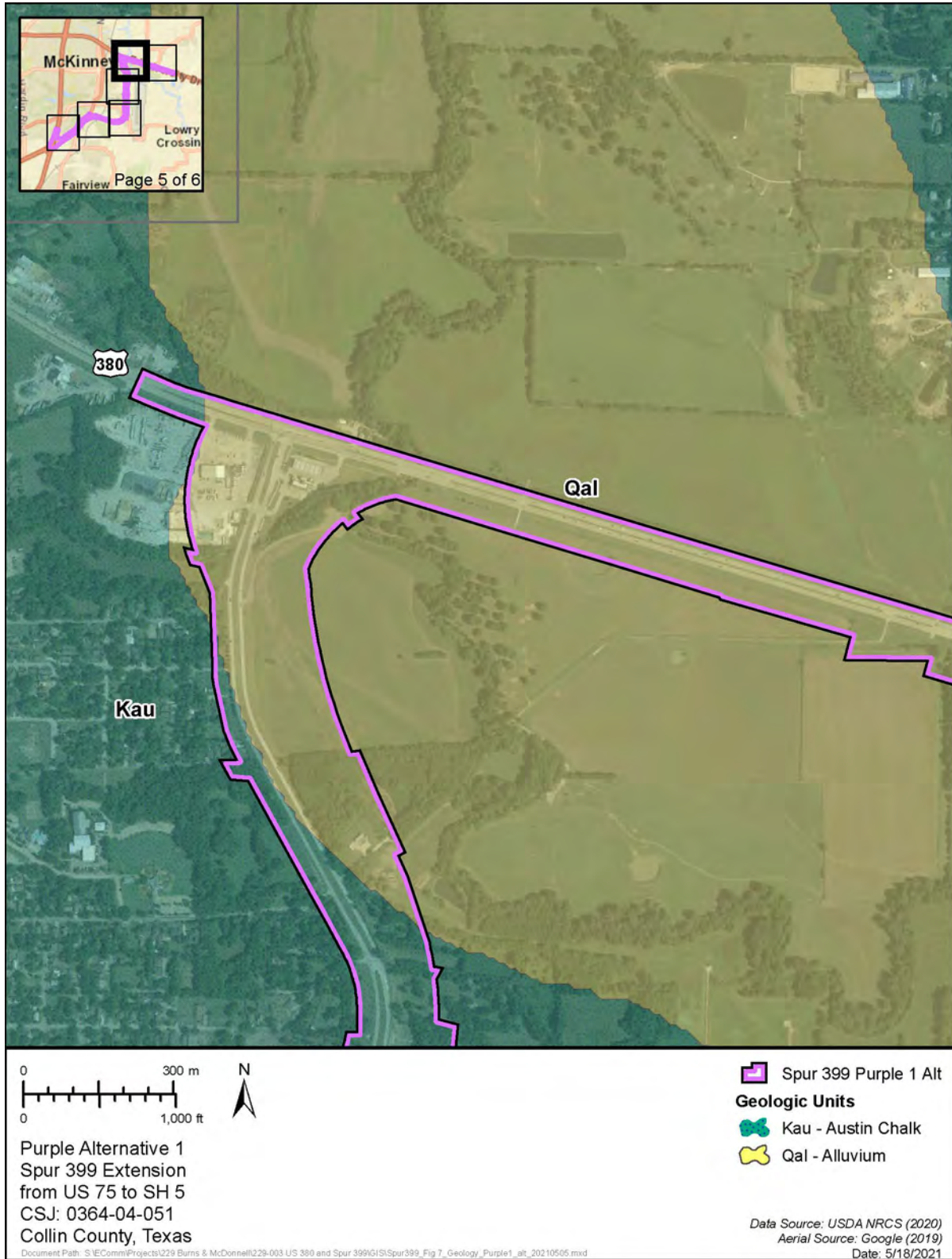
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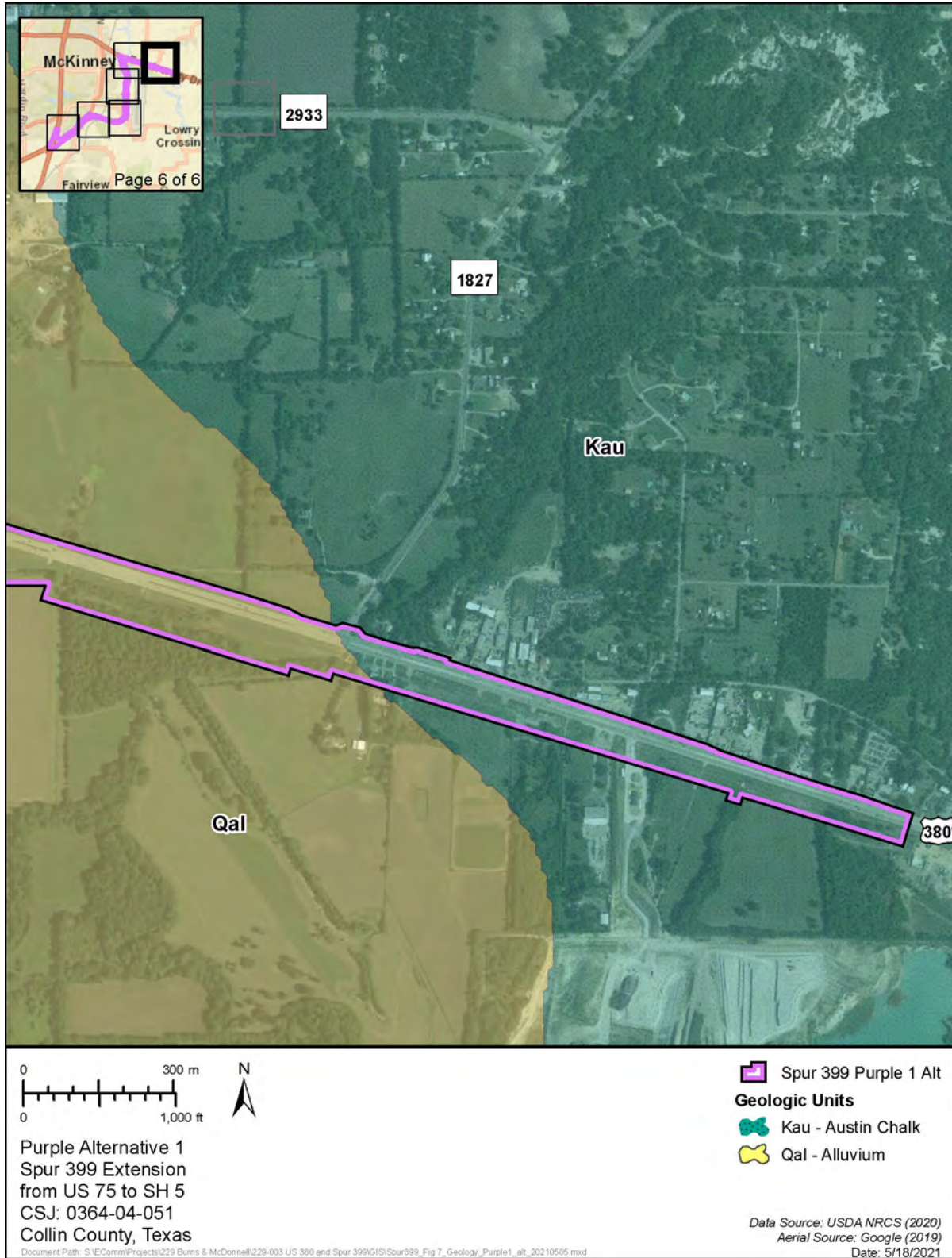
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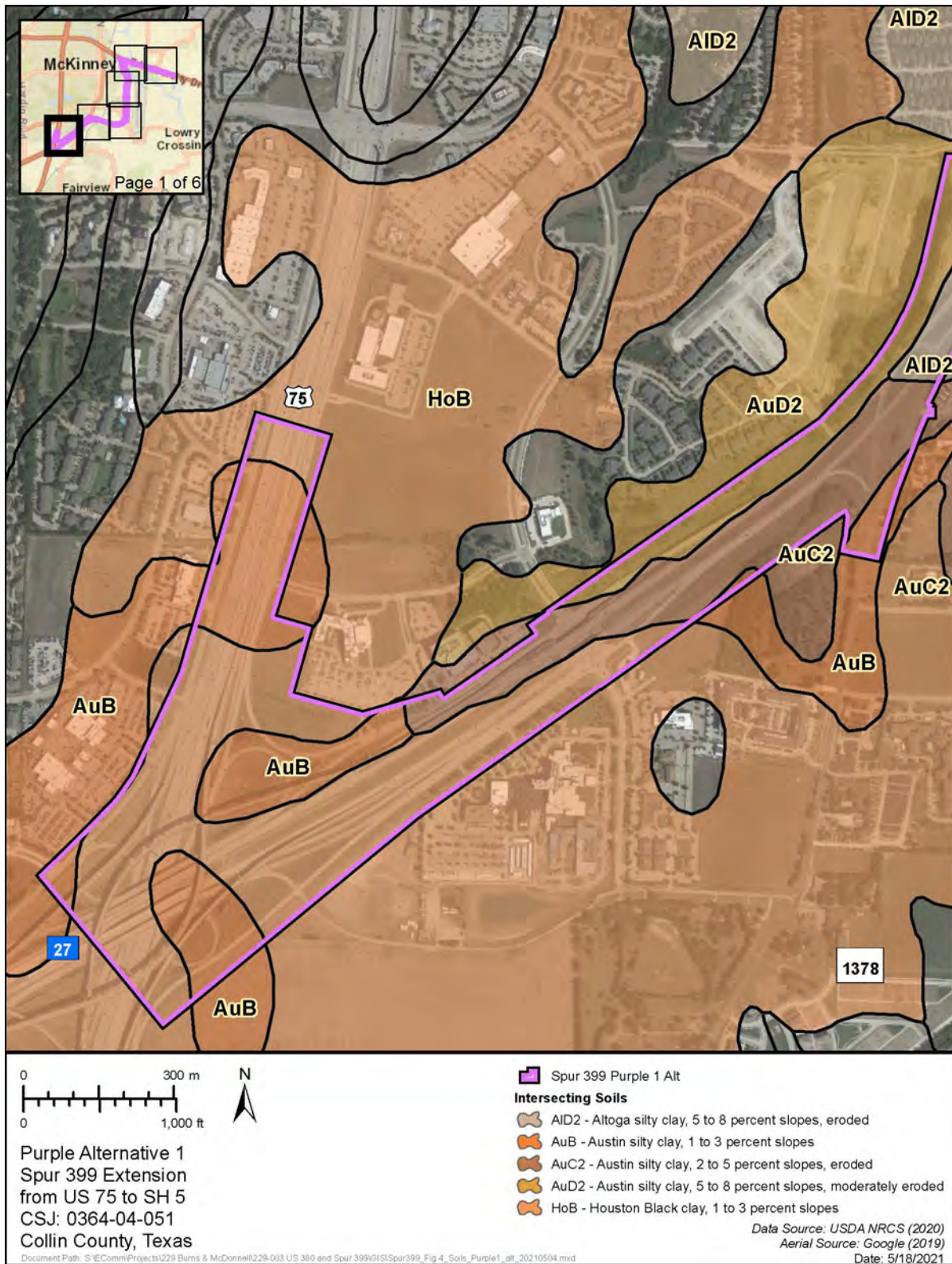
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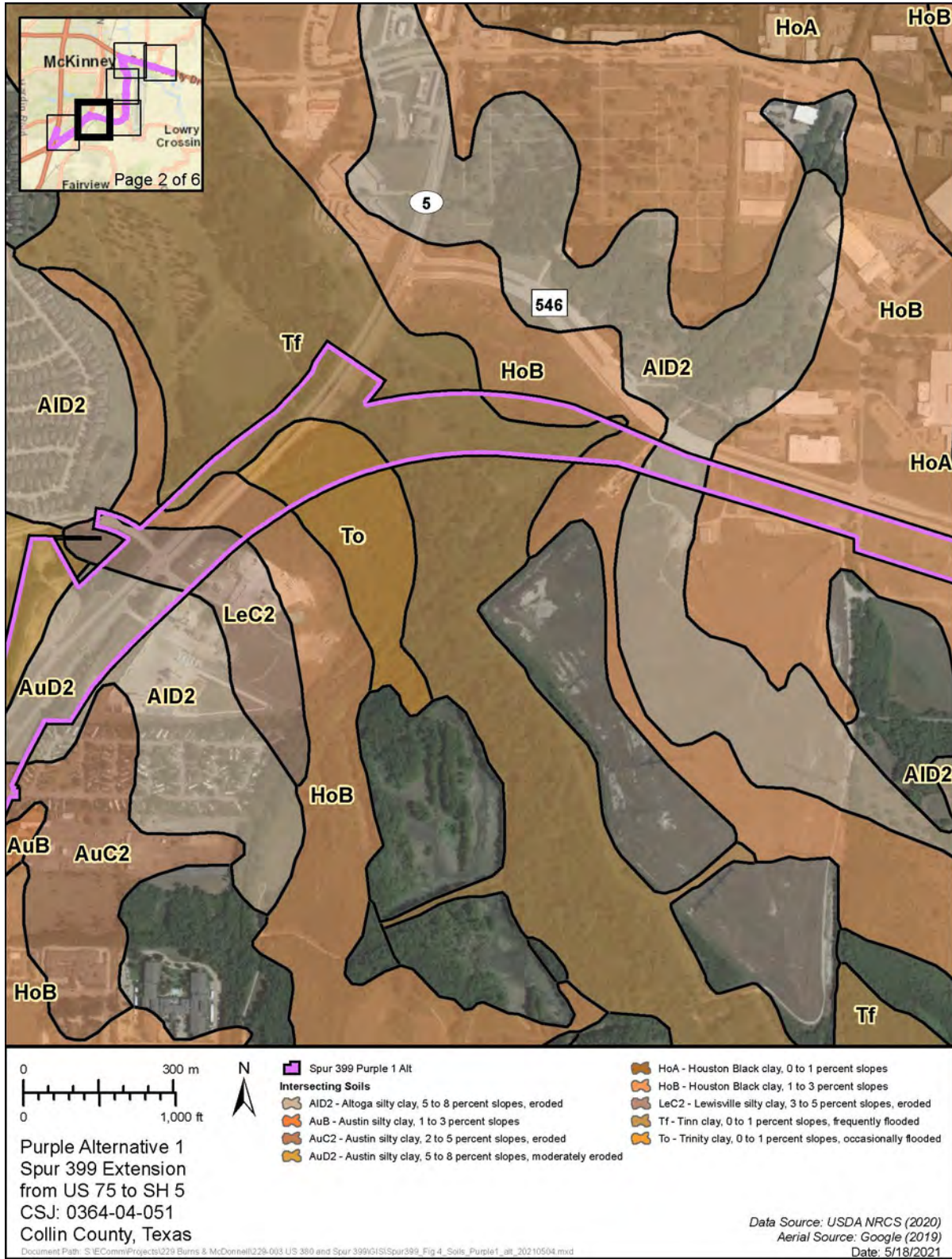
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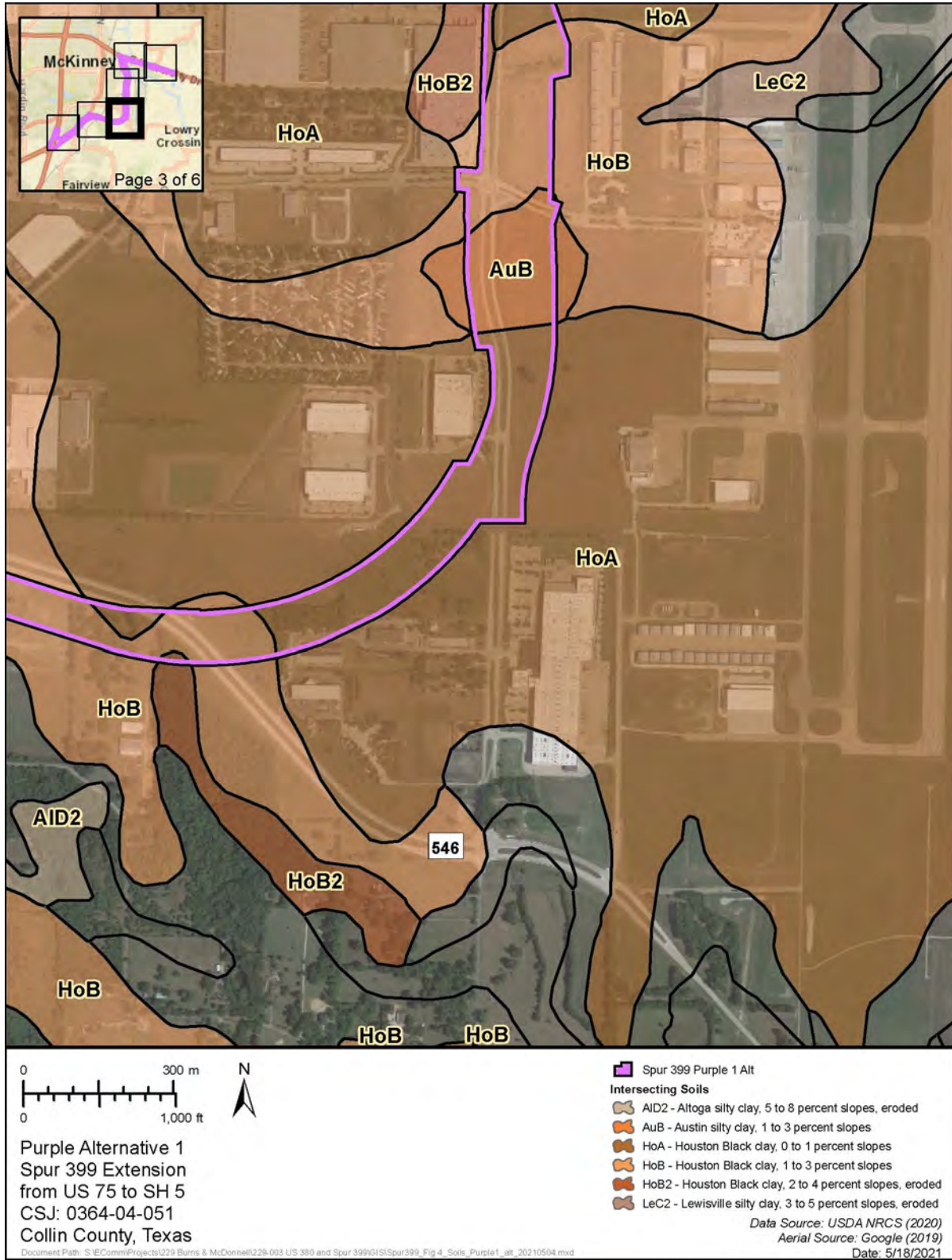
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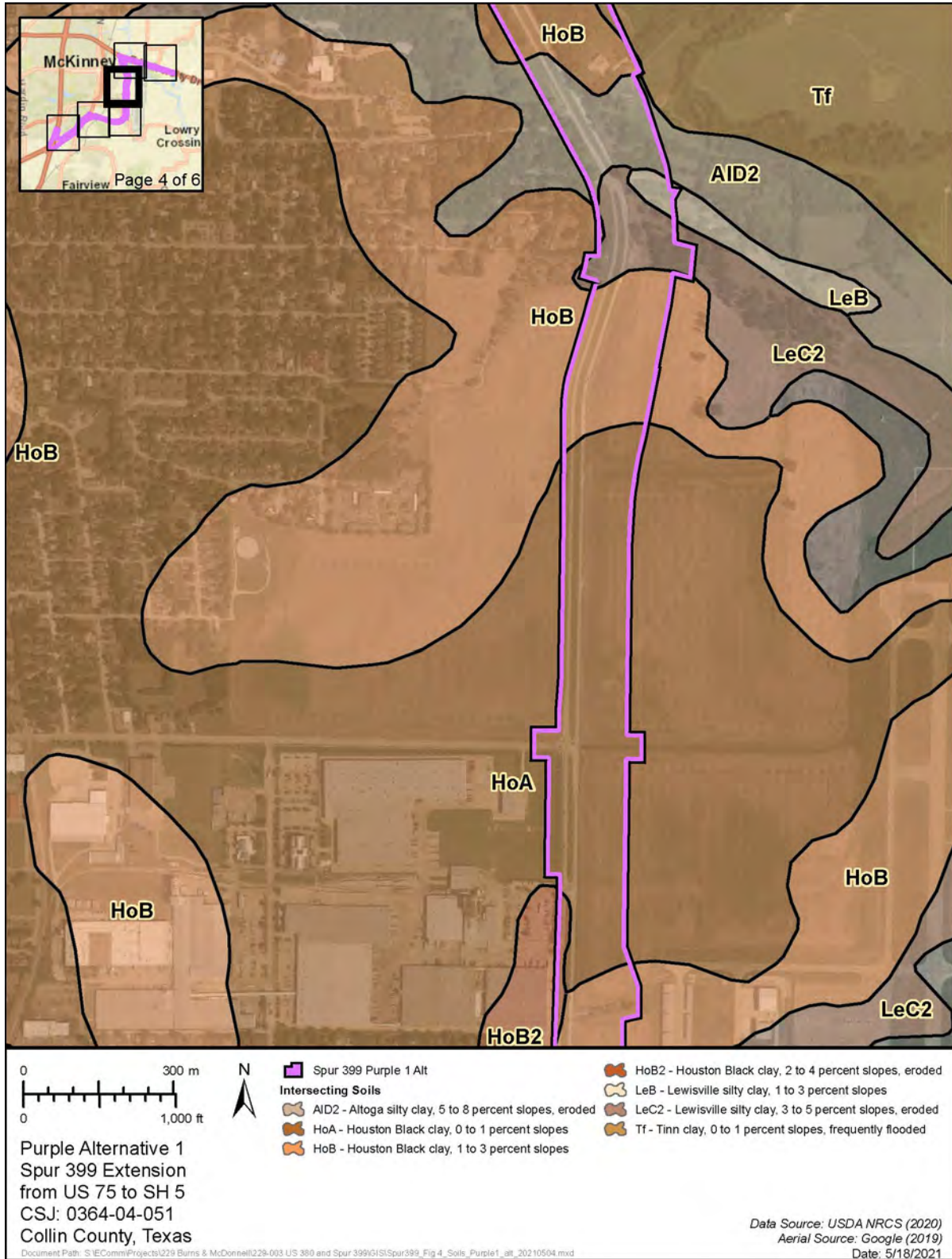
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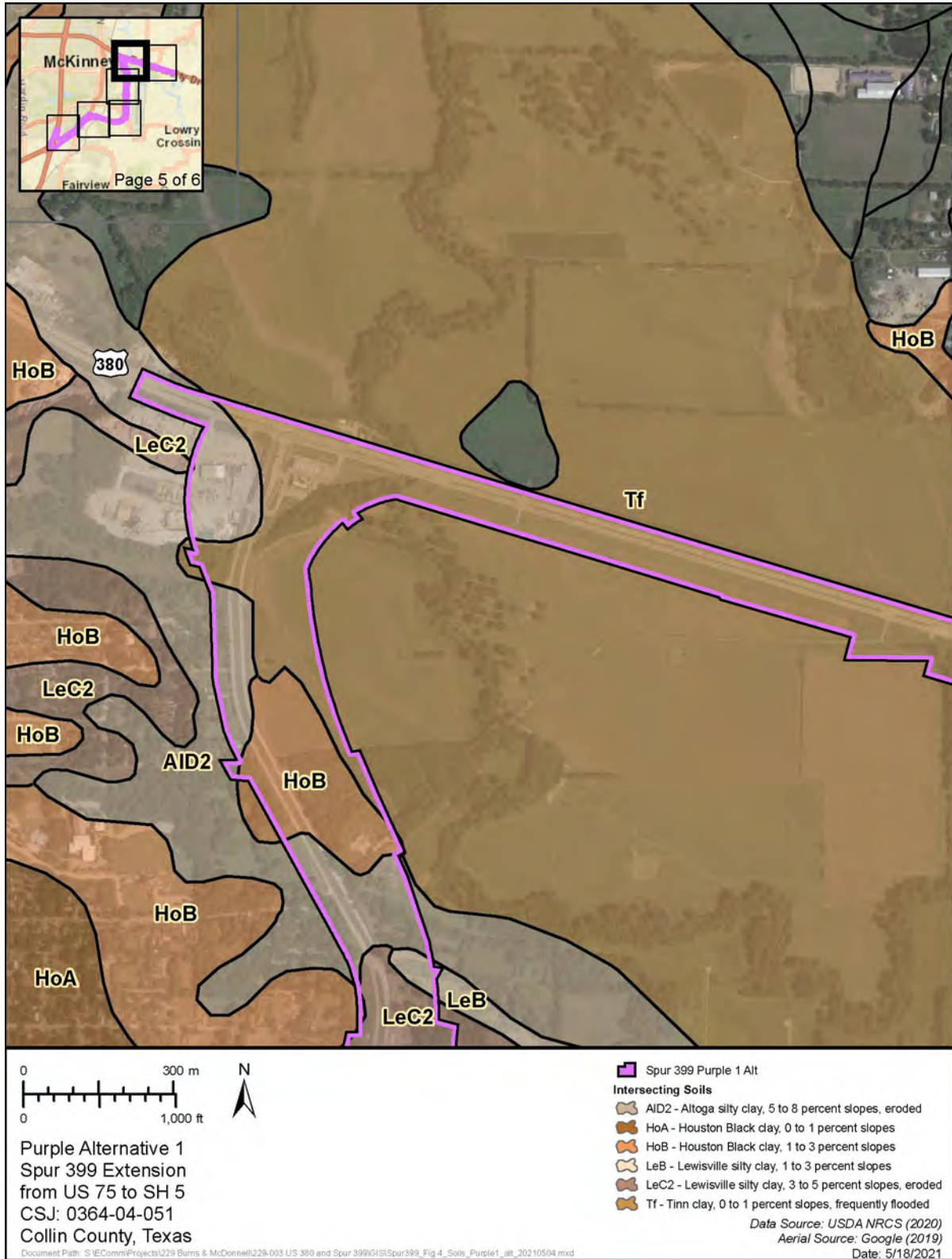
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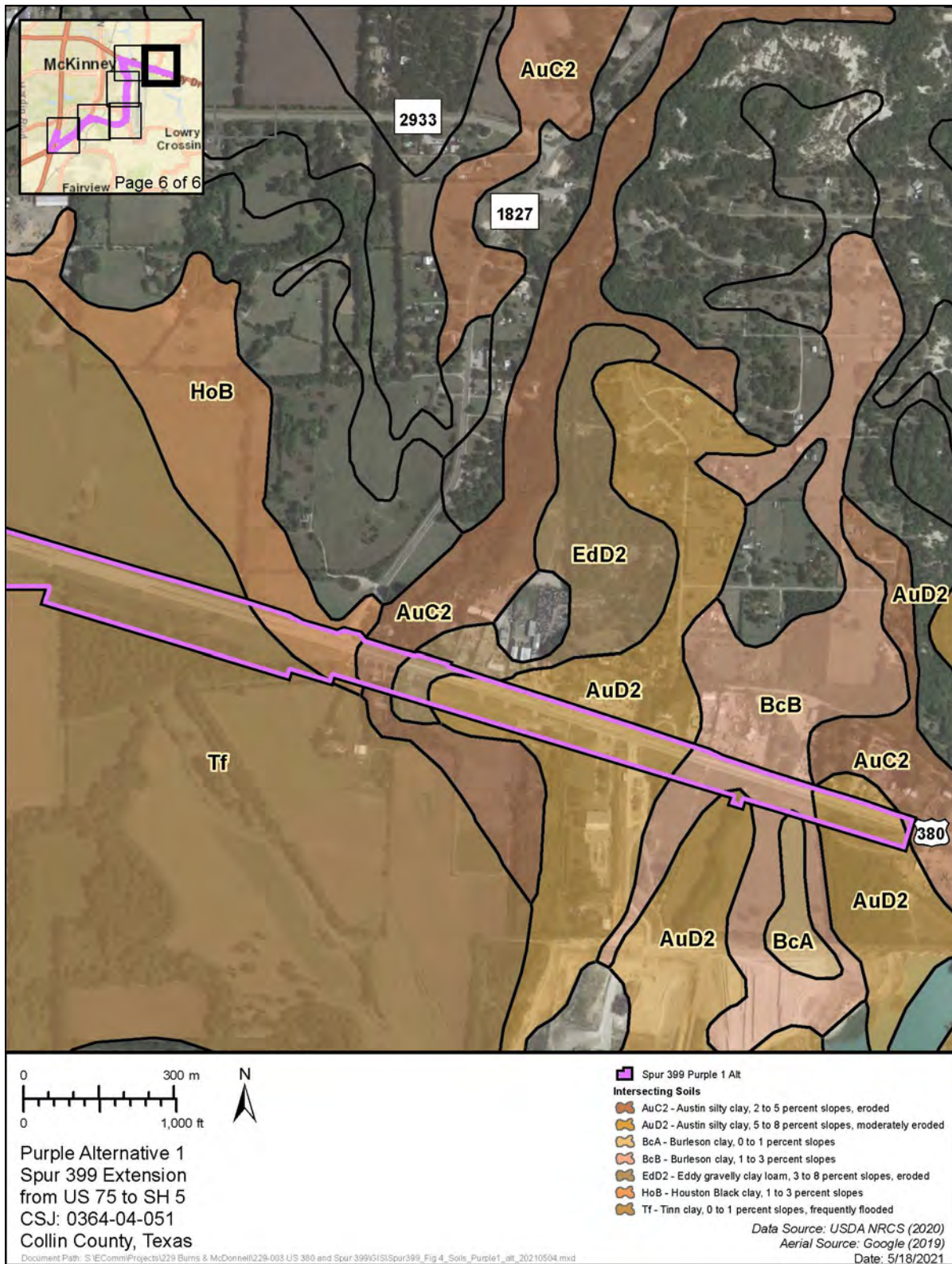
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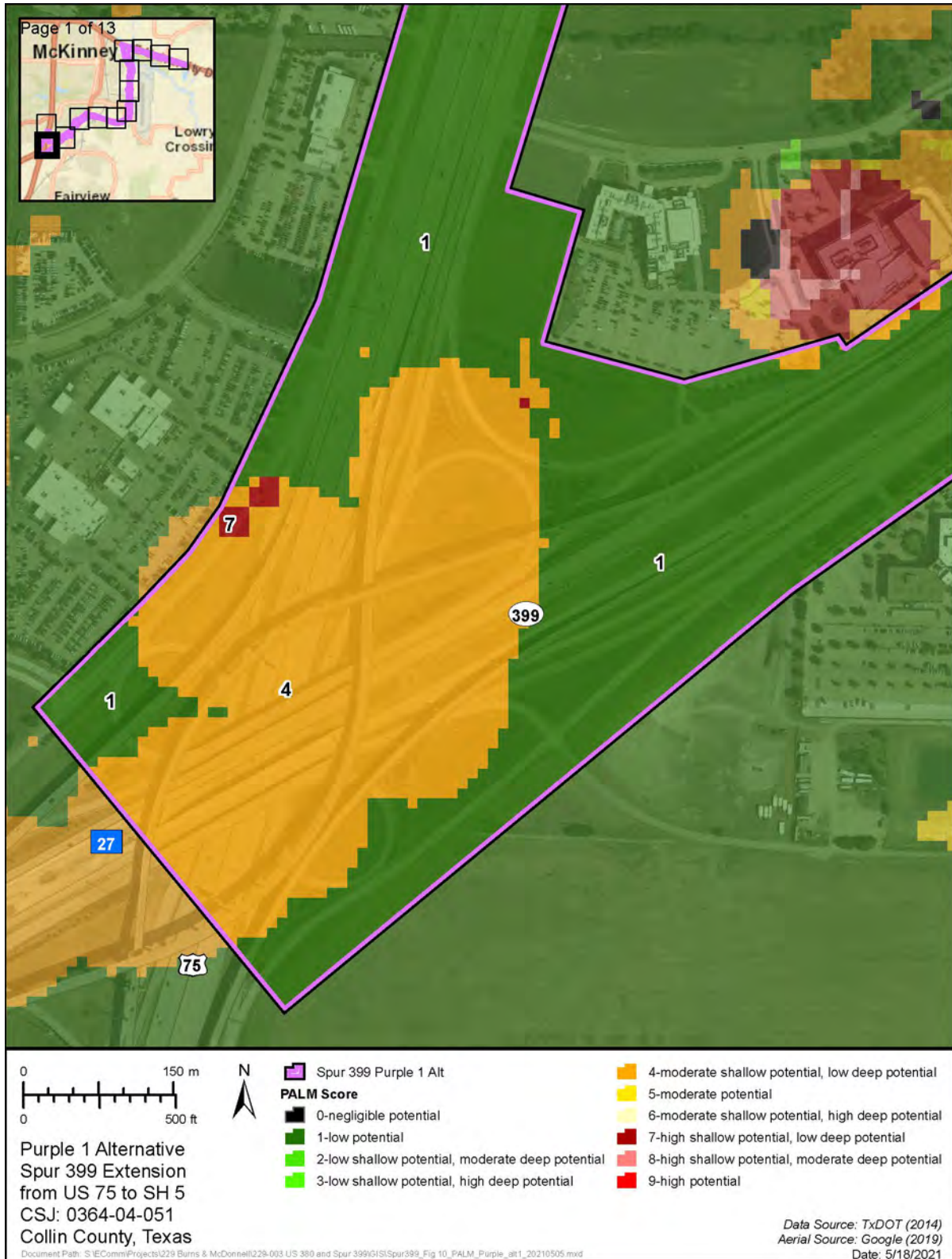
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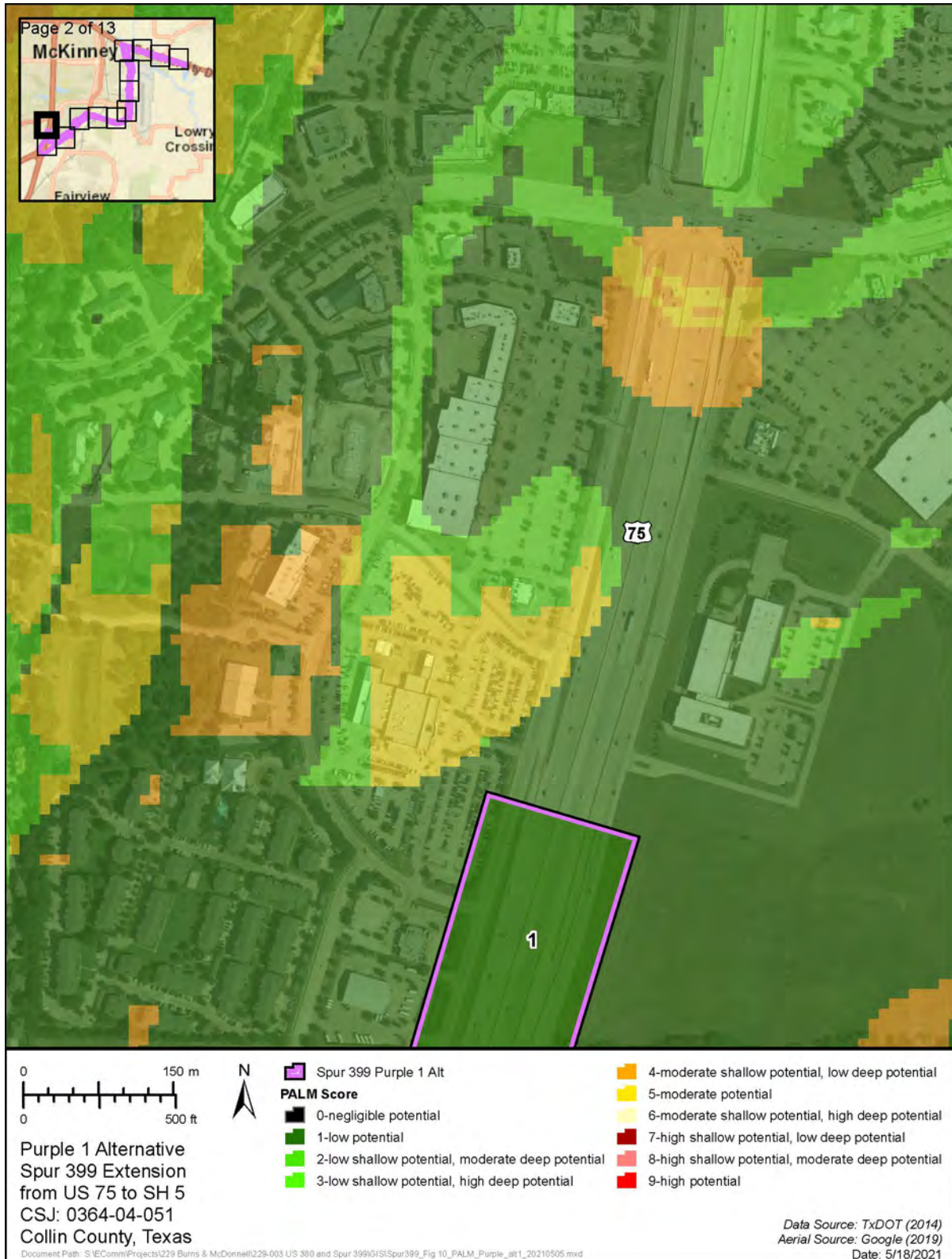
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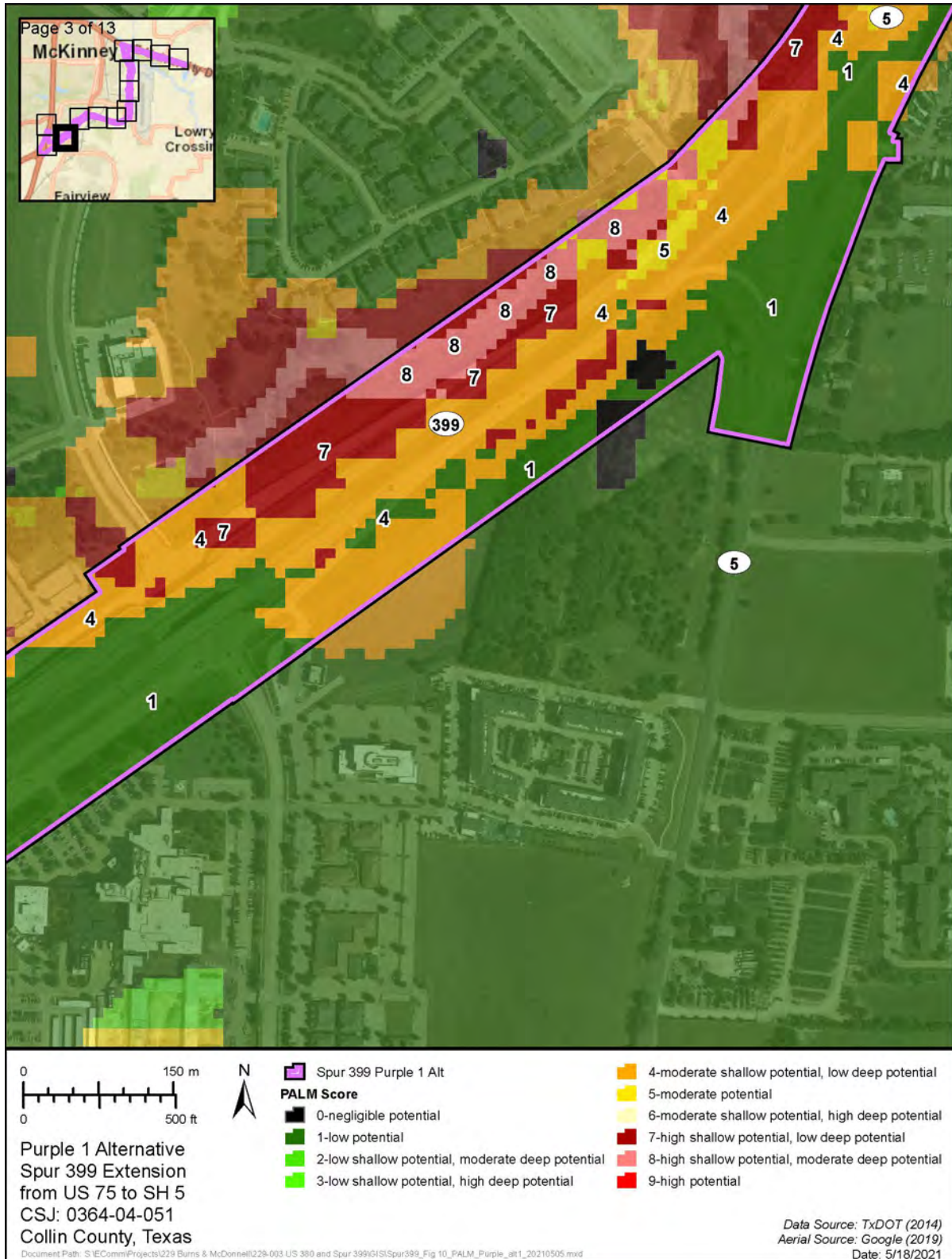
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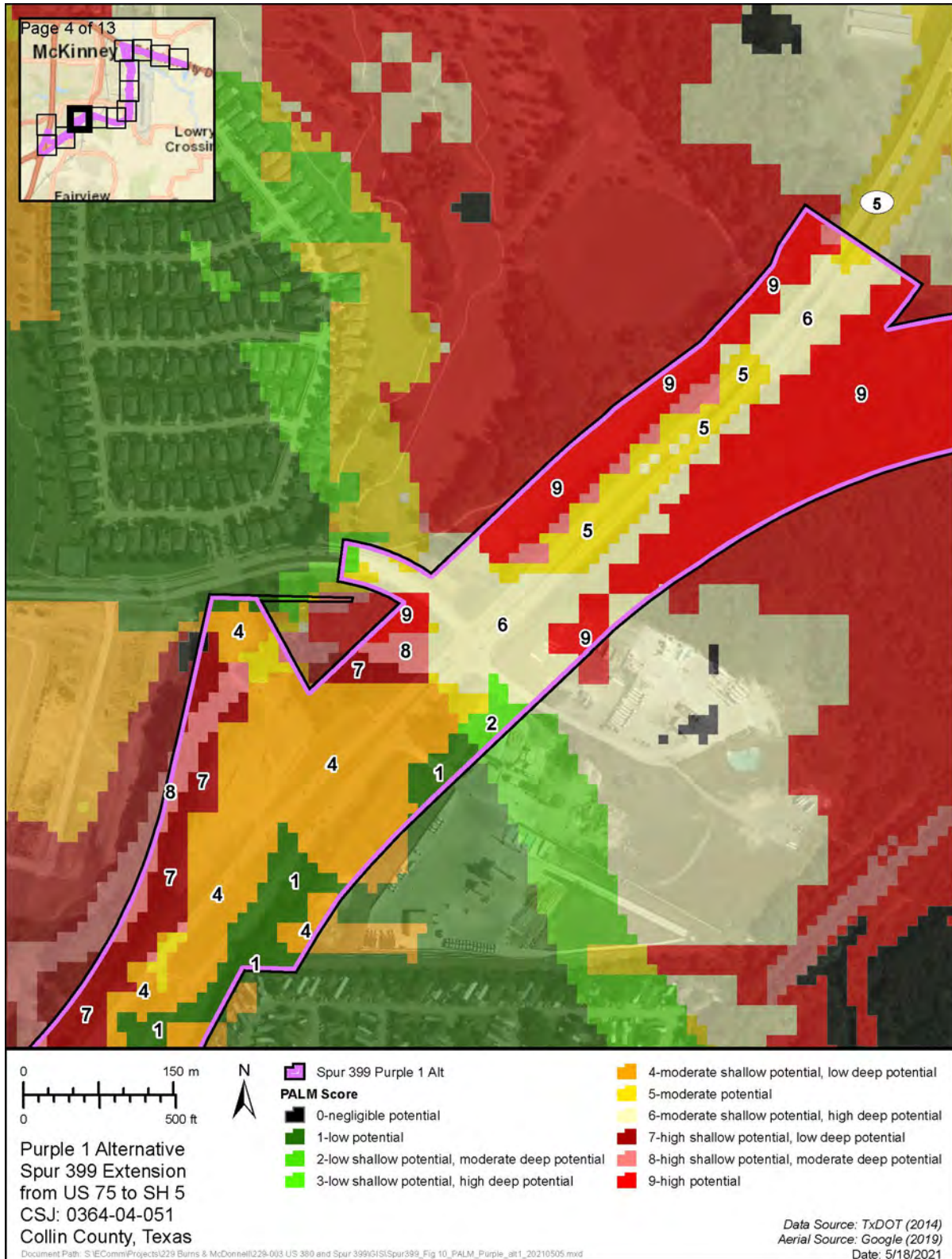
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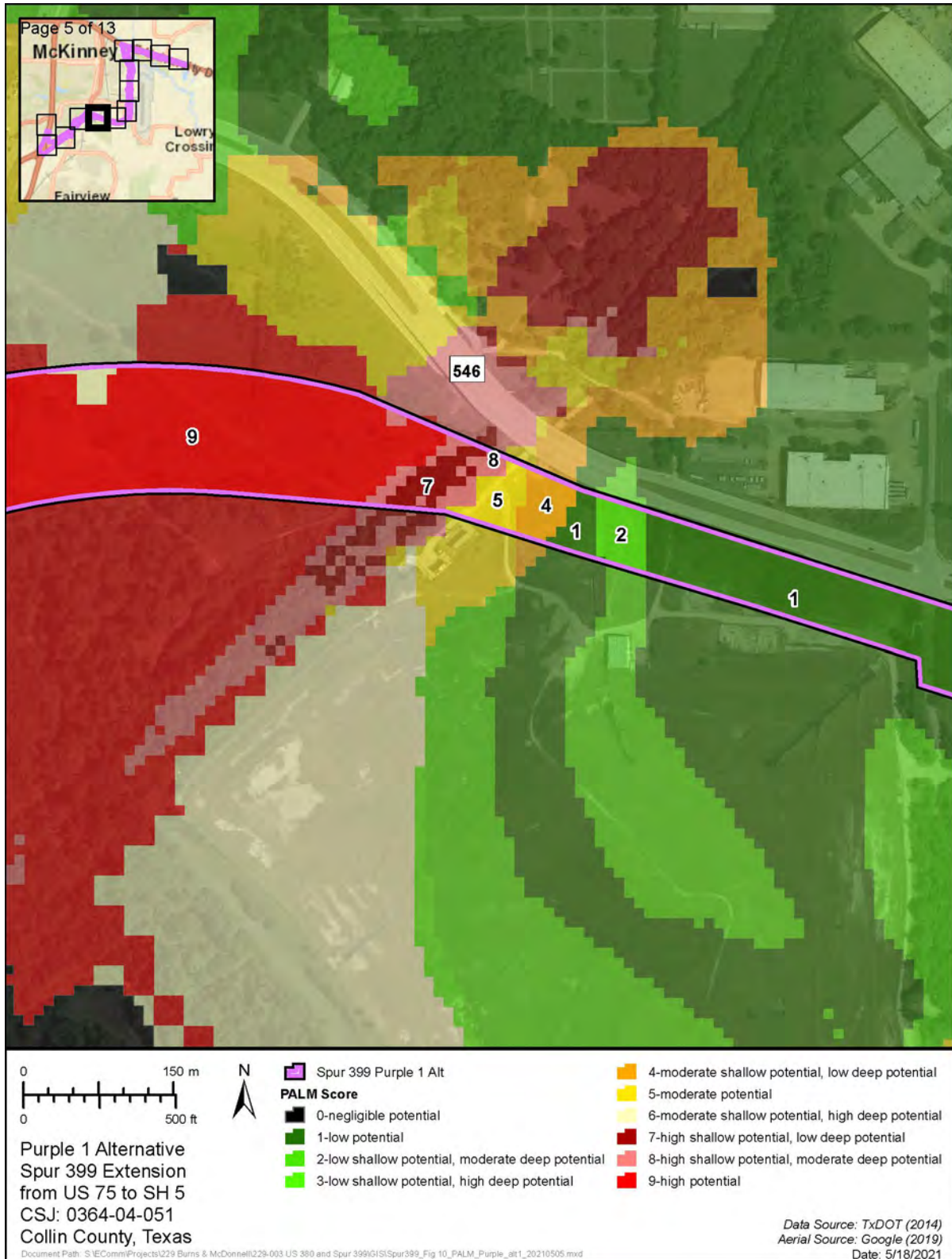
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Attachment 13d: PALM Map for Spur 399 Purple #1 Alternative.



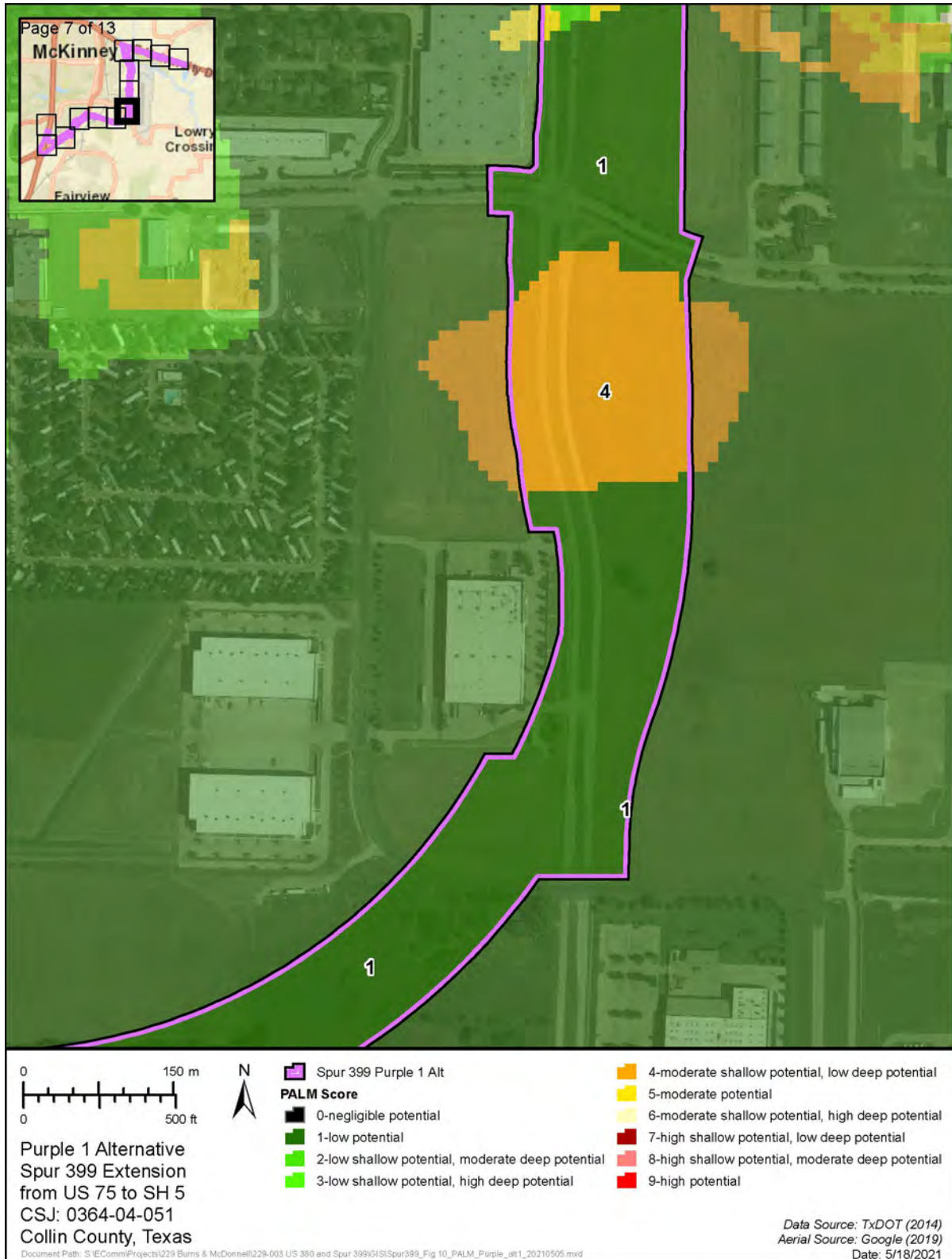
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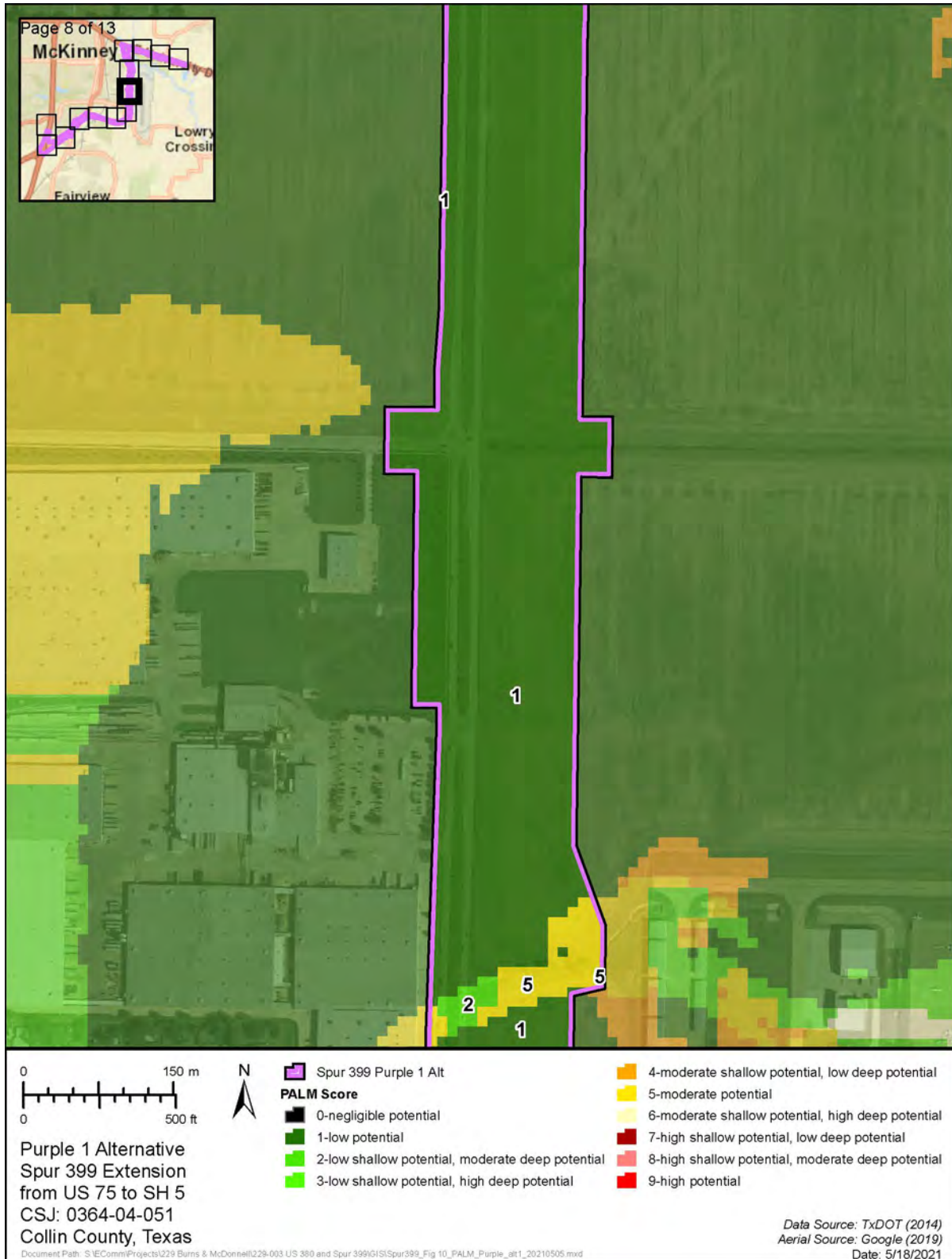
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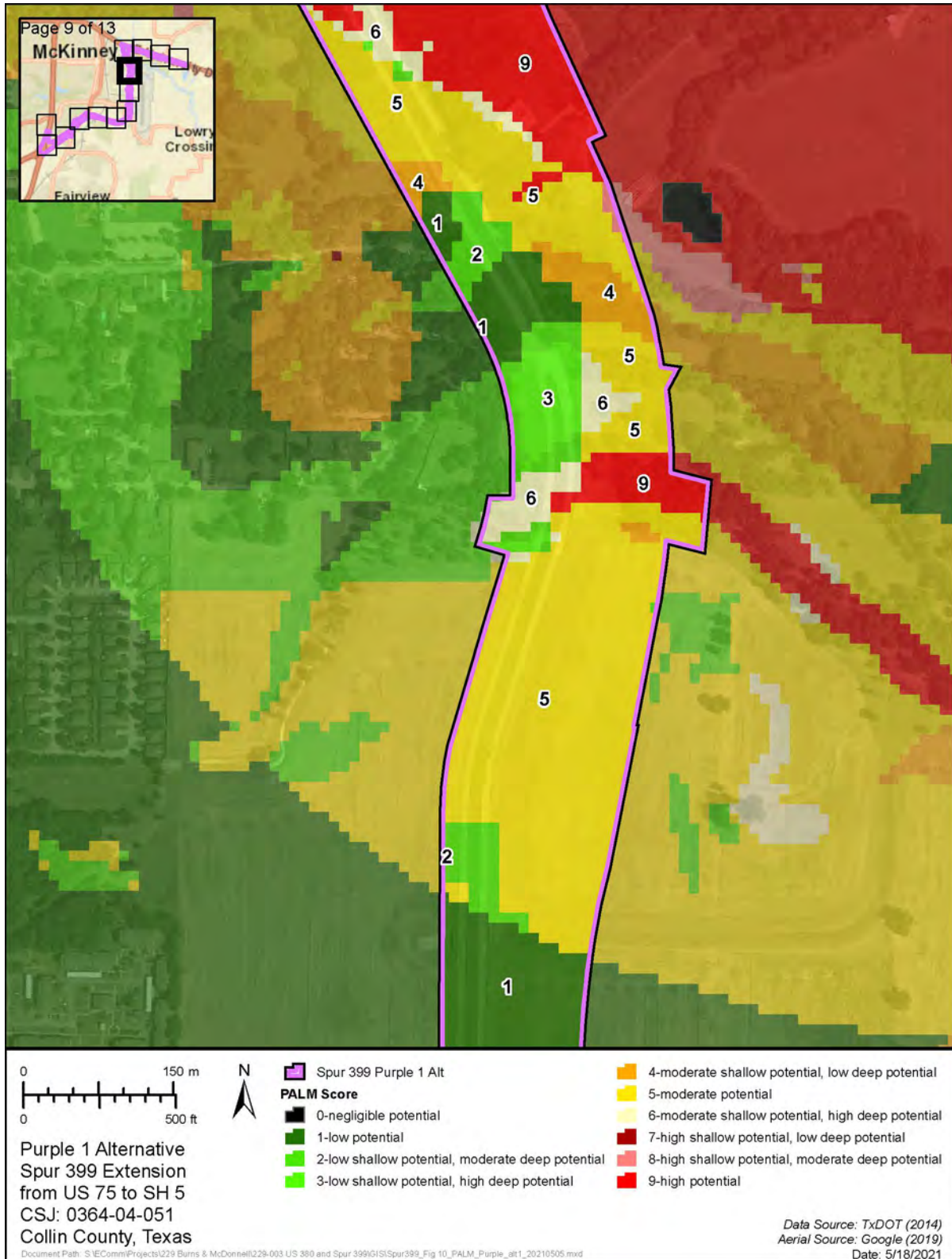
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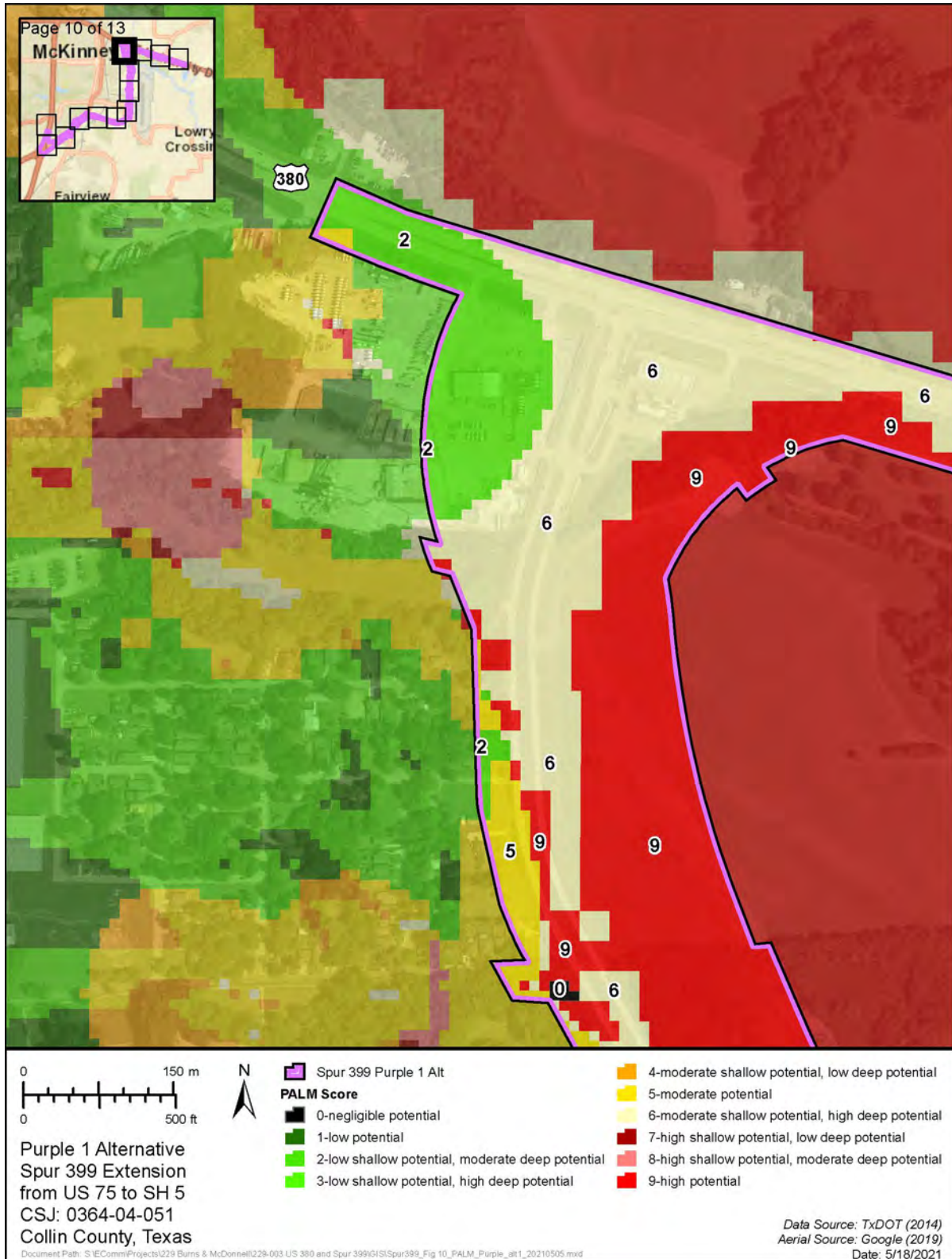
Attachment 13h: PALM Map for Spur 399 Purple #1 Alternative.



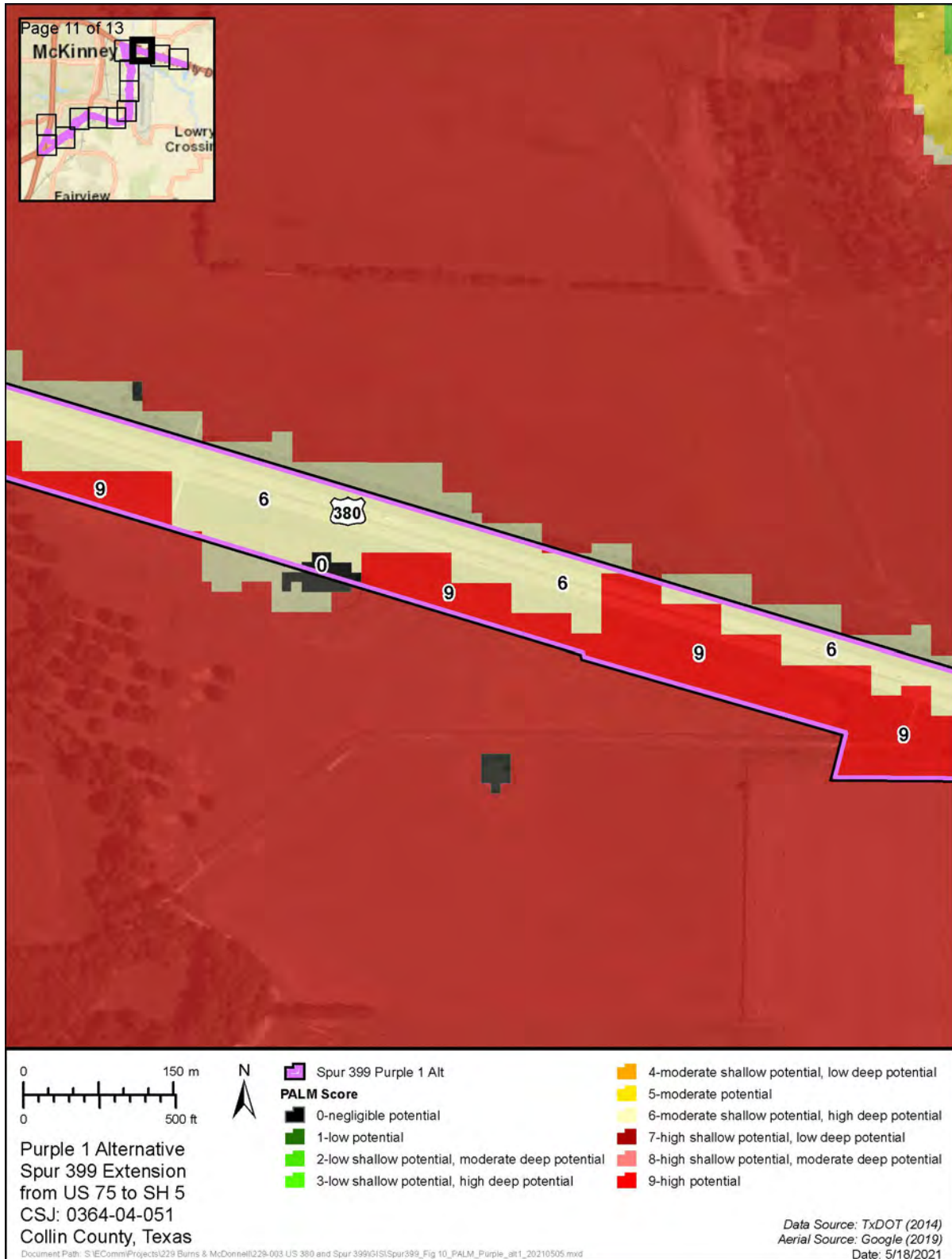
Attachment 13i: PALM Map for Spur 399 Purple #1 Alternative.



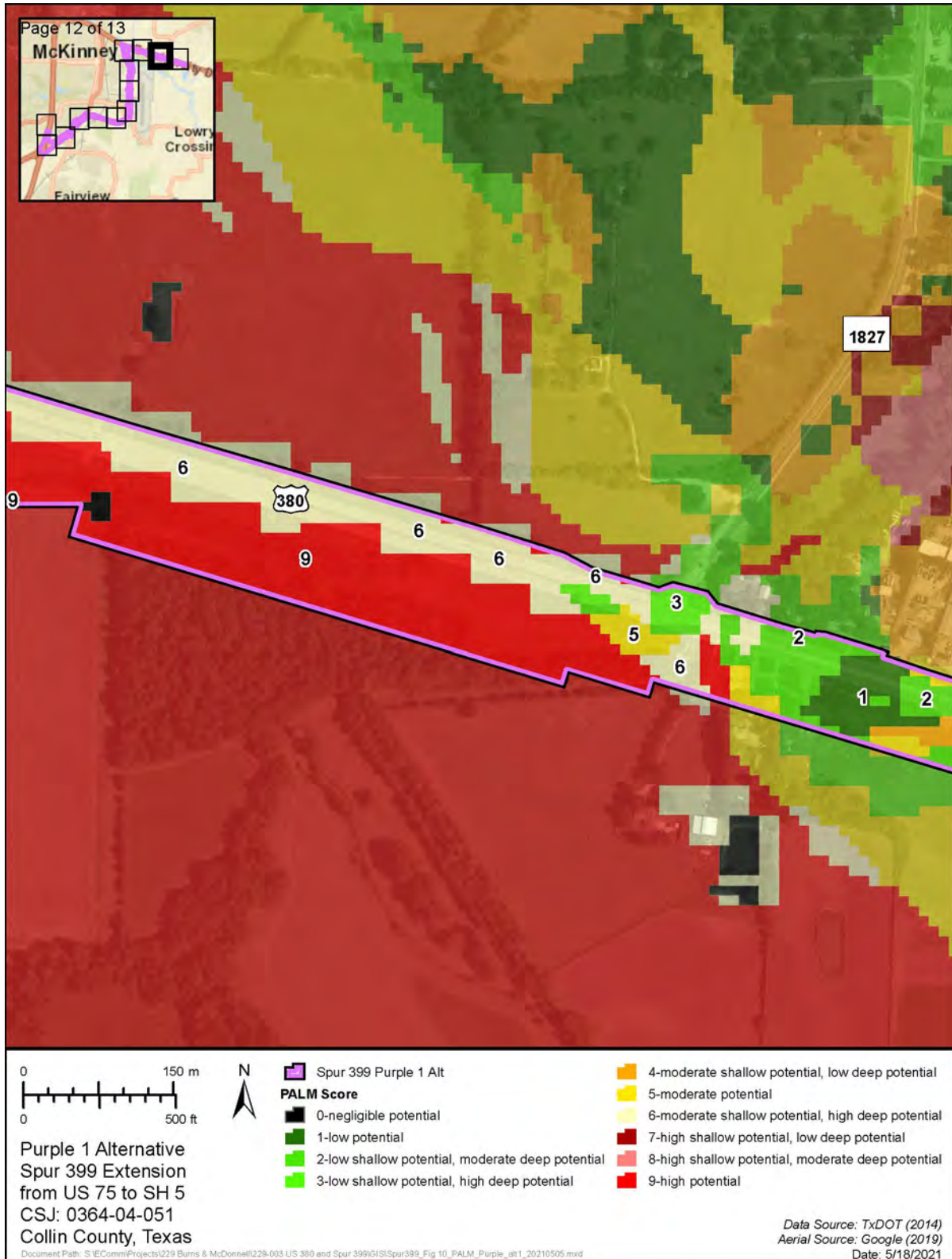
Attachment 13j: PALM Map for Spur 399 Purple #1 Alternative.



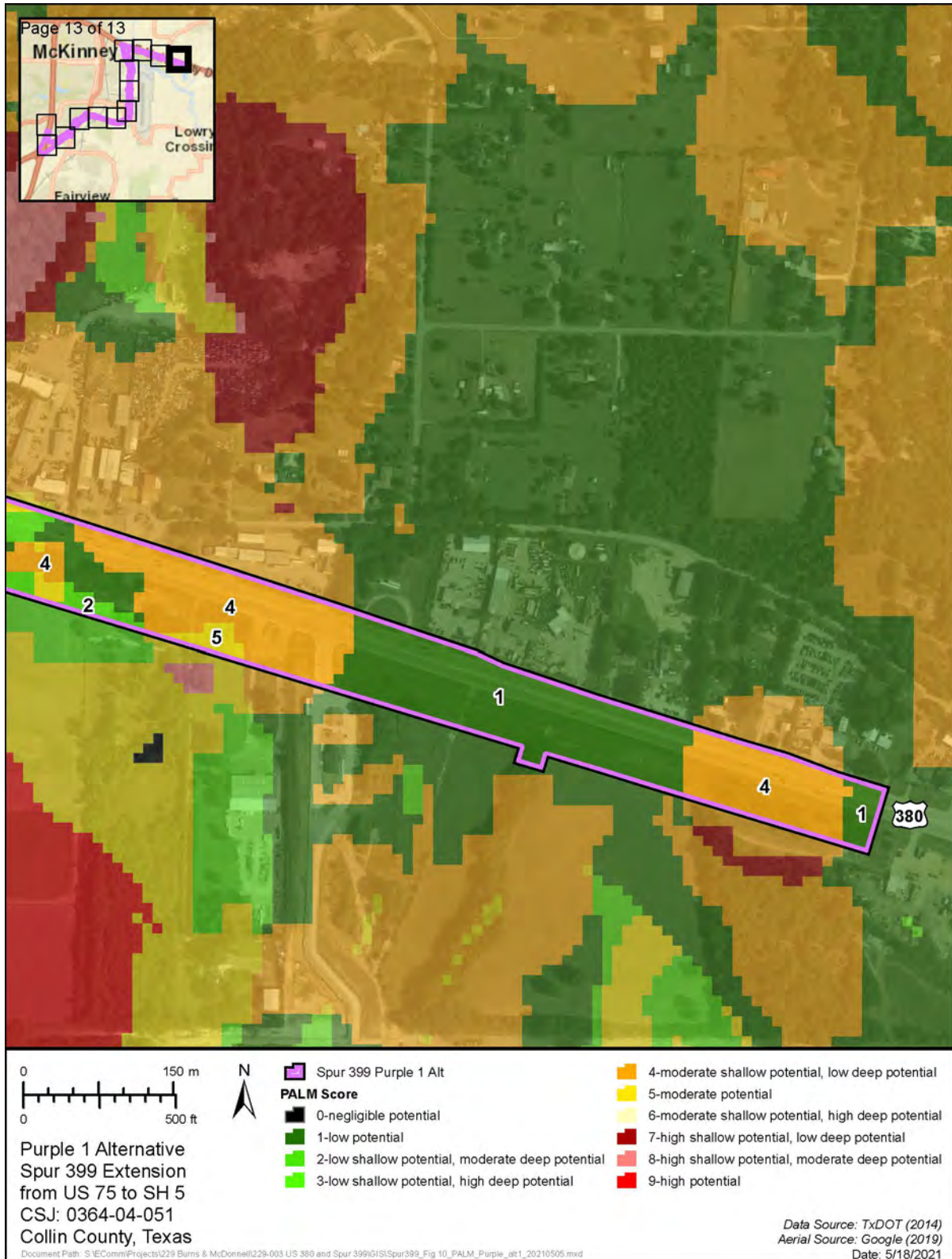
Attachment 13k: PALM Map for Spur 399 Purple #1 Alternative.



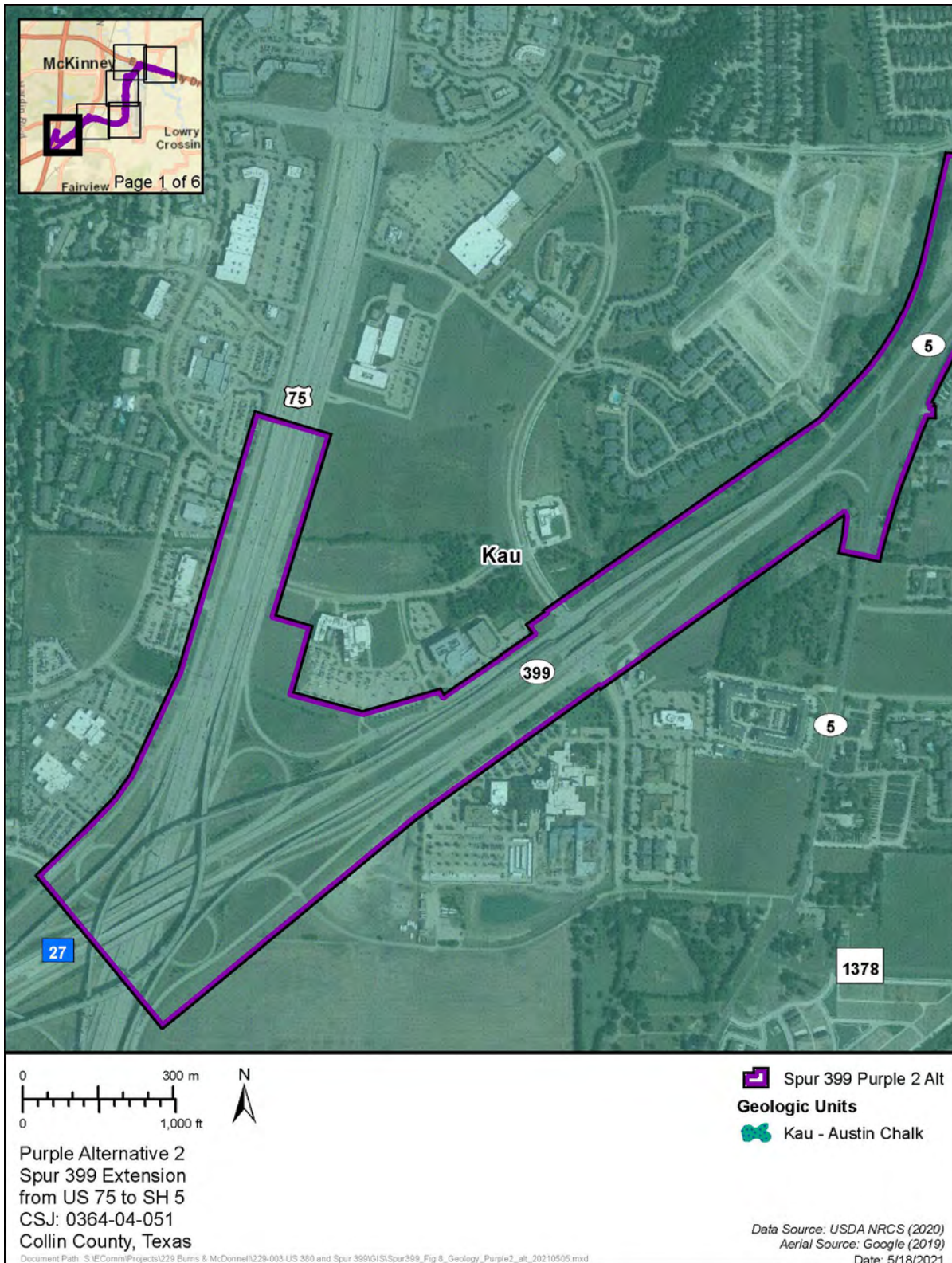
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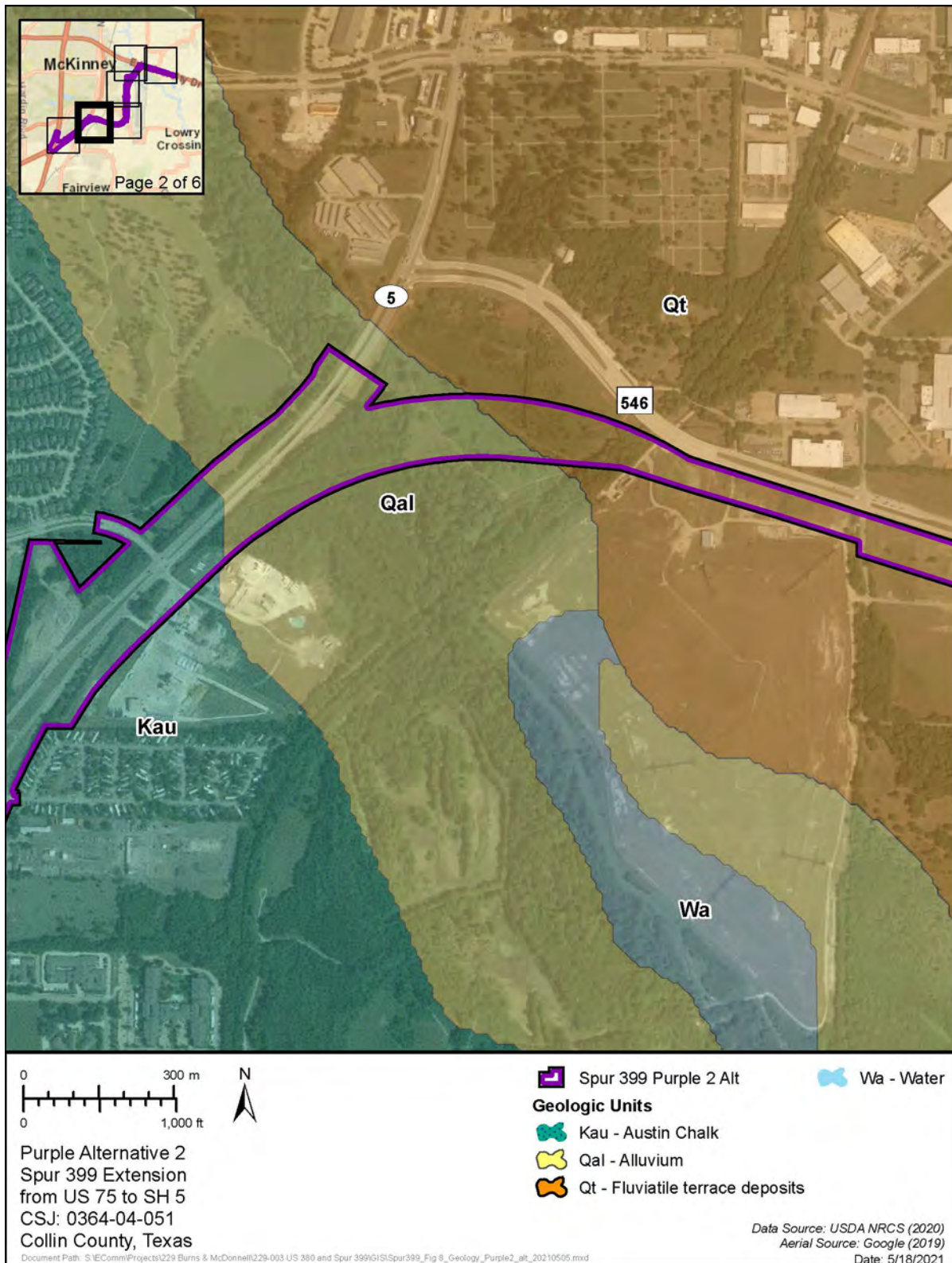
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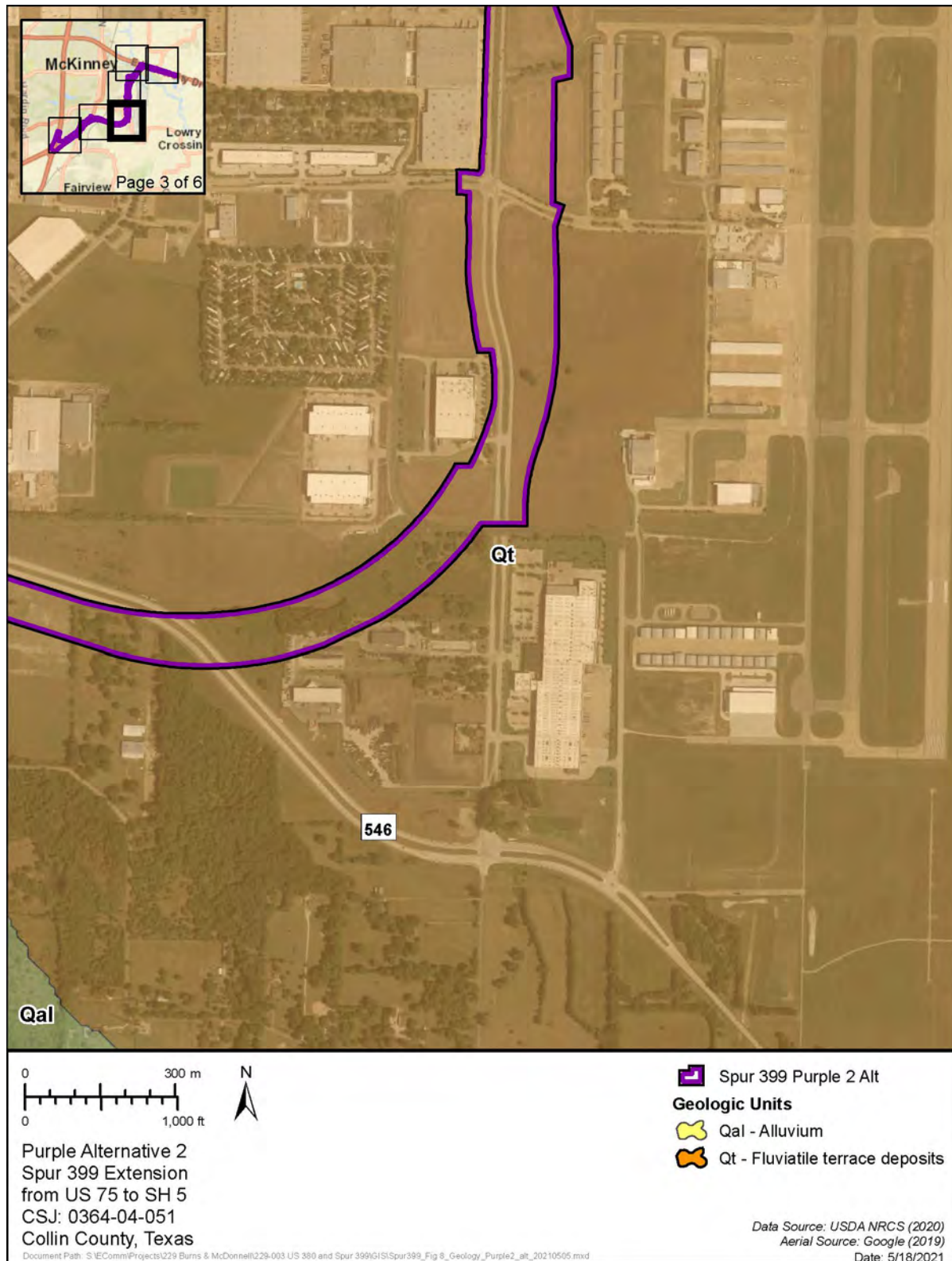
Attachment 15a: Spur 399 Purple #2 Alternative Geology Map.



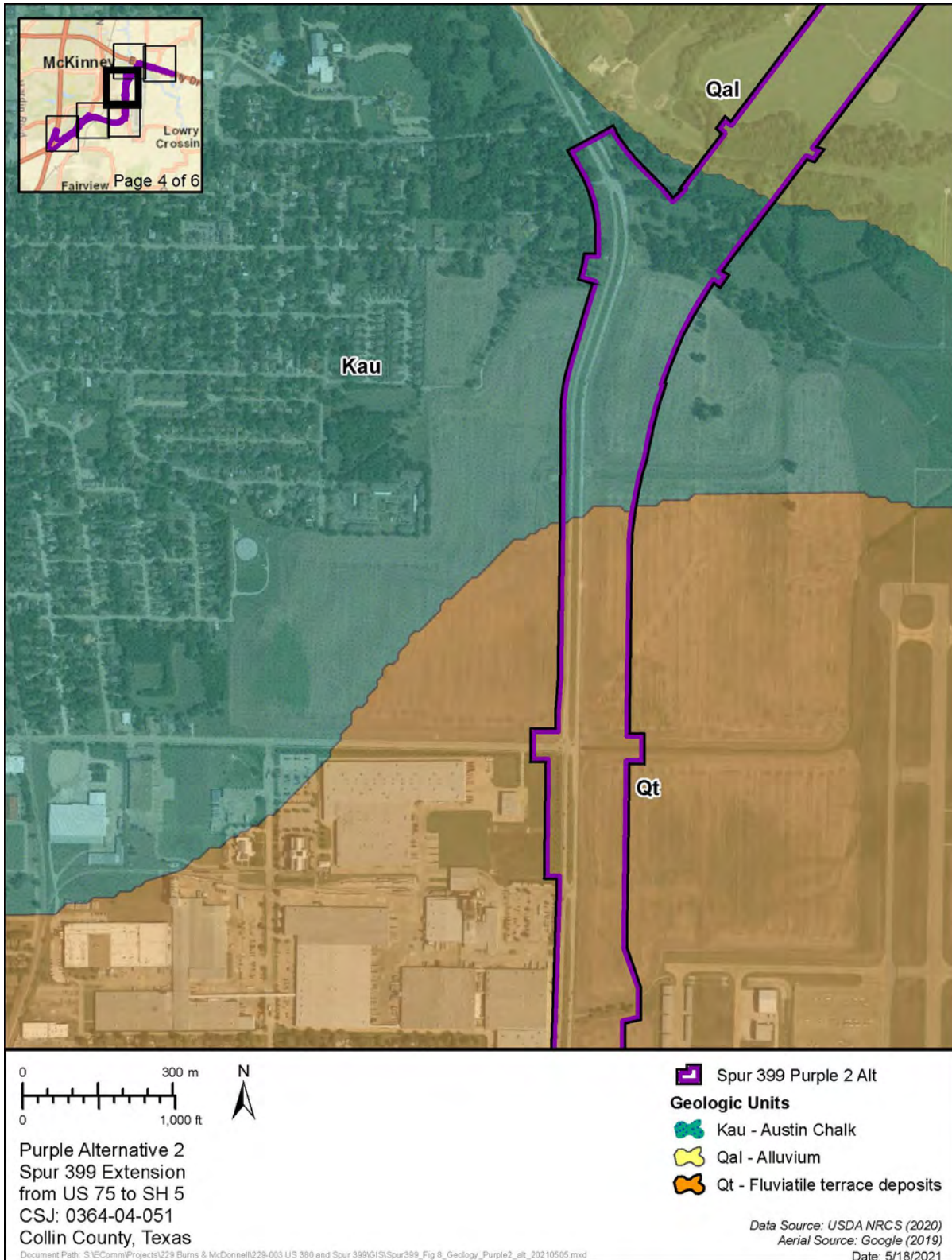
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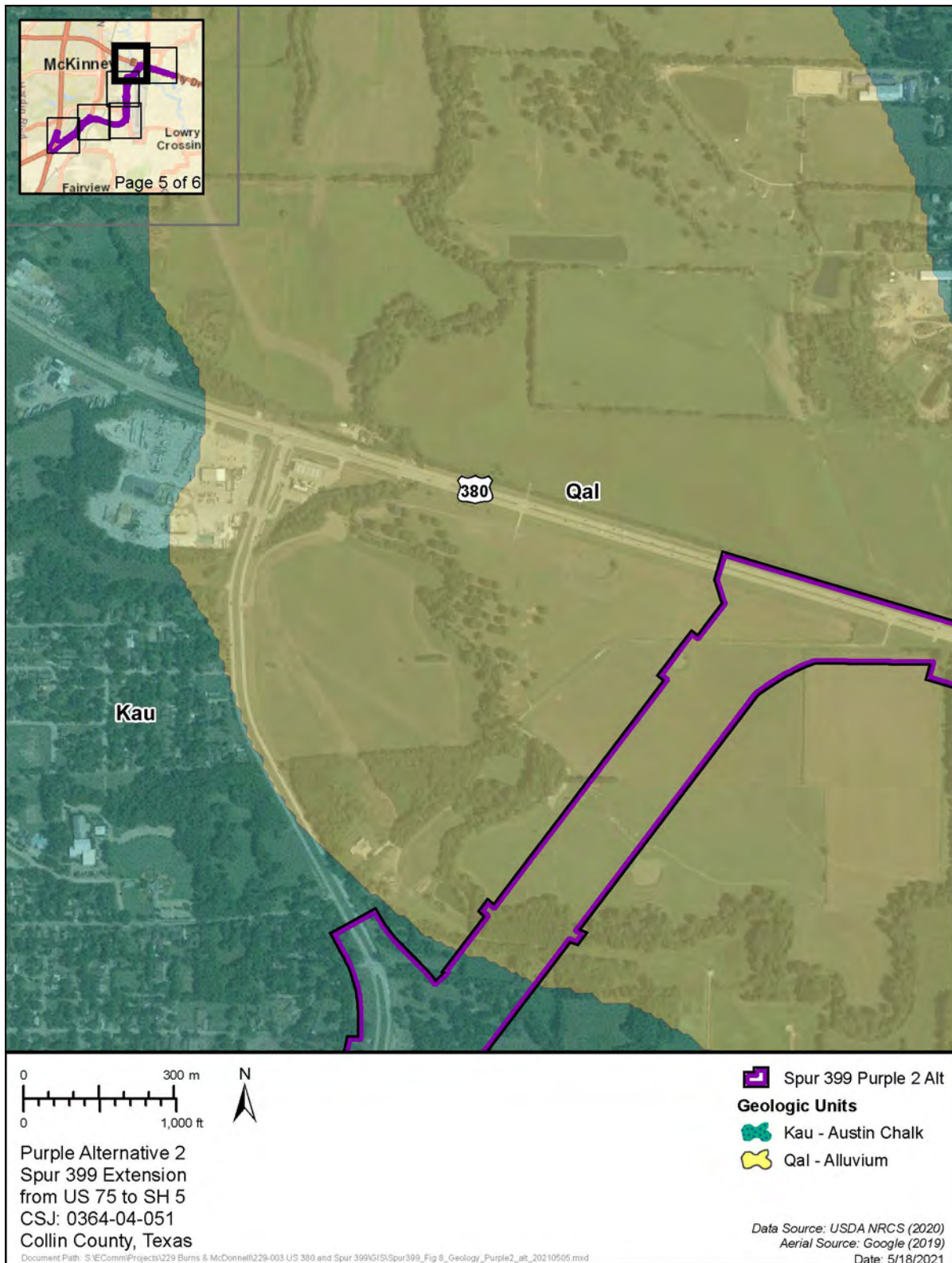
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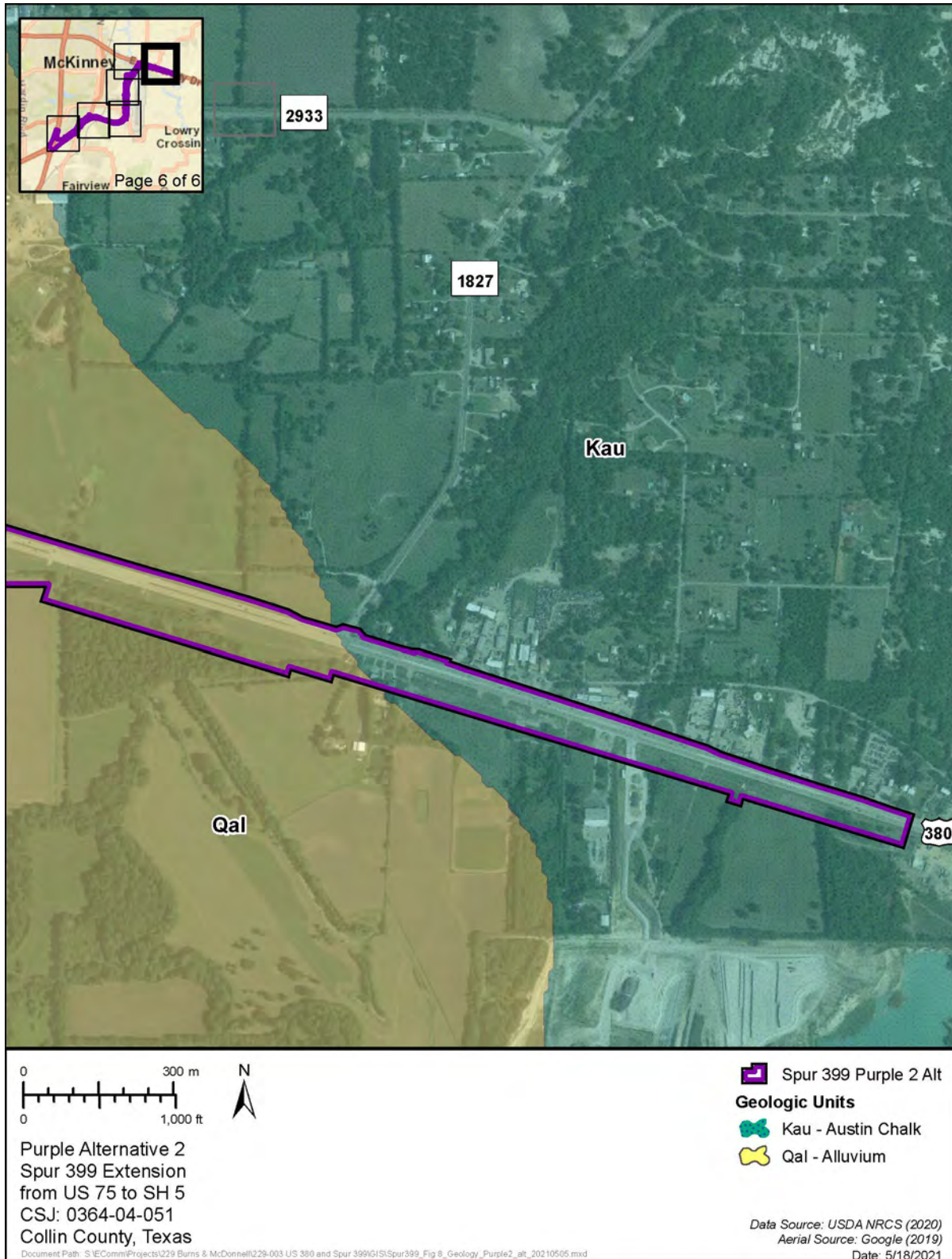
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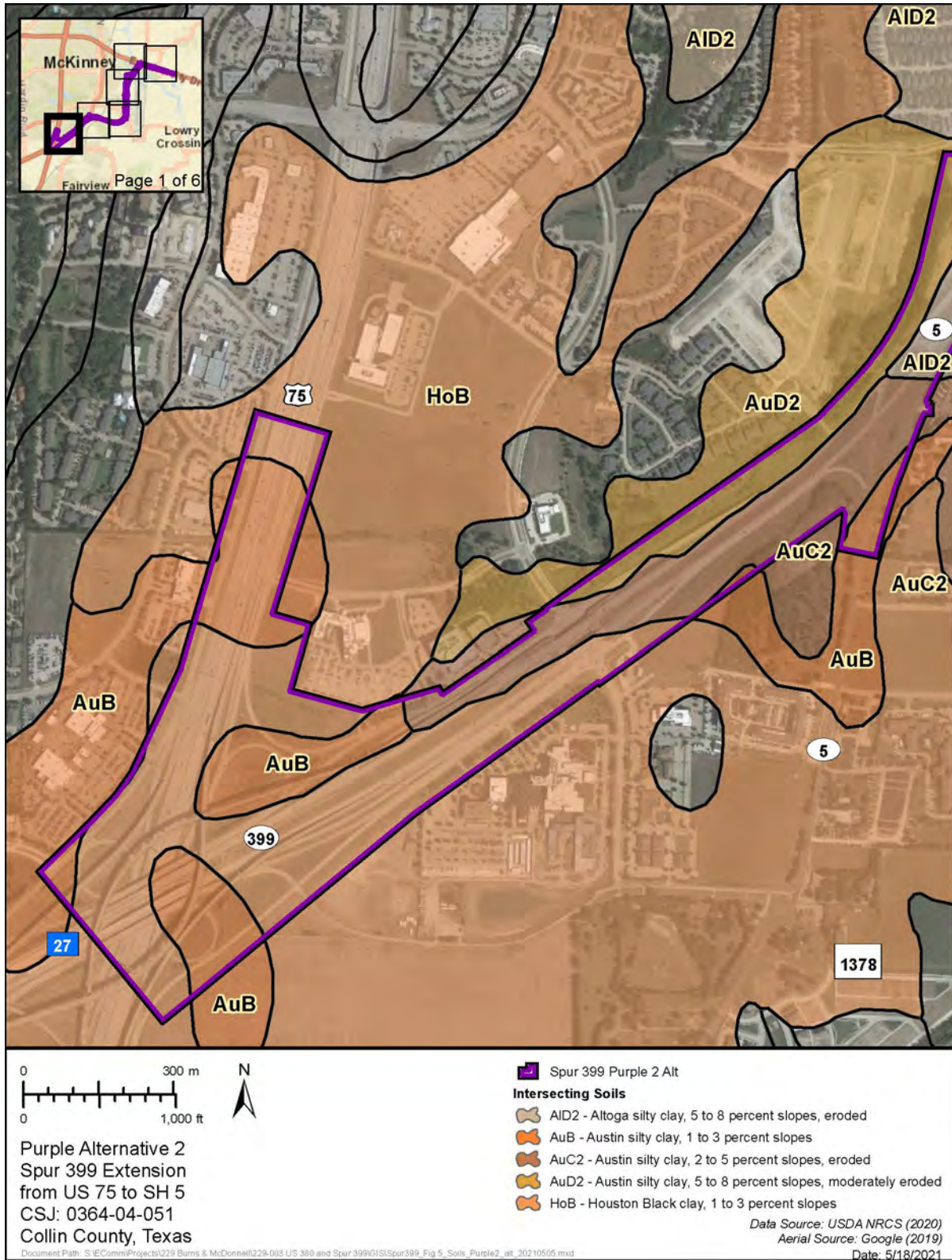
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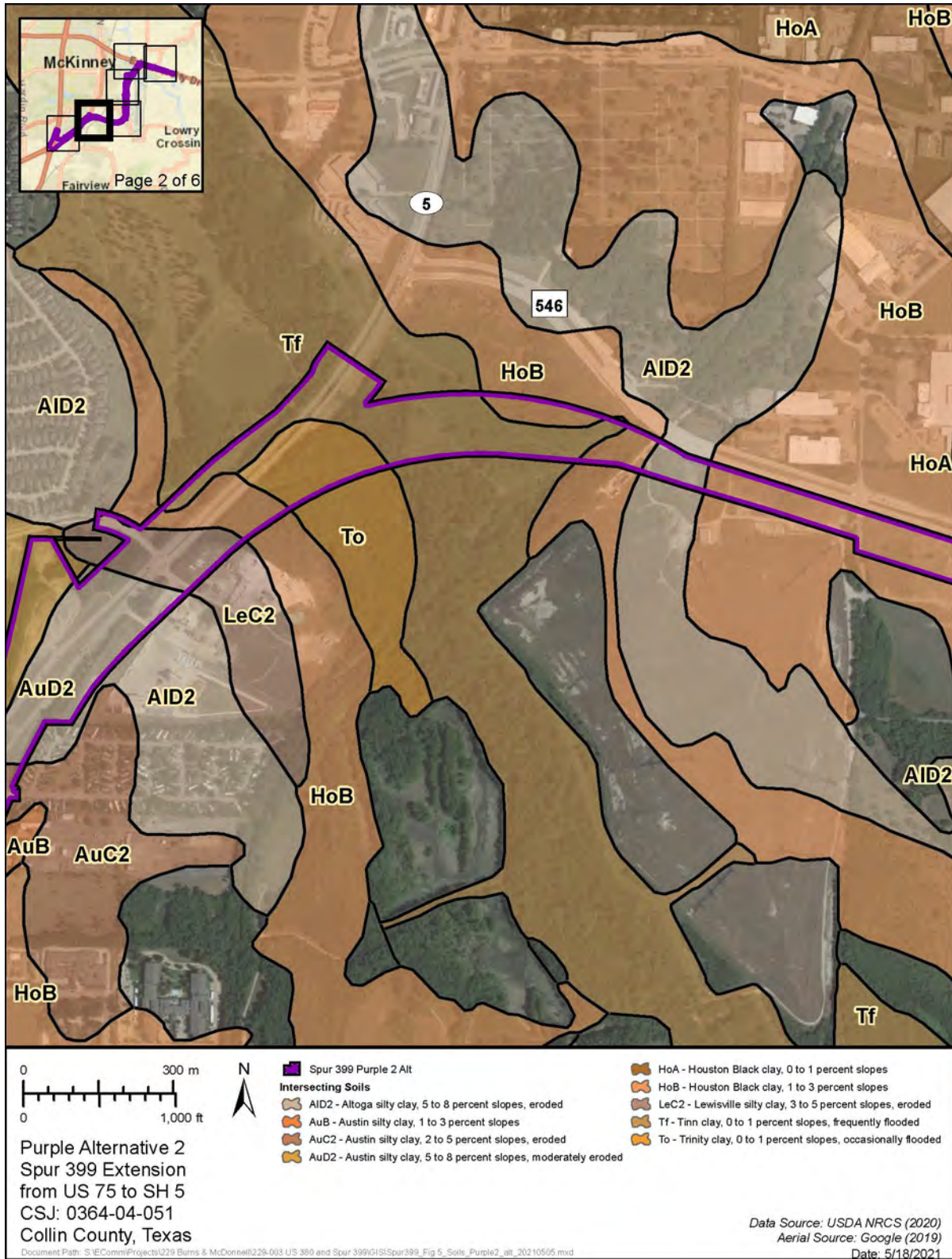
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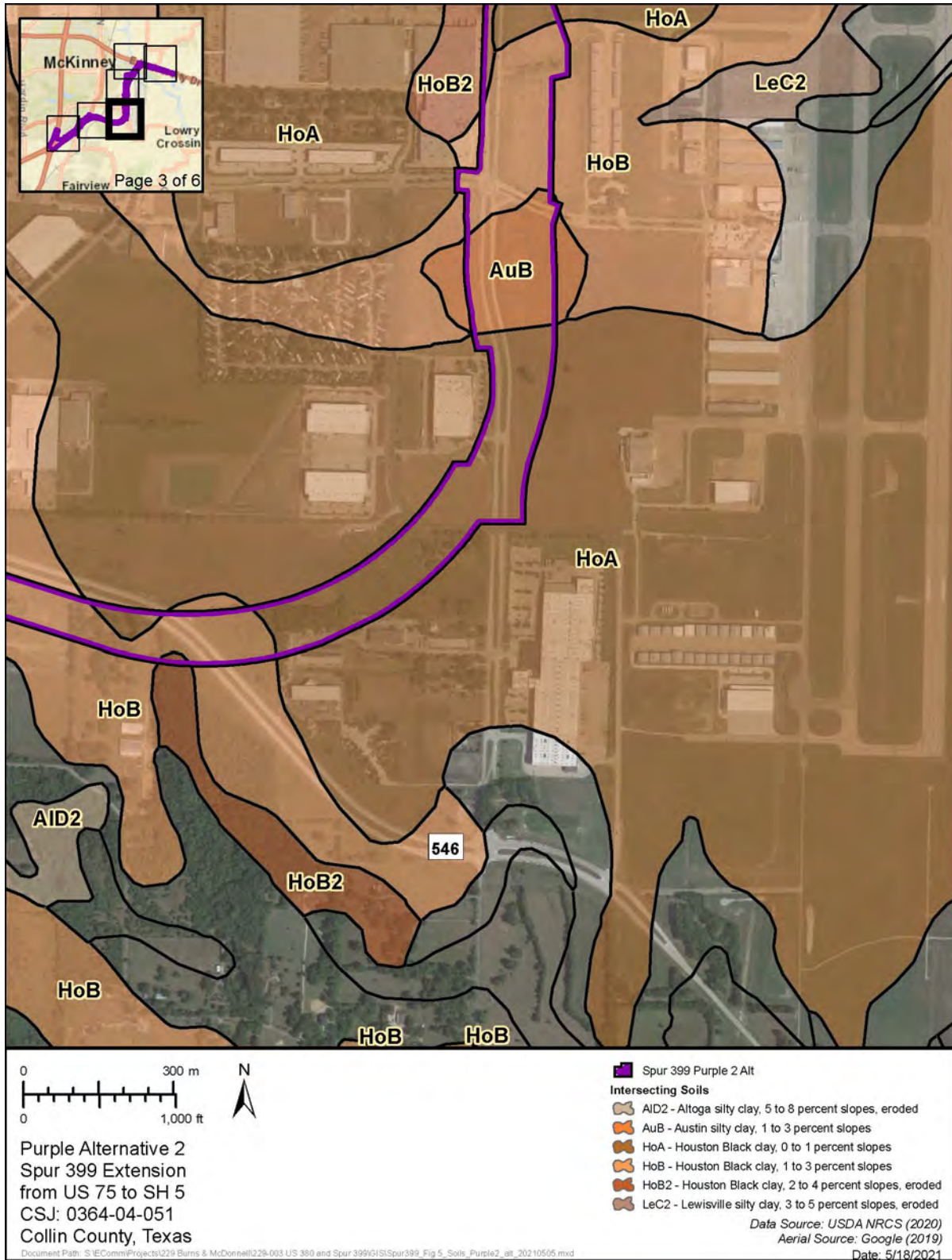
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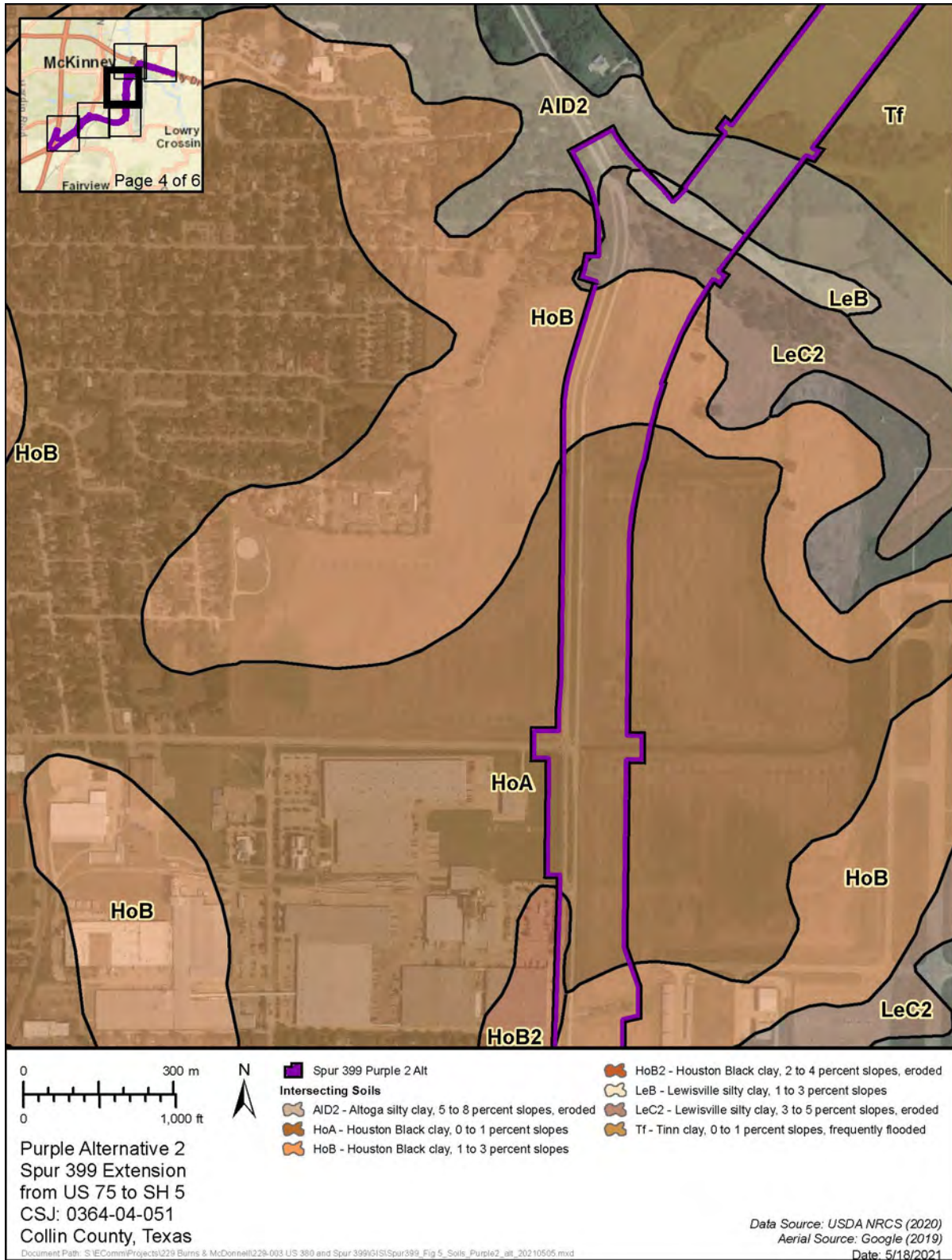
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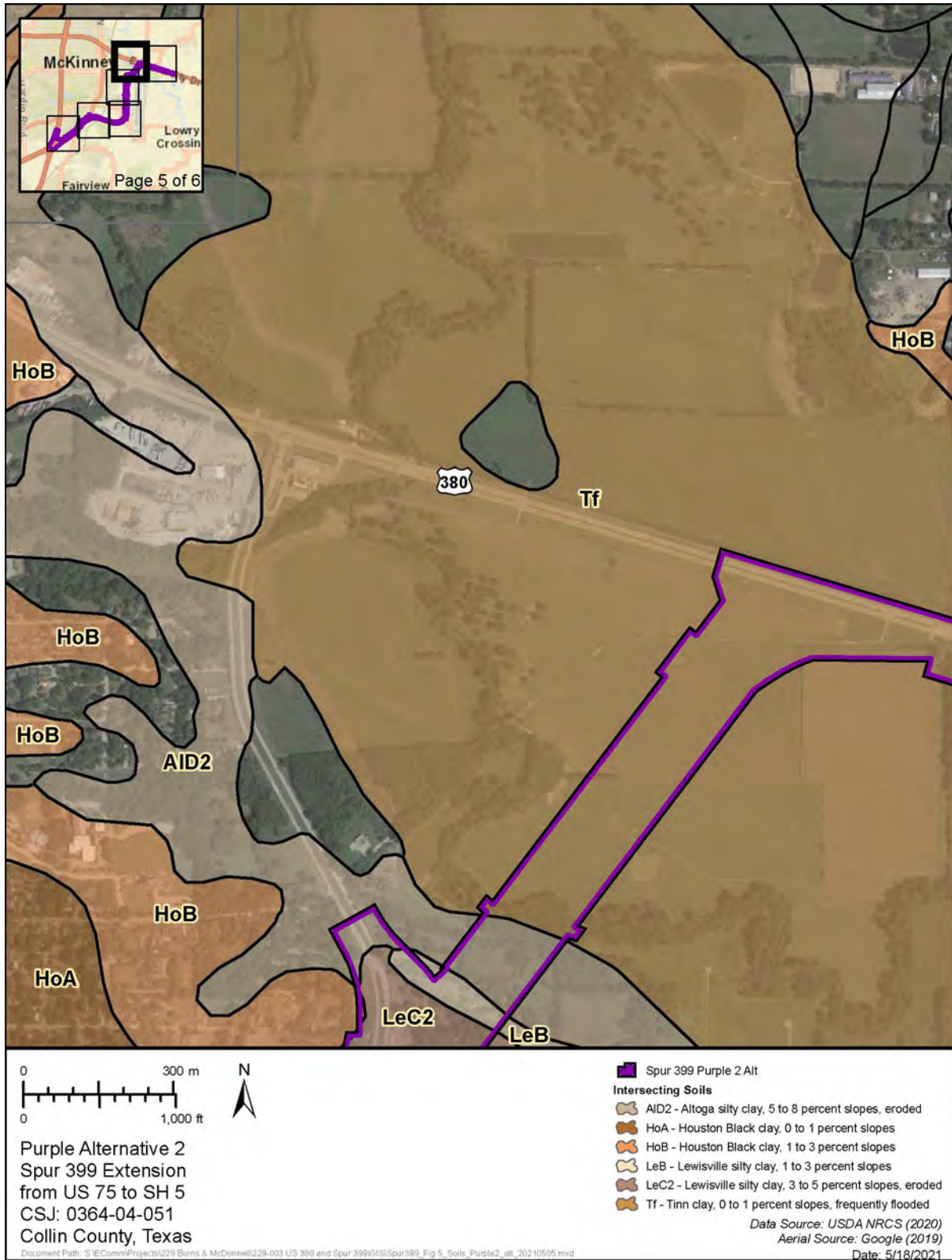
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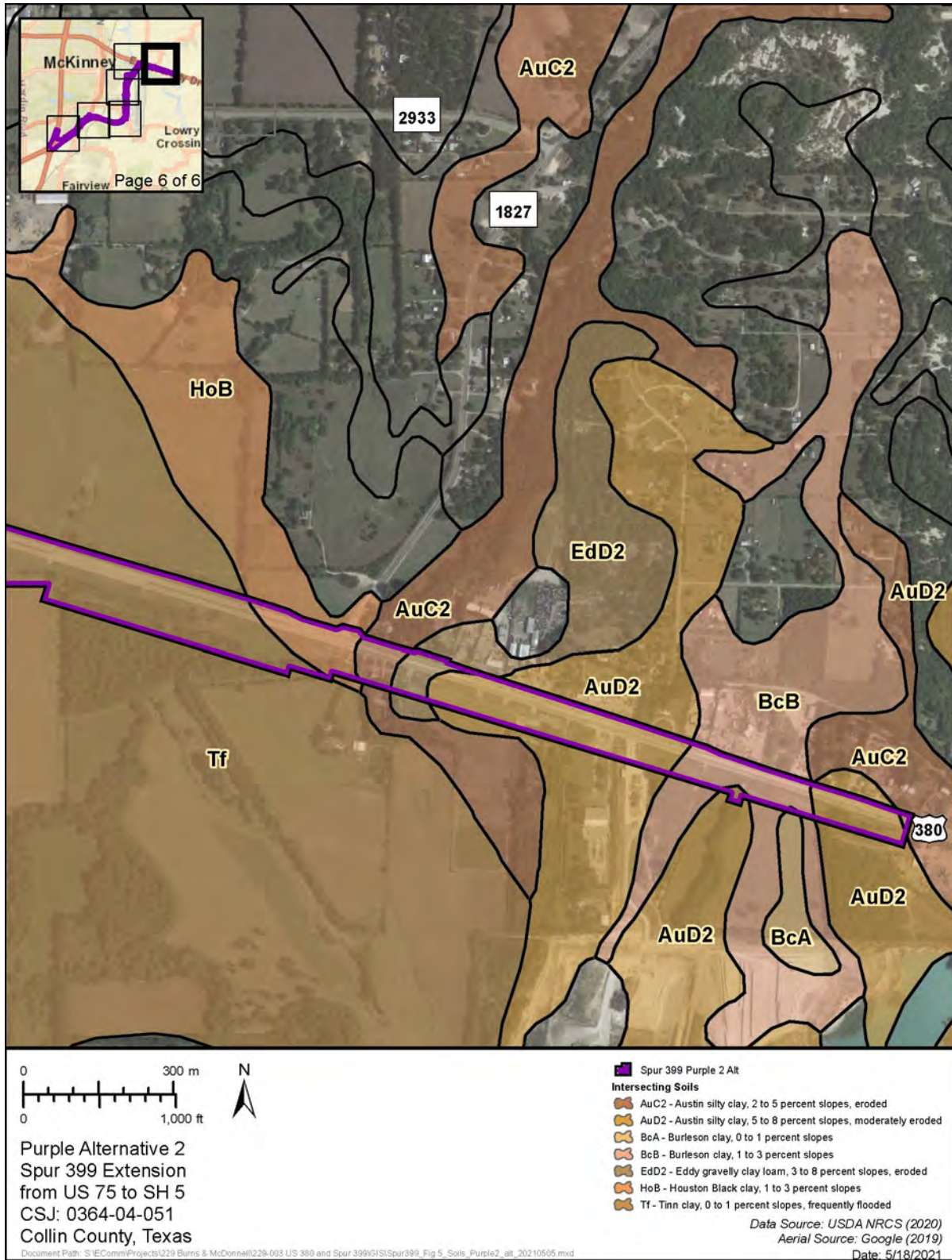
Attachment 16d: Soils Map for Spur 399 Purple #2 Alternative.



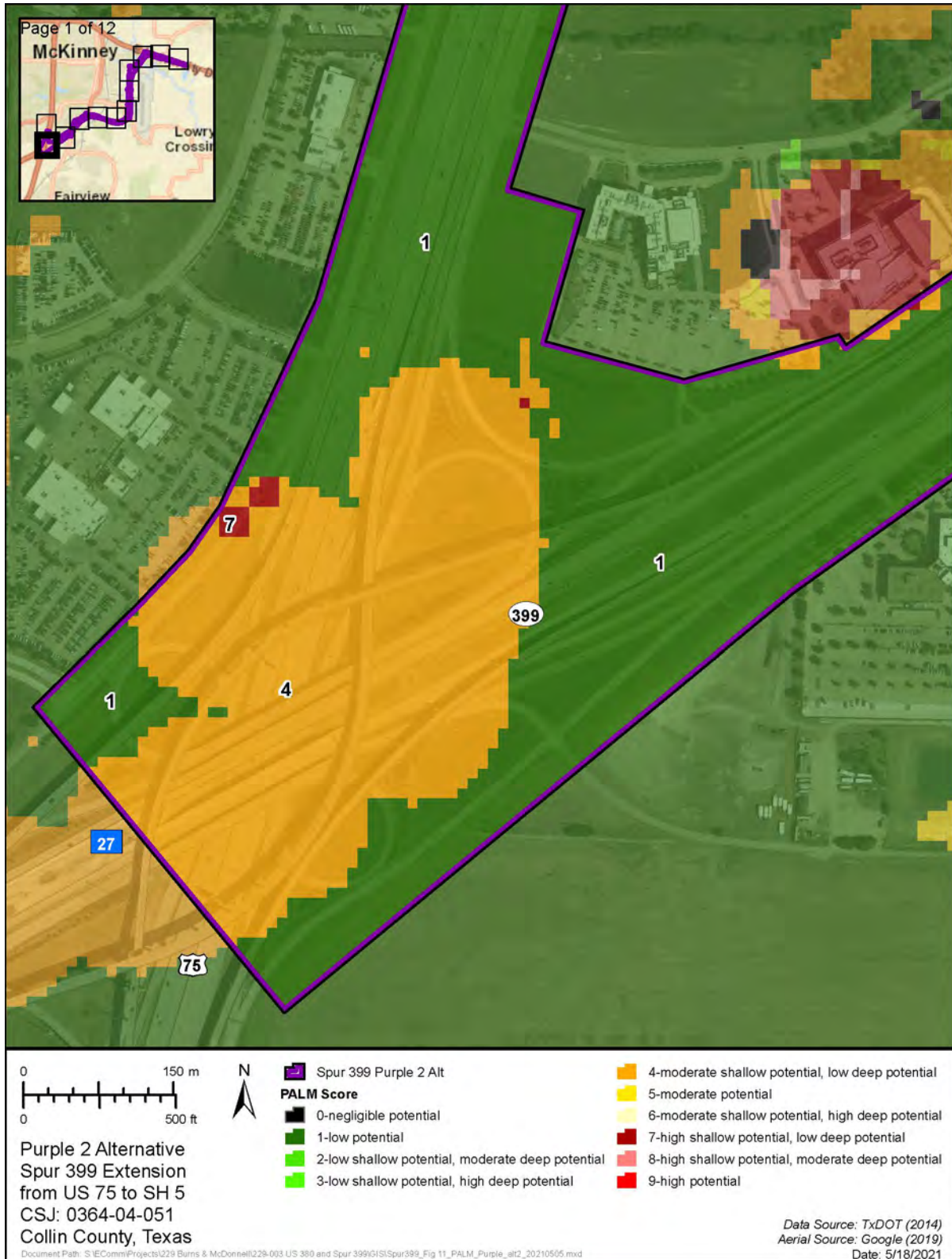
Attachment 16e: Soils Map for Spur 399 Purple #2 Alternative.



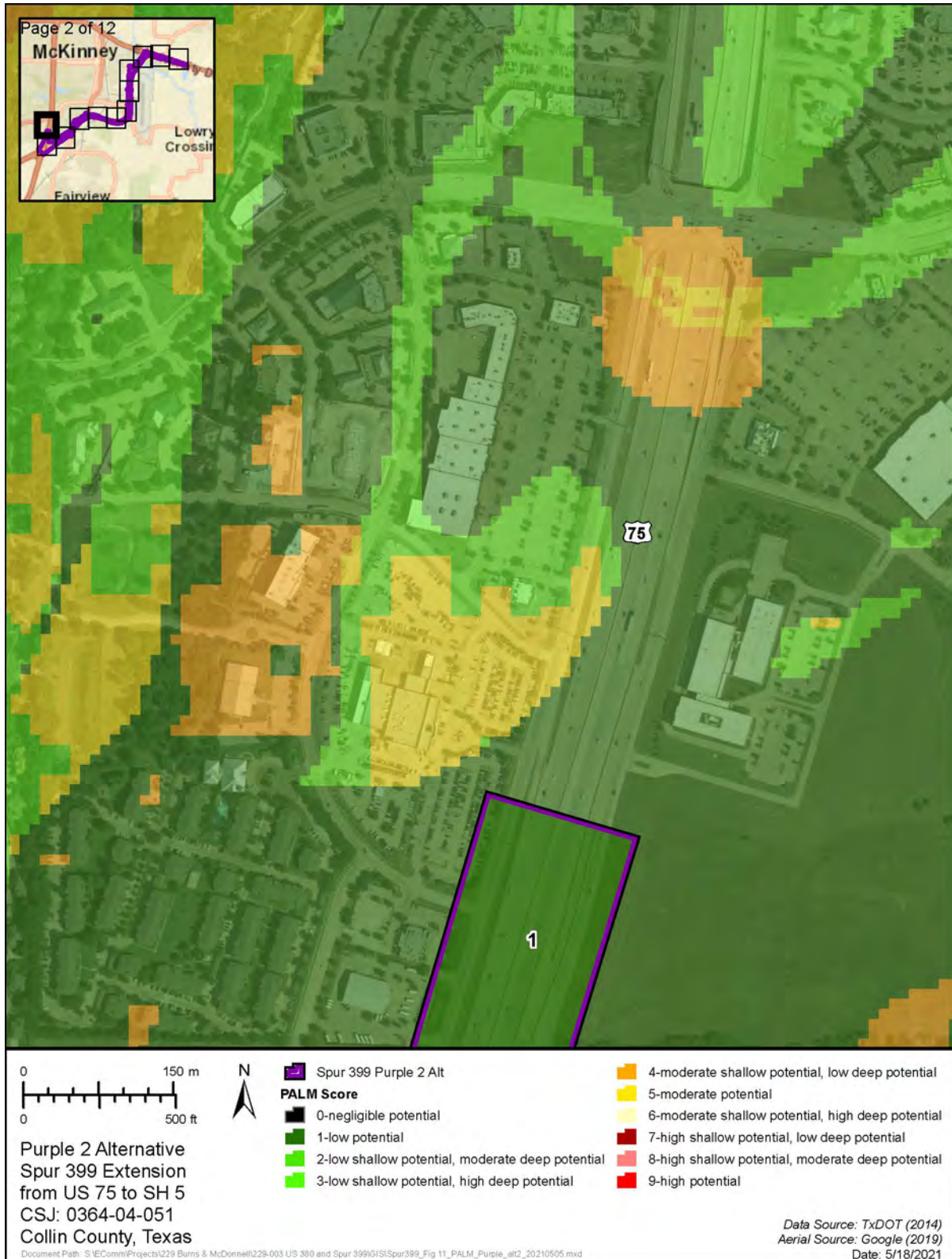
Attachment 16f: Soils Map for Spur 399 Purple #2 Alternative.



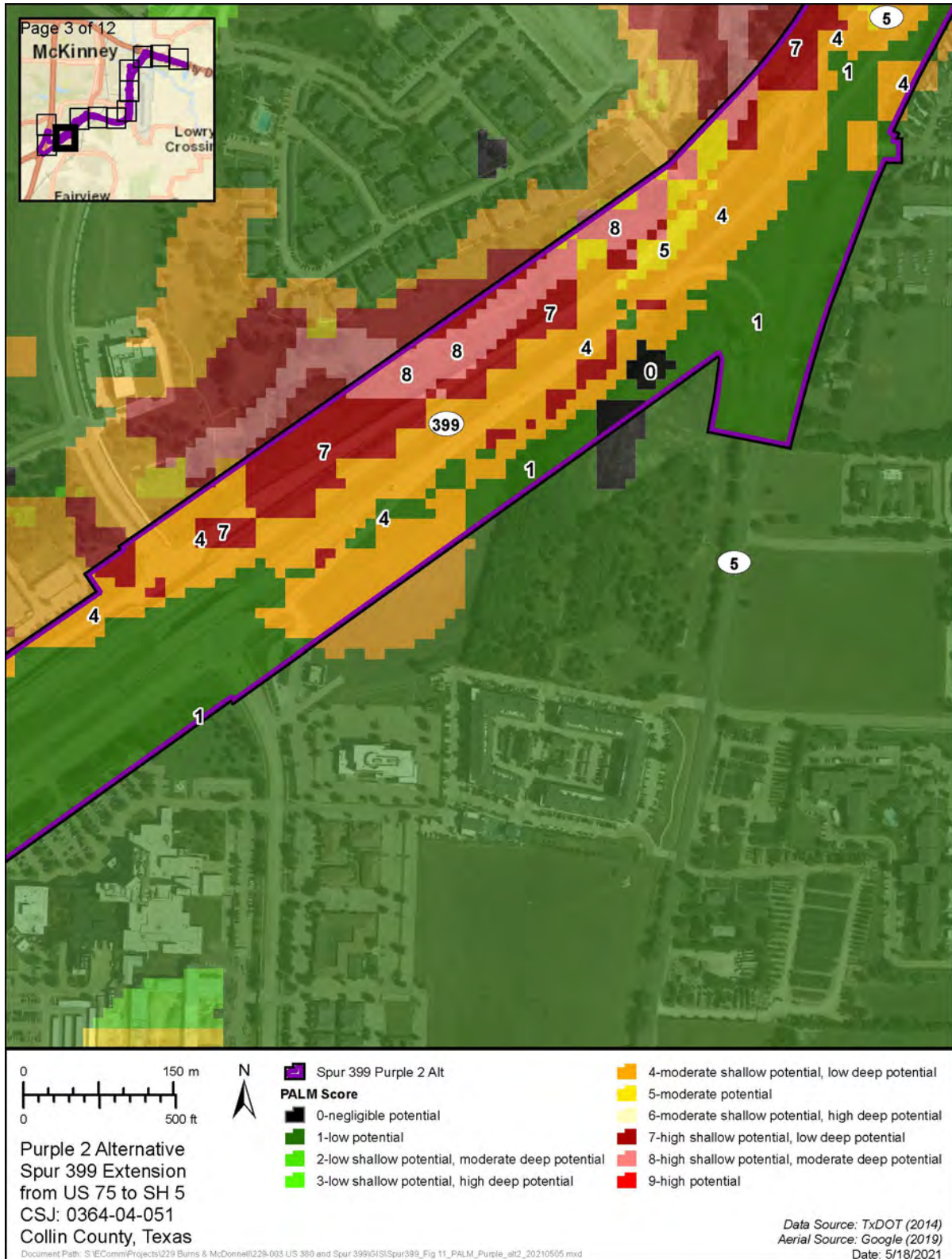
Attachment 17a: PALM Map for Spur 399 Purple #2 Alternative.



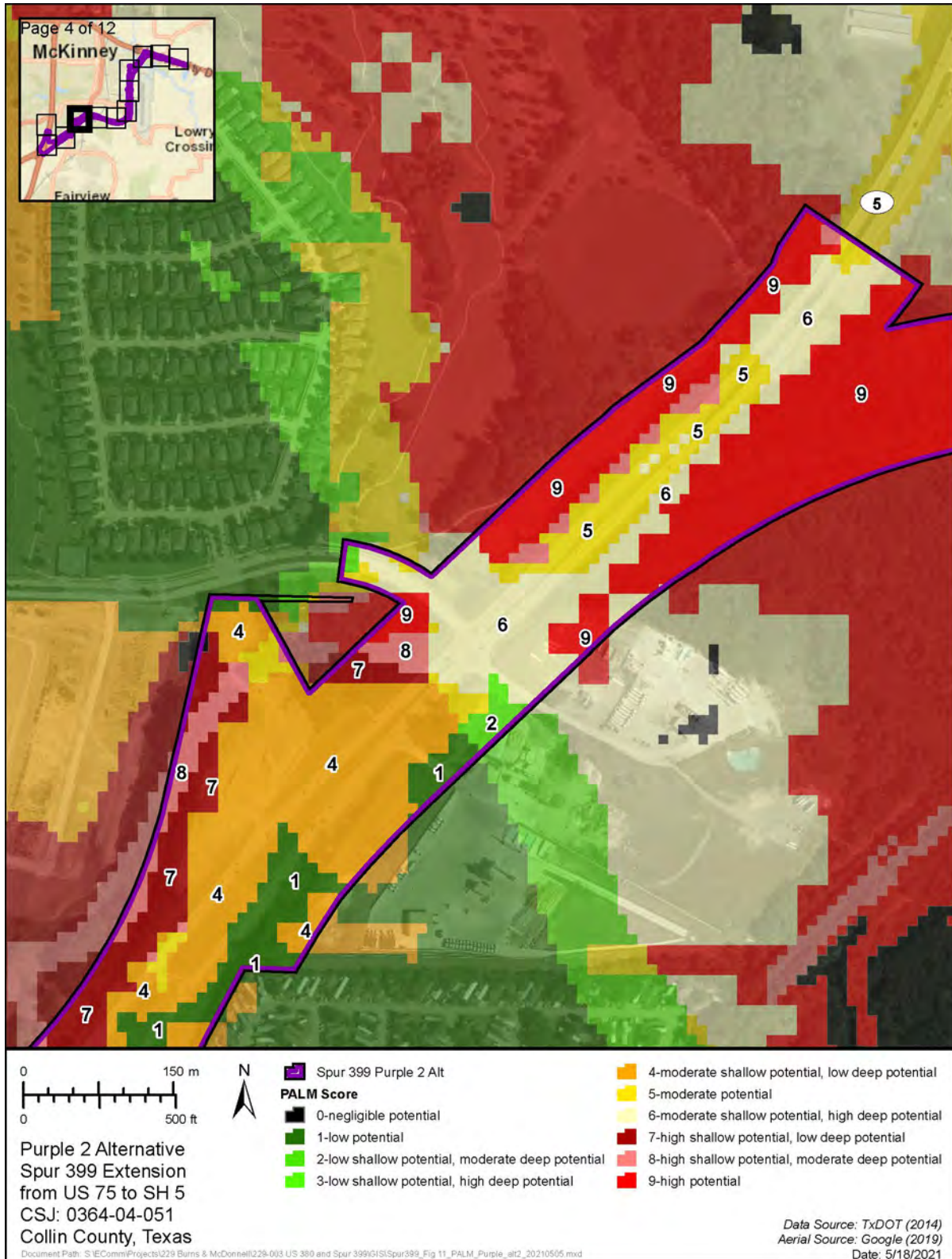
Attachment 17b: PALM Map for Spur 399 Purple #2 Alternative.



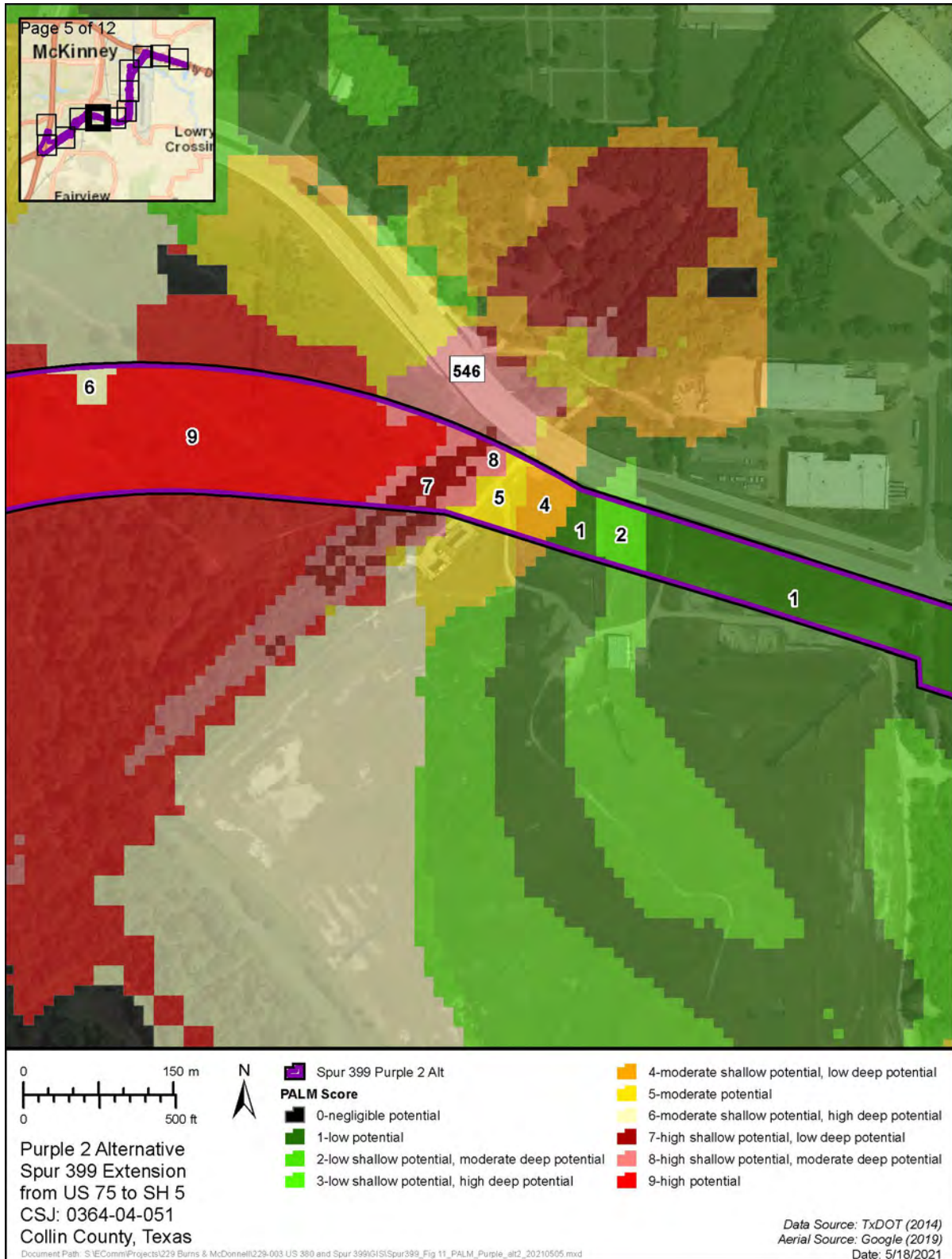
Attachment 17c: PALM Map for Spur 399 Purple #2 Alternative.



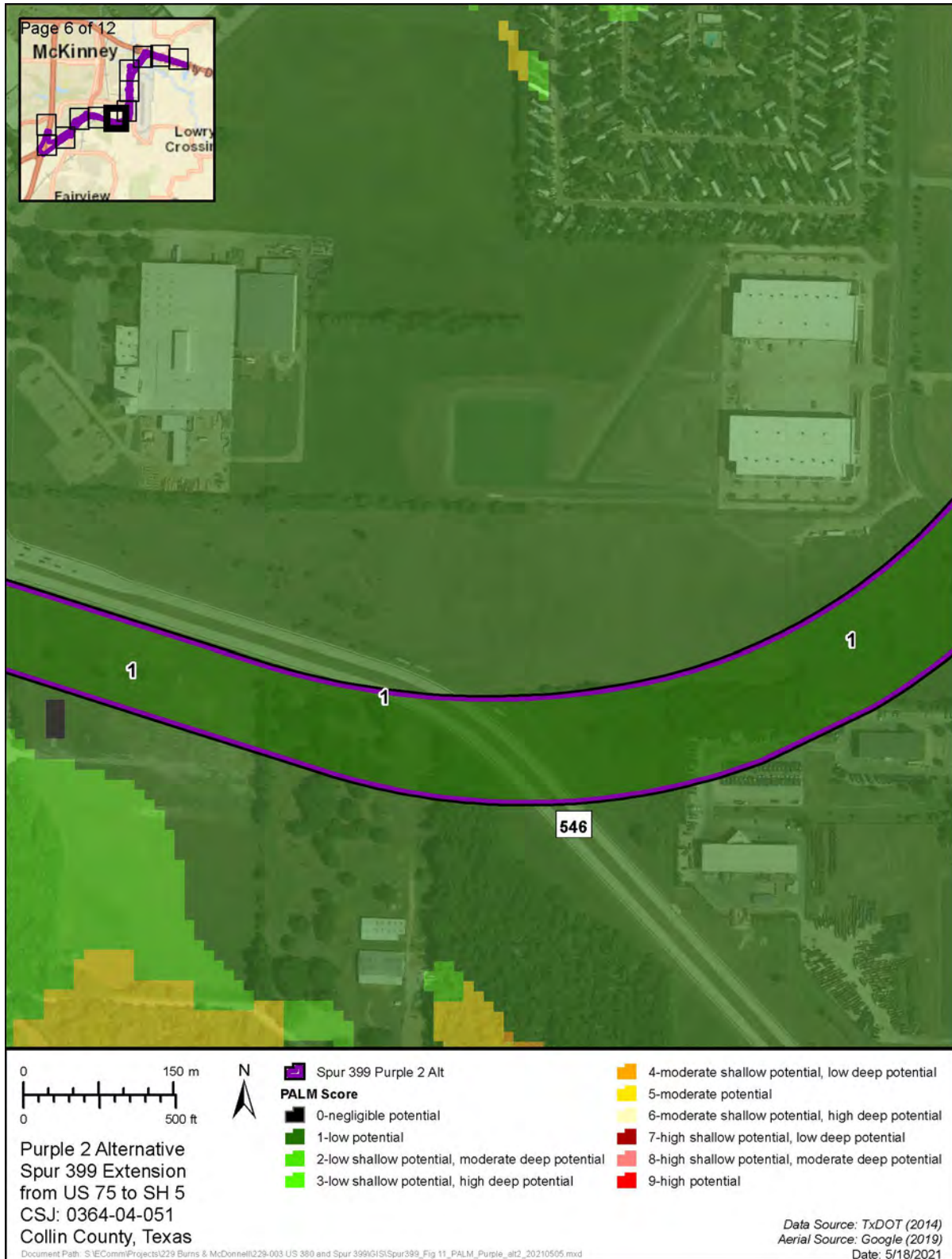
Attachment 17d: PALM Map for Spur 399 Purple #2 Alternative.



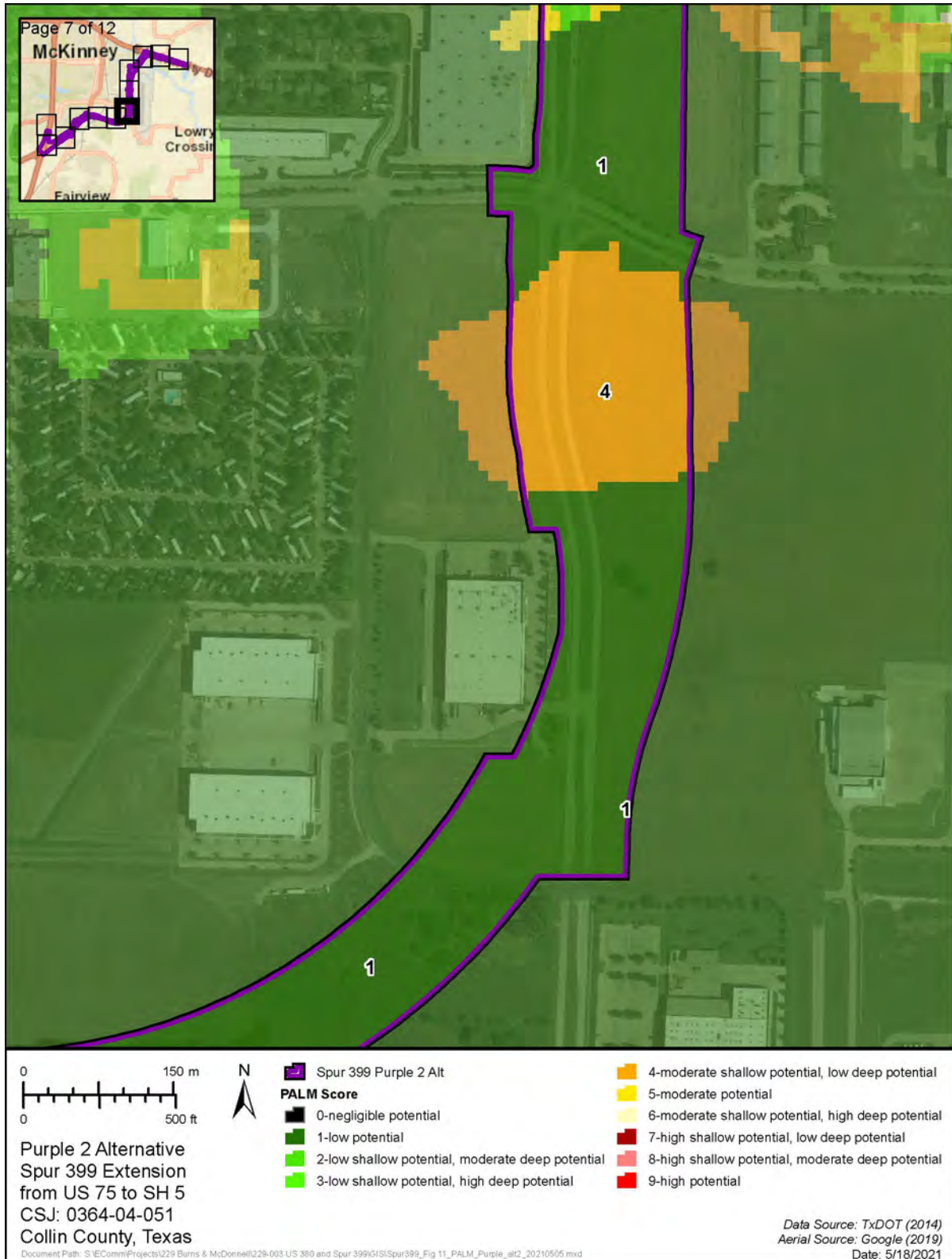
Attachment 17e: PALM Map for Spur 399 Purple #2 Alternative.



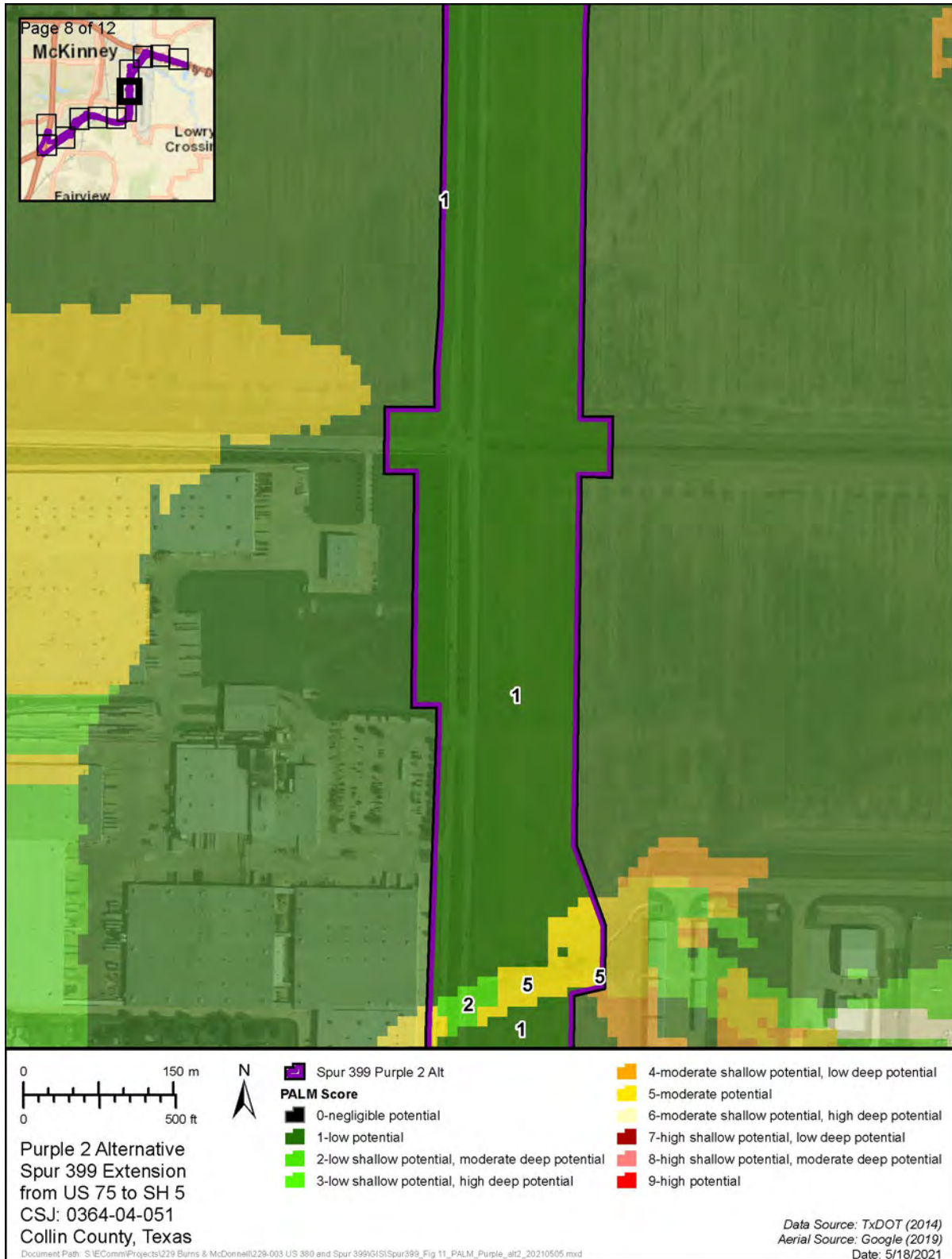
Attachment 17f: PALM Map for Spur 399 Purple #2 Alternative.



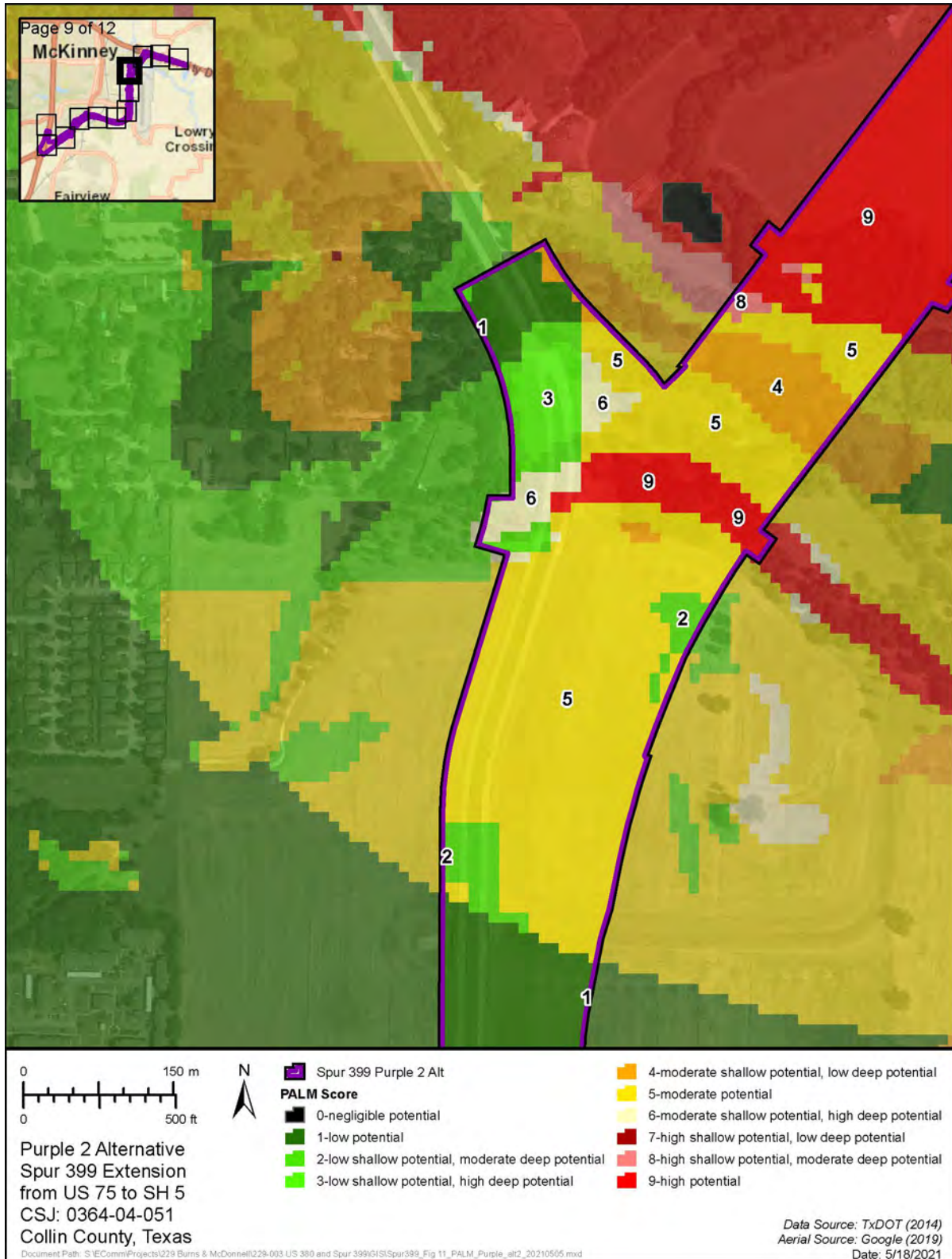
Attachment 17g: PALM Map for Spur 399 Purple #2 Alternative.



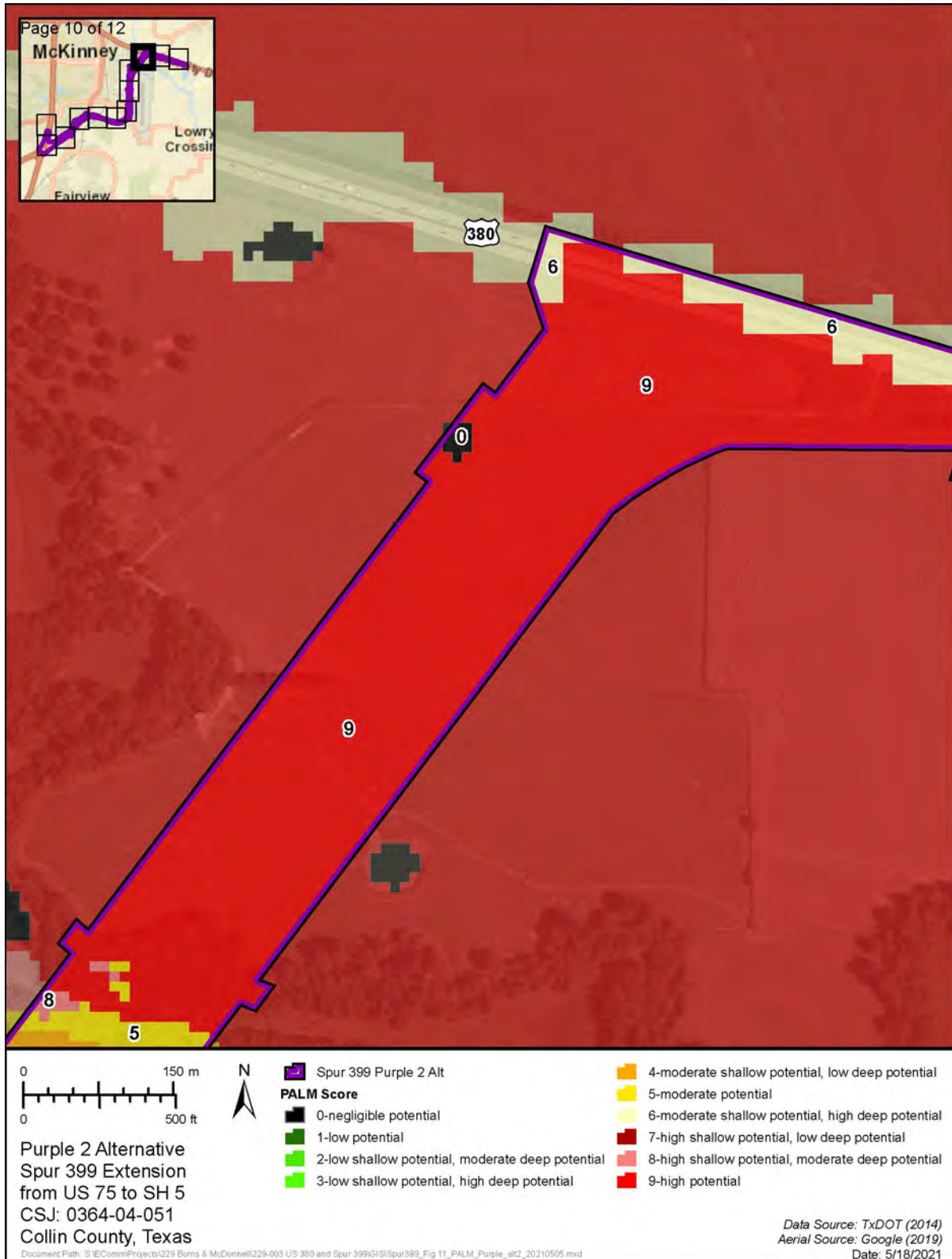
Attachment 17h: PALM Map for Spur 399 Purple #2 Alternative.



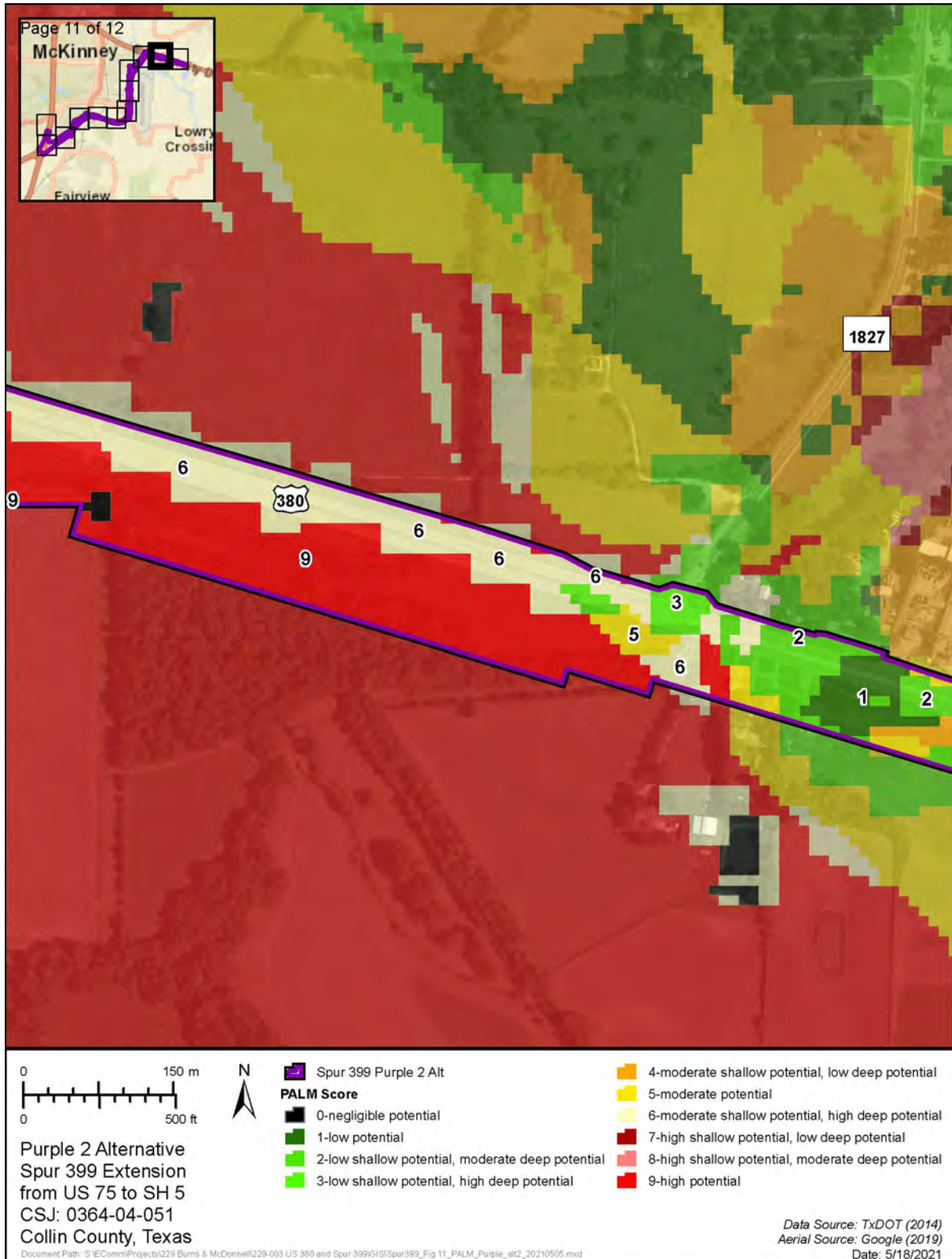
Attachment 17i: PALM Map for Spur 399 Purple #2 Alternative.



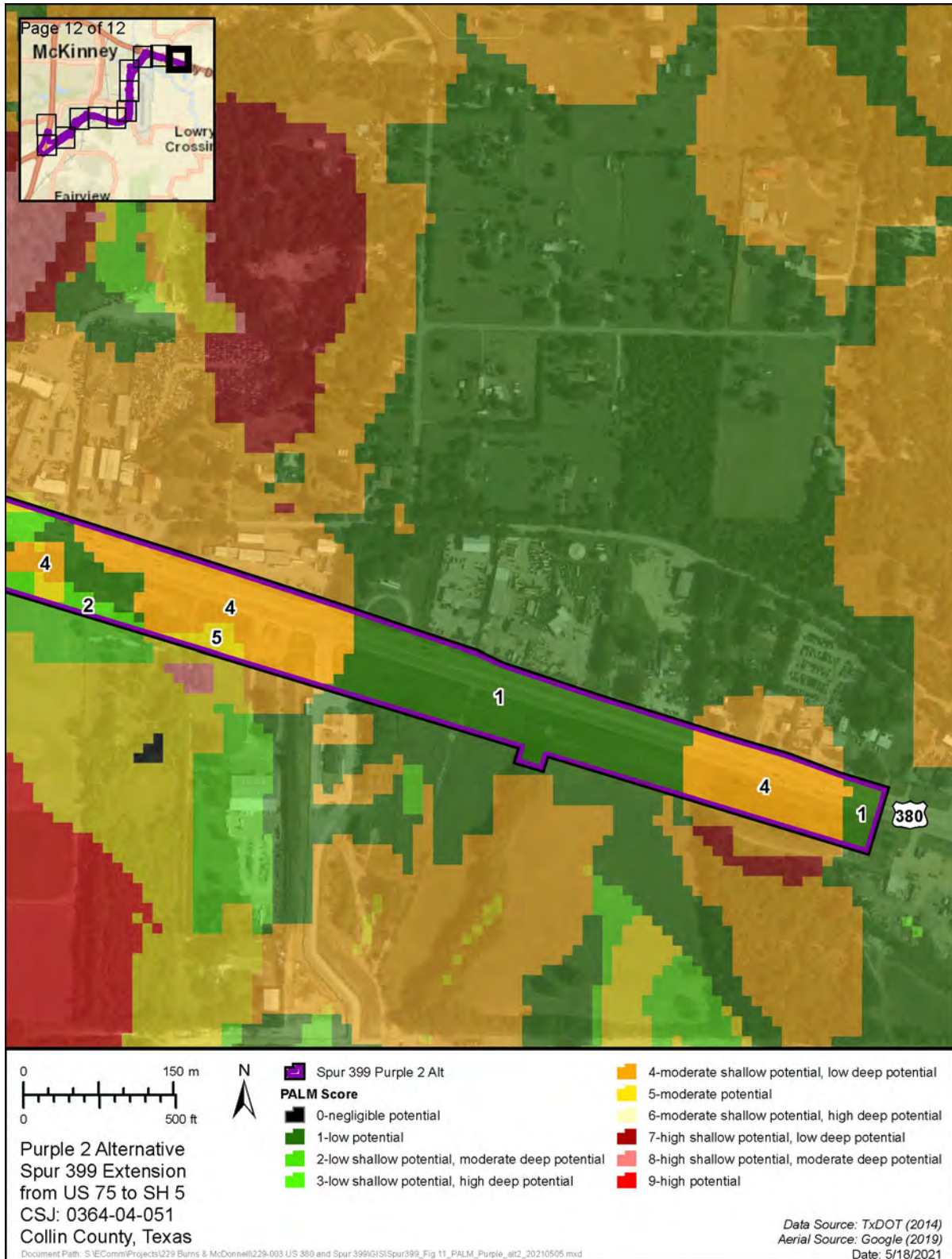
Attachment 17j: PALM Map for Spur 399 Purple #2 Alternative.



Attachment 17k: PALM Map for Spur 399 Purple #2 Alternative.



Attachment 17I: PALM Map for Spur 399 Purple #2 Alternative.



This report was written on behalf of the Texas Department of Transportation by:



11842 Rim Rock Trail
Austin, Texas 78737

Appendix L-2: Antiquities Permit

TEXAS HISTORICAL COMMISSION

ANTIQUITIES PERMIT APPLICATION FORM
ARCHEOLOGY

GENERAL INFORMATION

I. PROPERTY TYPE AND LOCATION

Project Name (and/or Site Trinomial) Proposed Spur 399 Extension Project, McKinney, Collin County, Texas
County (ies) Collin County
USGS Quadrangle Name and Number USGS 7.5' McKinney East and McKinney West
UTM Coordinates Zone 14N E 723830 N 3676551
Location southeast McKinney, Texas, near the McKinney National Airport (see attached scope of work)
Federal Involvement Yes No
Name of Federal Agency FHWA
Agency Representative _____

II. OWNER (OR CONTROLLING AGENCY)

Owner _____
Representative _____
Address _____
City/State/Zip _____
Telephone (include area code) _____ Email Address _____

III. PROJECT SPONSOR (IF DIFFERENT FROM OWNER)

Sponsor TxDOT
Representative Scott Pletka
Address 118 E. Riverside Dr.
City/State/Zip Austin, TX 78704
Telephone (include area code) 512-416-2631 Email Address scott.pletka@txdot.gov

PROJECT INFORMATION

I. PRINCIPAL INVESTIGATOR (ARCHEOLOGIST)

Name Sunshine Thomas
Affiliation AmaTerra Environmental, Inc.
Address 11842 Rim Rock Trail
City/State/Zip Austin, TX 78737
Telephone (include area code) 512.329.0031 Email Address stthomas@amaterra.com

(OVER)
ANTIQUITIES PERMIT APPLICATION FORM (CONTINUED)

II. PROJECT DESCRIPTION

Proposed Starting Date of Fieldwork September 2021
Requested Permit Duration 10 Years 0 Months (1 year minimum)
Scope of Work (Provided an Outline of Proposed Work) please see attached scope of work

III. CURATION & REPORT

Temporary Curatorial or Laboratory Facility AmaTerra Environmental, Inc.
Permanent Curatorial Facility Center for Archaeological Studies - CAS

IV. LAND OWNER'S CERTIFICATION

I, _____, as legal representative of the Land Owner, _____, do certify that I have reviewed the plans and research design, and that no investigations will be performed prior to the issuance of a permit by the Texas Historical Commission. Furthermore, I understand that the Owner, Sponsor, and Principal Investigator are responsible for completing the terms of the permit.

Signature _____ Date _____

V. SPONSOR'S CERTIFICATION

I, _____, as legal representative of the Sponsor, _____, do certify that I have review the plans and research design, and that no investigations will be performed prior to the issuance of a permit by the Texas Historical Commission. Furthermore, I understand that the Sponsor, Owner, and Principal Investigator are responsible for completing the terms of this permit.

Signature _____ Date _____

VI. INVESTIGATOR'S CERTIFICATION

I, Sunshine Thomas, as Principal Investigator employed by AmaTerra Environmental, Inc. (Investigative Firm), do certify that I will execute this project according to the submitted plans and research design, and will not conduct any work prior to the issuance of a permit by the Texas Historical Commission. Furthermore, I understand that the Principal Investigator (and the Investigative Firm), as well as the Owner and Sponsor, are responsible for completing the terms of this permit.

Signature *Sunshine Thomas* Date 5 August 2021

Principal Investigator must attach a research design, a copy of the USGS quadrangle showing project boundaries, and any additional pertinent information. Curriculum vita must be on file with the Archeology Division.

FOR OFFICIAL USE ONLY

Reviewer _____ Date Permit Issues _____
Permit Number _____ Permit Expiration Date _____
Type of Permit _____ Date Received for Data Entry _____



Archeological Survey Permit Application

Proposed Spur 399 Extension

CSJs: 0364-04-051, 0047-05-058, and 0047-10-002

Prepared by: AmaTerra Environmental, Inc.

Date: August 2021

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 19, 2019 and executed by FHWA and TxDOT.

On behalf of Burns & McDonnell (client), AmaTerra Environmental, Inc. (AmaTerra) has prepared this scope of work for archeological survey of a proposed extension of Spur 399 south and east of McKinney, Collin County, Texas. The Texas Department of Transportation (TxDOT) proposes extension of Spur 399 from US 75 south of McKinney (including the existing intersection of US 75, SH 5, and Spur 399) north and east to intersect with US 380 east of McKinney. This scope of work details archeological survey for two of three proposed alternatives for the Spur 399 extension: 1. the Purple Alternative west of McKinney National Airport along Airport Road to intersect US 380 and 2. the Orange Alternative east of the airport through agricultural lands to intersect US 380. The project extends up to 6.5 miles (**Figures 1 and 2**). The surrounding area continues to experience rapid population growth and the proposed project is intended to improve mobility and connectivity between north and east Collin County and the Dallas metroplex south of McKinney.

The existing Spur 399 was designated in 1989 and is a 1.14-mile-long section of roadway south of McKinney connecting SH 5 to US 75/SH 121 and the Sam Rayburn Tollway. The proposed Spur 399 extension will be an eight-lane, access-controlled freeway with one-way frontage roads on each side. The anticipated right-of-way (ROW) will be between 330 feet and 350 feet depending on location and will include existing ROW and new ROW acquisitions. The freeway will include ramps, direct connector roadways, frontage roads, and arterial roadways to support connectivity to the existing roadway network. Grade-separated interchanges will be constructed at major crossroads, including at the existing intersection of US 75 and SH 5, and at US 380. To minimize impacts to sensitive resources, frontage roads may be eliminated, and the primary travel lanes may be elevated on bridges or viaducts.

The Area of Potential Effects (APE) for the archeological resources is defined as the footprint of the proposed project to the maximum depth of impact, including all easements, and project specific location. Thus, the APE for archeological resources would cover a total distance of approximately seven miles for the Orange Alternative and 7.25 miles for the Purple Alternative. The total project footprint for the Orange Alternative is approximately 636.46 acres, consisting of approximately 190.6 acres of existing ROW and 445.86 acres of proposed new ROW. The total project footprint for the Purple Alternative is approximately 509.59 acres, consisting of approximately 243.39 acres of existing ROW, and 266.2 acres of proposed new ROW. The maximum depth of impacts would range between approximately five feet and 40 feet. For this survey, it is proposed that approximately 444 acres (69.8 percent) of the 636-acre Orange Alternative APE be surveyed and that approximately 272 acres (53.5 percent) of the 509-acre Purple Alternative APE be surveyed.

The project is being funded with federal transportation dollars provided by FHWA and will take place on ROW owned or to be acquired by the State of Texas. Therefore, Section 106 of the National Historic Preservation Act (Section 106) and the Antiquities Code of Texas (ACT) apply.

Project Setting

The project setting falls within the Northern Blackland Prairie ecoregion (Omernik and Griffith 2013). The Northern Blackland Prairie is characterized by rolling hills and flat plains underlain by limestone,

chalk and shale beds of Cretaceous age (Omernik and Griffith 2013, Stahl and McElvaney 2012). The average annual rainfall is approximately 35 to 45 inches (Stahl and McElvaney 2012).

The Northern Blackland Prairie ecoregion is dominated by mid to tall grasses such as little bluestem (*Schizachyrium scoparium*), big bluestem (*Andropogon gerardii*), Indian grass (*Sorghastrum nutans*), tall dropseed (*Sporobolus asper*), eastern gamagrass (*Tripsacum dactyloides*), and switch grass (*Panicum virgatum*), which are the natural vegetative species for this environment (Omernik and Griffith 2013). In addition, pecan (*Carya illinoensis*), hackberry (*Celtis laevigata*), elm (*Ulmus sp.*), eastern cottonwood (*Populus deltoides*), and bur and Shumard oak (*Quercus macrocarpa* and *shumardii*) are often observed within the low flat woodlands along streams located within the Northern Blackland Prairie. Since the nineteenth century, human land modifications along with ranching/grazing activities have resulted in a dramatic increase in other flora species (e.g., mesquite, ash juniper and eastern red cedar) (Stahl and McElvaney 2012). The proposed project area includes urban maintained vegetation, and unmaintained grassland and woodland vegetation in parks and floodplains.

According to the Geologic Atlas of Texas, Sherman Sheet (BEG 2014), the project area's underlying geology is made up of Late Cretaceous Austin group chinks and clays (**Figures 3 and 4**). Holocene alluvium deposits are found located along Wilson Creek and the East Fork of the Trinity River. Between Wilson Creek and the East Fork of the Trinity River, there is a limited portion of the APE underlain by Pleistocene-age fluvial terrace deposits (BEG 2014).

Within the APE, surface soils (**Figures 5 and 6**; NRCS-USDA 2021) include Altoga silty clay (5 – 8% slopes [AID2]), Austin silty clay (1 – 3% slopes, eroded [AuB]; 2 – 5% slopes, eroded [AuC2]; and 5 – 8% slopes, moderately eroded [AuD2]), Houston Black clay (0 – 1% slopes [HoA]; 1 – 3% slopes [HoB]; and 2 – 4% slopes, eroded [HoB2]), Lewisville silty clay (1 – 3% slopes [LeB]; and 3 – 5% slopes, eroded [LeC2]), Tinn clay (0 – 1% slopes, frequently flooded [Tf]), Trinity clay (0 – 1% slopes, occasionally flooded [To]), Burlison clay (0 – 1% slopes [BcA] and 1 – 3% slopes [BcB]), and Eddy gravelly clay loam (3 – 8% slopes, eroded [EdD2]). Aside from Burlison clay, all soil types within the APE may contain areas of high surface and subsurface archeological potential (NRCS-USDA 2021; BEG 2014; TxDOT 2014). Soil deposits along Wilson Creek and the East Fork of the Trinity River have the potential to contain deeply buried archeological deposits.

The land adjacent to the APE includes a mix of industrial, commercial, and residential development, as well as undeveloped open land. The southeast quadrant of McKinney is primarily an industrial area. McKinney National Airport is located between the Orange and Purple alternatives. Residential areas are primarily west of the proposed project area. Other infrastructure resources in the proposed project area include roadways, a rail line, a municipal landfill, an airport, and a quarry. Natural resources and public facilities include large open areas of floodplain, mapped wetlands, a nature center, a nature preserve, a soccer complex, and a therapeutic horsemanship facility.

The portion of the APE southwest of Wilson Creek is heavily disturbed by previous road construction and urban commercial and residential development. Common urban disturbances in the APE include artificially levelled and paved surfaces, excavated drainage ditches, commercial buildings, and utilities. This southwest portion of the proposed project area is shared by both alternative routes. Northeast of Wilson Creek the proposed alternatives split. The Purple Alternative is more heavily disturbed by urban development as it skirts the edge of McKinney. The Orange Alternative is primarily in agricultural lands where disturbances are primarily from livestock and agricultural equipment.

Archeological Background and Previous Archeological Studies

Background research for this project consisted of an online records search through the Texas Historical Commission's (THC) Archeological Sites Atlas (THC 2021) and a review of historical maps and aerial photographs. Research focused on the identification of archeological sites, State Antiquities Landmarks (SALs), Recorded Texas Historic Landmarks (RTHLs), properties and districts listed on the National Register of Historic Places (NRHP), Historical Markers, cemeteries, and previously conducted archeological surveys within 0.62 miles (one kilometer) of the APEs of the two alternative routes (**Figures 7 and 8**).

Within one kilometer of the Orange APE, the search identified 20 previously conducted archeological surveys, three documented archeological sites, three cemeteries, two NRHP Districts, no NRHP properties, and one Historical Marker (**Tables 1-5**). Within one kilometer of the Purple APE, the search identified 21 previously conducted archeological surveys, three documented archeological sites, three cemeteries, five NRHP Districts, no NRHP properties, and two Historical Markers (**Tables 1-5**). The two proposed alternative route APEs share 20 previously conducted archeological surveys, no documented archeological sites, the three cemeteries, two NRHP Districts, no NRHP properties, and one Historical Marker.

Of the 20 previous archeological surveys within a kilometer of the proposed alternatives (Table 1), eight overlap both proposed APEs:

- In 1987, the Federal Highway Administration (FHWA) completed a linear survey along US highway 380. The survey overlaps the proposed Orange Alternative APE at the intersection of the proposed Spur 399 Extension with US 380. The survey did not record any new sites in the proposed Orange Alternative APE.
- In 1987, the Farmers Home Administration (FMHA) completed a linear survey along US highway 75 south of state highway 5 (SH 5). The survey overlaps the proposed Orange Alternative APE at the intersection of the proposed Spur 399 Extension with US 75. The survey did not record any new sites in the proposed Orange Alternative APE.
- In 2003, TRC completed two linear surveys for TxDOT along US 75 north of SH 5. The survey overlaps the proposed Orange Alternative APE at the intersection of the proposed Spur 399 Extension with US 75. The survey did not record any new sites in the proposed Orange Alternative APE.
- In 2006, Geo-Marine, Inc. (GMI) completed an area survey for the Federal Aviation Administration (FAA) under TAC permit 3992. The survey overlaps the proposed Orange

Alternative APE east of Country Lane between FM 546 (Harry McKillop Boulevard) and Old Mill Road. The survey did not record any new sites in the proposed Orange Alternative APE.

- In 2009, GMI completed a linear survey for the North Texas Municipal Water District (NTMWD) under TAC permit 5005. The survey overlaps the proposed Orange Alternative APE where it bends east, away from of SH 5, and crosses Wilson Creek. The survey did not record any new sites in the proposed Orange Alternative APE.
- In 2011, Ecological Communications Corporation (AmaTerra) completed a survey for TxDOT under TAC Permit 5976. The survey overlaps the proposed Orange Alternative project area along FM 546 (Harry McKillop Boulevard) beginning just east of its intersection with Couch Road and ending just east of its intersection with Country Lane. The survey did not record any new sites in the proposed Orange Alternative APE.
- In 2016 and 2017, SWCA Environmental Consultants completed linear surveys for the City of McKinney and for Lockwood, Andrews, & Newman, Inc. under TAC permit 7561. The surveys parallel US 380 for nearly 1.25 miles (2 kilometers) and overlap the proposed Orange Alternative APE at its northeastern terminus where it intersects with US 380. The survey did not record any new sites in the proposed Orange Alternative APE.

Two of the 20 previously conducted archeological surveys within one kilometer of both APEs only overlap the Purple Alternative and one survey (GMI 2009, TAC permit 5230) overlaps the Purple Alternative and is more than one kilometer from the Orange Alternative:

- In 2005, GMI completed a linear survey for the City of McKinney under TAC permit 3640 in advance of the construction of Airport Road. The survey overlaps the proposed Purple Alternative APE along the entirety of Airport Road from McKinney National Airport to US 380. The survey recorded one new site (41COL168) in the proposed Purple Alternative APE.
- In 2009, GMI completed a linear survey for the NTMWD under TAC Permit 5230. The survey overlaps the proposed Purple Alternative project area between US 380 and Greenville Road and roughly parallels Airport Road. The survey did not record any new sites within the proposed Purple Alternative APE.
- In 2013, AR Consultants completed a linear survey for the NTMWD under TAC Permit 6662. The survey overlaps the proposed Purple Alternative project area where Elm Street intersects Airport Road. The survey did not record any new sites within the proposed Purple Alternative APE.

Table 1. Previous archeological surveys within a kilometer of either proposed alternative route APE.

Year	TAC Permit	Investigator	Sponsor	Overlap APE
1979			Environmental Protection Agency	No
1979			Environmental Protection Agency	No
1986			National Parks Service	No
1987		FHWA	Federal Highway Administration	Yes

1987		FMHA	Farmers Home Administration	Yes
1990		SDHPT	State Department of Highways and Public Transportation	No
2003		TRC	Texas Department of Transportation	Yes
2003		TRC	Texas Department of Transportation	Yes
2004		Geo-Marine Inc.	General Services Administration	No
2005	3640	GMI, Inc	City of McKinney	Yes
2006	3992	GMI	Federal Aviation Administration	Yes
2008		Horizon Environmental Services	USDA - Rural Utilities Service	No
2009	5005	Geo-Marine	North Texas Municipal Water District	Yes
2009		Hardy Heck Moore	Housing and Urban Development	No
2009	5230	Geo-Marine, Inc.	North Texas Municipal Water District	Yes
2009	5294	AR Consultants, Inc.	North Texas Municipal Water District	No
2011	5976	AmaTerra Environmental, Inc.	Texas Department of Transportation	Yes
2013	6662	AR Consultants	North Texas Municipal Water District	Yes
2016	7561	SWCA Environmental Consultants	Lockwood, Andrews & Newman, Inc.	Yes
2016	7768	AR Consultants, Inc.	McKinney Independent School District (ISD)	No
2017	7561	SWCA Environmental Consultants	McKinney	Yes

Of the six previously documented archeological sites within a kilometer of either proposed route alternative (**Figures 7 and 8, Table 2**), one, 41COL168, overlaps the Purple Alternative APE, and none overlap the Orange Alternative. Site 41COL168 was recorded in 2005 and is a historic farmstead with a low-density artifact scatter and several recorded features. The recorded features included two pipes, a concrete tank, a concentration of bricks thought to be the remains of a house pier, two parallel concrete walls, a razed foundation or in-filled storm cellar, a washer appliance, a capped

brick-lined well, and a concrete pad. A cut nail and an octagonal ironstone vessel fragment indicate historic occupation of the site perhaps as early as the mid to late nineteenth century. Most of the artifacts indicate the occupation extended into the mid to late twentieth century. The site recorders noted the site appeared to have been demolished with a bulldozer and had poor integrity and low research value. Site 41COL168 was determined to be ineligible by the State Historical Preservation Officer (SHPO). SWCA archeologists revisited the site in 2015 and observed a sparse scatter of artifacts remaining beside the road. SWCA noted the site was destroyed by the construction of Airport Road and the site was again determined to be ineligible by the SHPO. The site overlaps with the Purple Alternative at the southeast corner of the intersection of Airport Road and Enloe Road.

Table 2: Previously documented archeological sites within a kilometer of the APE.

Site No.	Site type	Record date	Overlap APE	Eligibility Status
41COL49	Prehistoric lithic scatter	1979	No	Ineligible
41COL66	Late Prehistoric campsite	1987	No	Undetermined
41COL81	Prehistoric lithic scatter	1990	No	Undetermined
41COL168	Historic farmstead	2005	Yes	Ineligible
41COL175	Prehistoric campsite	2006	No	Undetermined
41COL176	Historic farmstead	2006	No	Ineligible

There are three cemeteries within a kilometer of the APE (**Figures 7 and 8, Table 3**). The Ross Cemetery is 300 feet (94 meters) north of the APE where the two alternative routes coincide in southwestern portion of the proposed project area. Ross Cemetery is separated from the APE by FM 546. The Pecan Grove Memorial Park Cemetery abuts Ross Cemetery to the north. Pecan Grove Memorial Park Cemetery is McKinney’s main cemetery and includes a Potter’s Field cemetery in the south (Gough 2021a). Ross Cemetery was formerly known as the Ross Colored Cemetery and is where non-white citizens of McKinney were interred (Gough 2021b). Scalf Cemetery is 273 feet (83 meters) southwest of the Orange Alternative between FM 546 (Harry McKillop Blvd) and Old Mill Road and between Country Lane and Old Mill Road. Scalf Cemetery is associated with the family of Richard Jasper Scalf, who settled in the area after the Civil War (Gough 2021c). The last burial was Titus Scalf in 1959. None of these three cemeteries overlap with either alternative.

Table 3: Cemeteries within a kilometer of the APE.

Cemetery No.	Cemetery Name	Dates	No. of Graves	Overlap APE
COL-C057	Scalf Cemetery	late 1800s - 1959	Approximately 37	No
COL-C103	Pecan Grove Memorial Park	1870 - Present	2000+	No
COL-C124	Ross Cemetery	1892 - Present	1116+	No

There are five NRHP Districts within a kilometer of the proposed route alternative APEs (**Figures 7 and 8, Table 4**). Two are within one kilometer of both route alternative APEs. The McKinney Cotton

Mill Historic District is approximately 750 feet (229 meters) north of Pecan Grove Memorial Park and Cemetery. The Fairview H&TC Railroad Historic District is approximately 0.6 miles (970 meters) south of the existing Spur 399. The remaining three, the McKinney Cotton Compress Plant Historic District, the Collin County Mill and Elevator Company Historic District, and the Hill-Webb Grain Elevator Historic District are west of the north terminus of the Purple Alternative. No NRHP historic districts overlap or are adjacent to either alternative. There are no NRHP properties within a kilometer of the APE (Figures 7 and 8).

Table 4: NRHP Districts within a kilometer of the APE.

Year Listed	Site Name	Criteria listed under	Overlap APE
1987	McKinney Cotton Mill District	Criteria A and C	No
1987	Hill-Webb Grain Elevator	Criterion A	No
1987	Collin County Mill and Elevator Company	Criteria A and C	No
1988	McKinney Cotton Compress Plant	Criterion A	No
2010	Fairview H&TC Railroad Historic District	Criterion A	No

There are two Historical Markers within a kilometer of the proposed APEs (Figures 7 and 8, Table 5). The Pecan Grove Memorial Park marker is just under one kilometer north of the APE where both the Orange and Purple alternatives overlap. A marker for the First Baptist Church of McKinney is 0.4 miles (665 meters) west of the northern terminus of the Purple Alternative. Neither marker is associated with an RTHL.

Table 5: Historical Markers within a kilometer of the APE.

Marker No.	Year Placed	Marker Name	RTHL	Overlap APE
6191	1976	Pecan Grove Memorial Park	No	No
1598	1982	First Baptist Church of McKinney at Drexel St.	No	No

Historic Land Use

Immediately prior to European settlement of the project area, branches of the Caddo Nation occupied the region. Euro-American settlement began in the 1840s with farmers settling along rivers and streams (Minor 2016). McKinney was established during this early period when William Davis donated 120 acres for the townsite, and McKinney was voted to be the new county seat (Minor 2010). The lack of reliable transportation routes or significant markets for wheat and corn crops stunted the region's growth prior to the Civil War. Settlers largely immigrated from the upper South where both slaveholding and cotton farming were not as prevalent. This, combined with a lack of navigable rivers, meant that the cotton and plantation culture that dominated the Antebellum South did not take hold in Collin County (Minor 2016).

Following the Civil War, railroads spurred development throughout Collin County. The Houston and Texas Central Railway (H&TC) was the first to reach the county in 1872 followed by several others by

the mid-1890s. By the turn of the twentieth century, McKinney provided a processing market for outlying farmers and a railroad hub for other markets. Crops included wheat and corn, however, railroad influence led to cotton becoming an economic success as shown by several cotton processing facilities in McKinney (Minor 2010, THC 2021).

The project area has largely developed throughout the twentieth century as the greater Dallas metropolitan area has grown out and into Collin County. McKinney remained a center for processing agricultural products into the 1960s and other light industries entered the city (Minor 2010). The Purple Alternative is marked by both commercial and residential development west of the APE. The Orange Alternative remains agricultural except for a quarry near the northern terminus. Between the two proposed alternatives is the McKinney National Airport, which was originally established in 1979 as the Collin County Regional Airport (FAA 1998)

The project area has steadily grown with the expansion of McKinney. A 1964 aerial photograph depicts most of the project area as largely rural with scattered farmsteads and residential development east of McKinney (**Figure 9**). Several farmsteads and structures are depicted adjacent to or within the proposed project footprint. A 1969 U.S. Geological Survey (USGS) topographic map depicts little change in five years (**Figure 10**). Most of the suburban and commercial development near the project area has occurred since the 1960s.

Archeological Site Potential

The potential for buried intact prehistoric cultural deposits is greatest on the terraces adjacent to the East Fork of the Trinity River, Wilson Creek, and their tributaries. Much of the APE is within continually farmed and residential upland settings. Persistent farming, increased landscape modifications, regular road construction and maintenance, and urban development have likely destroyed any traces of surficial prehistoric archeological deposits in these shallow upland settings. The potential for surficial to shallowly buried historic-age cultural deposits is moderate throughout the APE; however, the previously mentioned disturbances have likely impacted most, if not all, of any potential historic archeological resources within the APE. Therefore, the overall potential for intact archeological deposits of any age is low to moderate throughout the project area.

Proposed Survey Methods

The APE contains existing ROW along portions of existing roadways, which overlaps in sections of the alternatives. Much of the existing ROW within the APE has been impacted by prior road construction, road/ditch maintenance, and buried utility installation negating the need for archeological survey in most of the existing ROW. Survey including shovel testing and/or trenching is recommended in portions of the existing ROW where disturbance does not appear to have significantly impacted the landscape (see **Figure 11**). Additionally, the APE contains proposed new ROW, adjacent to the existing ROW or passing through regularly plowed agricultural fields. Much of the proposed new ROW for Purple Alternative is situated within front yards, business fronts, sidewalks, parking lots, and along edges of plowed upland agricultural fields, while the proposed ROW for the Orange Alternative largely

traverses agricultural properties east of the airport. Due to the amount of proposed ROW, survey is recommended for the proposed new ROW (see **Figure 11** for archeological survey recommendations).

The survey for the proposed Spur 399 Extension will take place on state lands and land to be acquired by TxDOT. Prior to any fieldwork, procedures for utility locating services will be followed. The survey will consist of a pedestrian survey incorporating shovel testing and backhoe trenching within identified portions of the APE. AmaTerra staff will conduct an archeological survey in accordance with the CTA/THC's minimum survey standards for shovel testing. Since this is a linear project the minimum shovel testing rate is 16 tests per mile per 100 feet of corridor width. Additional shovel tests will be excavated if archeological sites are discovered within the APE to delineate site boundaries. Ultimately, observed field conditions and discretion of the project archeologist will dictate the number and placement of shovel tests. Shovel tests will be excavated to a depth of 80 centimeters, sterile subsoil, or any other observation for termination, whichever is encountered first. Soil from all shovel tests will be screened through ¼-inch hardware cloth or troweled through. In areas where disturbances are noted, archeologists will conduct a reconnaissance level survey over these portions of the APE, documenting disturbances with photographs and notes.

Previously recorded site 41COL168, occupies a portion of the proposed Purple Alternative. The site was recorded as destroyed by SWCA archeologists in 2015 and determined to be ineligible. AmaTerra recommends no further work at this site.

Due to the potential for intact buried deposits along the East Fork of the Trinity River, Wilson Creek, and their associated tributaries, terraces alongside these drainages within the APE will be investigated with backhoe trenches. The TxDOT Dallas District Potential Archeological Liability Map (PALM) was consulted to identify the areas of highest potential to contain intact buried archeological resources. Backhoe trenches will be excavated to a safe depth sufficient to examine potential subsurface deposits. When possible, trench depths will extend to pre-cultural deposits, the water table, or any other observation for termination. Trench walls will be cleaned and examined for buried cultural material, then documented. Should archeological deposits be observed during trenching, a 50 by 50-centimeter column will be excavated for the entire depth of deposits or for a maximum depth of four feet. All fill from the column sample will be screened to document and evaluate subsurface deposits.

If sites are encountered during the survey, recording methods will comply with CTA/THC survey standards and policy, including requirements for assessing historic archeological sites. Any archeological sites identified within the APE during the survey will be investigated by means of no fewer than six subsurface shovel tests and/or backhoe trenches in order to define site boundaries relative to the APE. Specific site information will be recorded on standardized forms and submitted to the Texas Archeological Research Laboratory (TARL) for inclusion in their archives and issuance of an archeological site number. Any artifacts found on the surface, during trenching, or during shovel testing will be documented in the field and returned to their locations. No artifacts will be collected during the survey.

If encountered, structural historic-age archeological sites will be documented not only through field efforts, but also through survey-level archival research. This research will include an attempt to determine history of ownership and land use for each site through oral interviews, deed research, and map research, wherever possible. Census records for individuals associated with the site will be checked, and the names of these individuals will also be checked in the Handbook of Texas Online. Should research reveal that historical archeological sites might be associated with significant persons, investigators will make recommendations for further archival or archeological work, to determine NRHP/SAL eligibility.

Reporting and Curation

All work will be conducted under the terms and conditions of the First Amended Programmatic Agreement (2005) among the FHWA, TxDOT, the THC, and the Advisory Council on Historic Preservation and the Memorandum of Understanding (MOU) between TxDOT and the THC.

The results of the investigation will be compiled into a professional report as required under Chapter 26 of the THC's Rules of Practice and Procedure and in conformance with Section 106. The report will describe the project area conditions and cultural background, existing and newly documented sites (including newly assigned site trinomials), and NRHP/SAL eligibility of these sites based on the requirements of 13 TAC 26.5(35), 13 TAC 26.20(1) and 13 TAC 26.20(2). The results section of the report will include relevant maps and discussion regarding shovel testing and trenching and any sites recorded in existing versus proposed new ROW. Electronic copies of the draft report will be submitted to the client for comment and review. Once those comments and revisions have been addressed by AmaTerra, the draft will be resent to the client so that they may submit the report for TxDOT and THC review. AmaTerra will make any final corrections or revisions based on TxDOT and THC review for concurrence and acceptance.

Upon acceptance of the draft report by TxDOT-ENV and the THC, copies of the final report will be submitted to TxDOT. Electronic copies (with sites and without) of the report will be sent directly to THC to satisfy the conditions of the TAC permit. Artifacts will not be collected during the survey. However, all photographs and records generated during this project will be curated at the Center for Archaeological Studies (CAS) at Texas State University, according to their standards.

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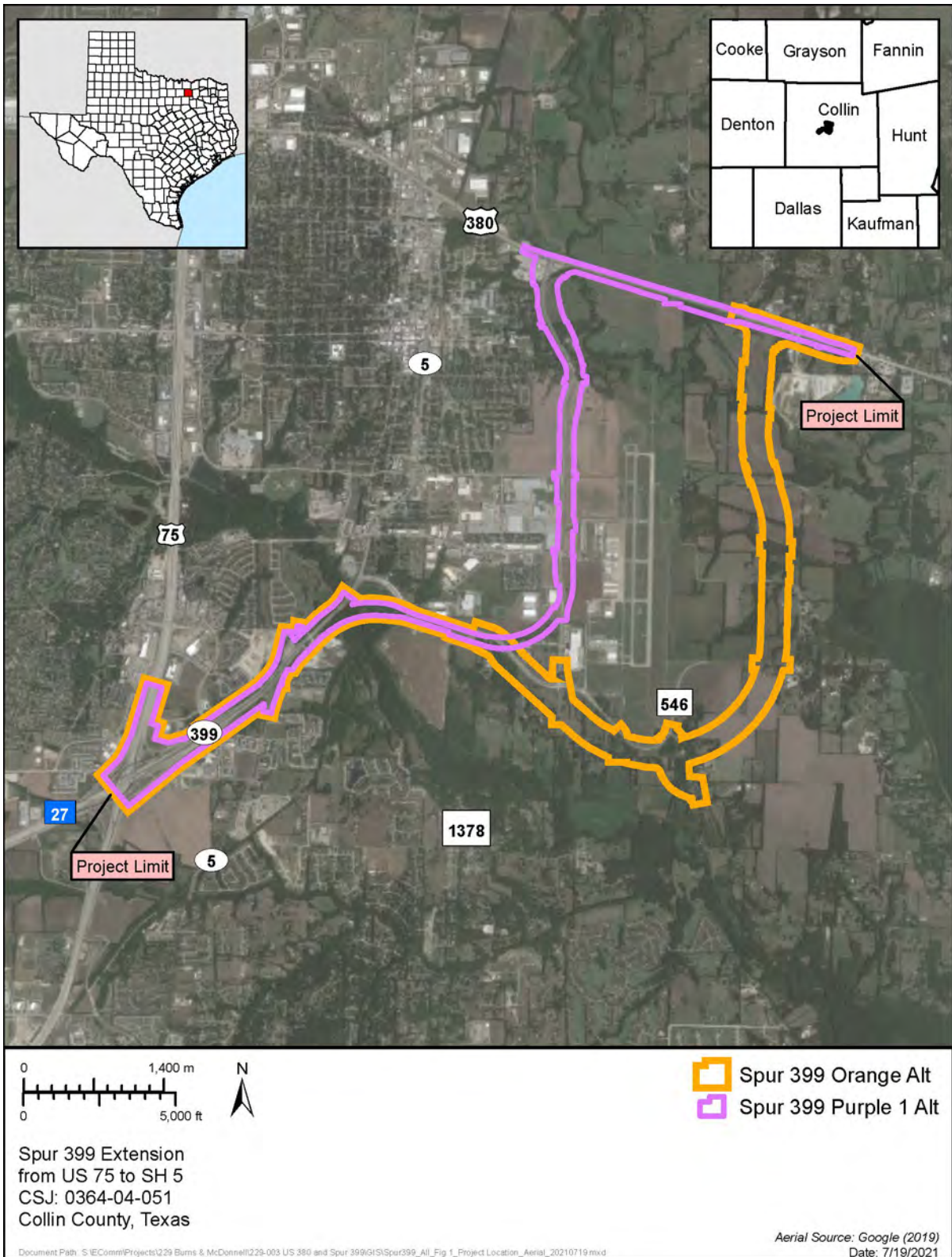


Figure 1: The project location showing the APE depicted on a recent aerial photograph.

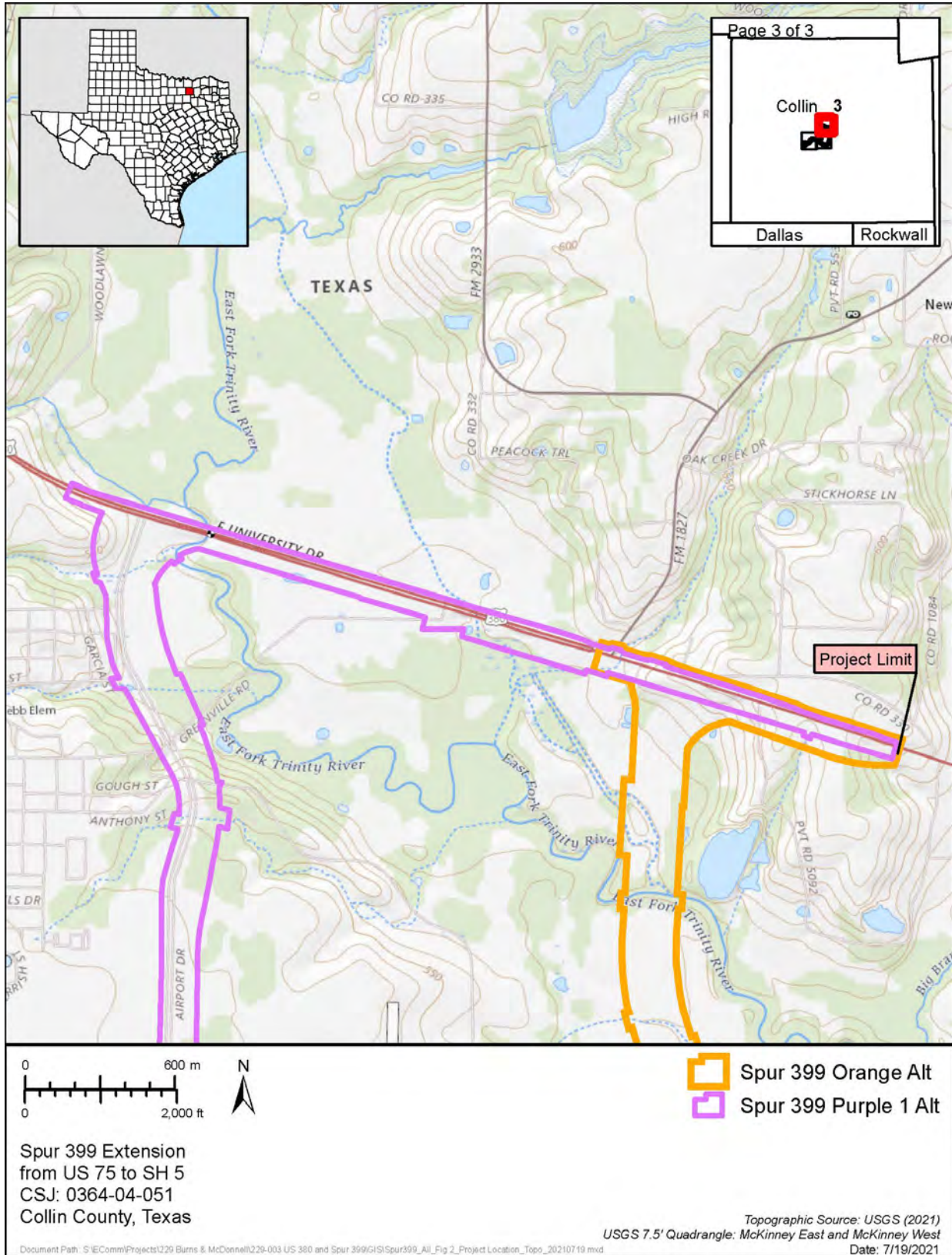


Figure 2a: The project location showing the APE depicted on a USGS topographic map.

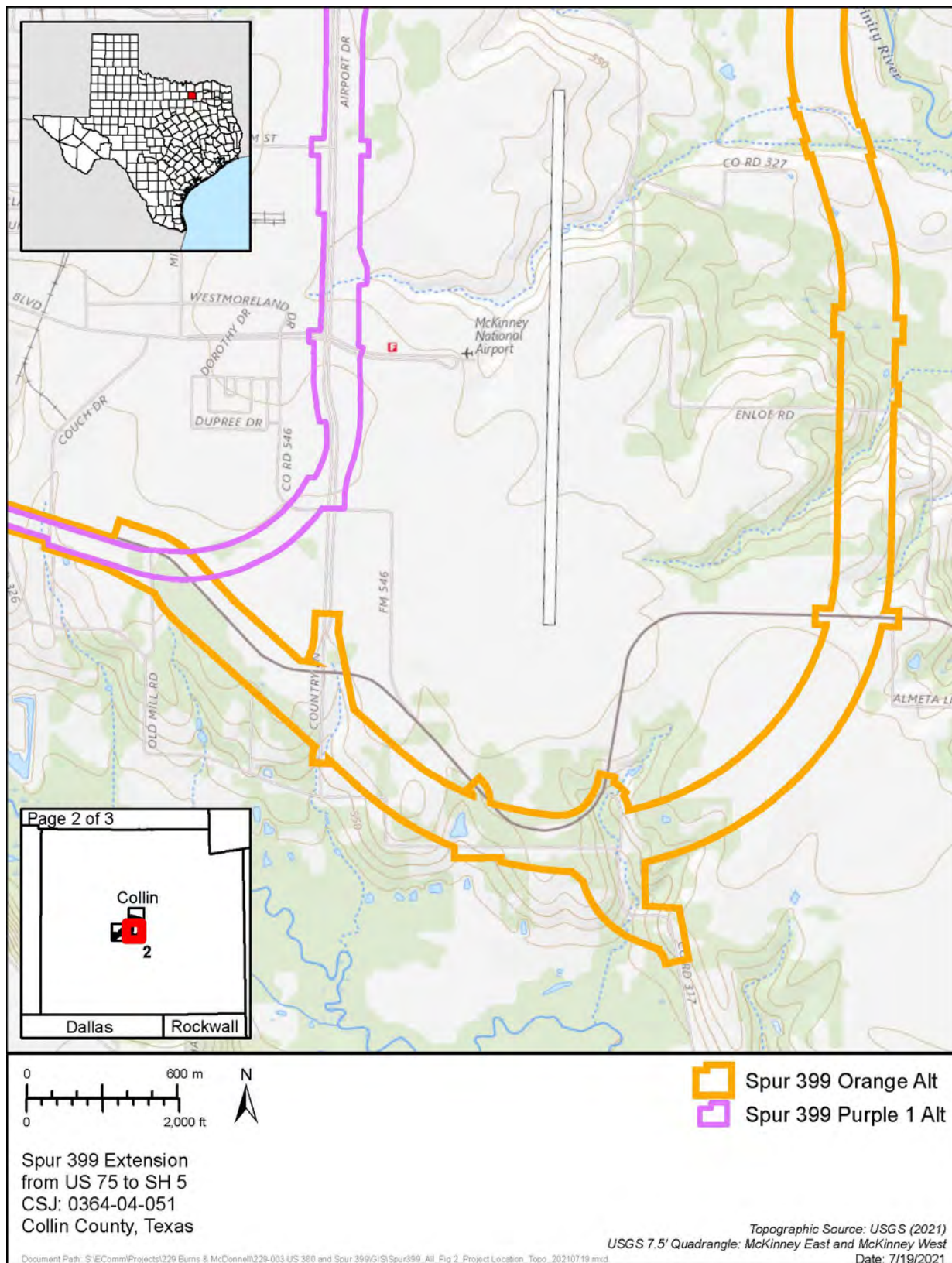


Figure 2b: The project location showing the APE depicted on a USGS topographic map.

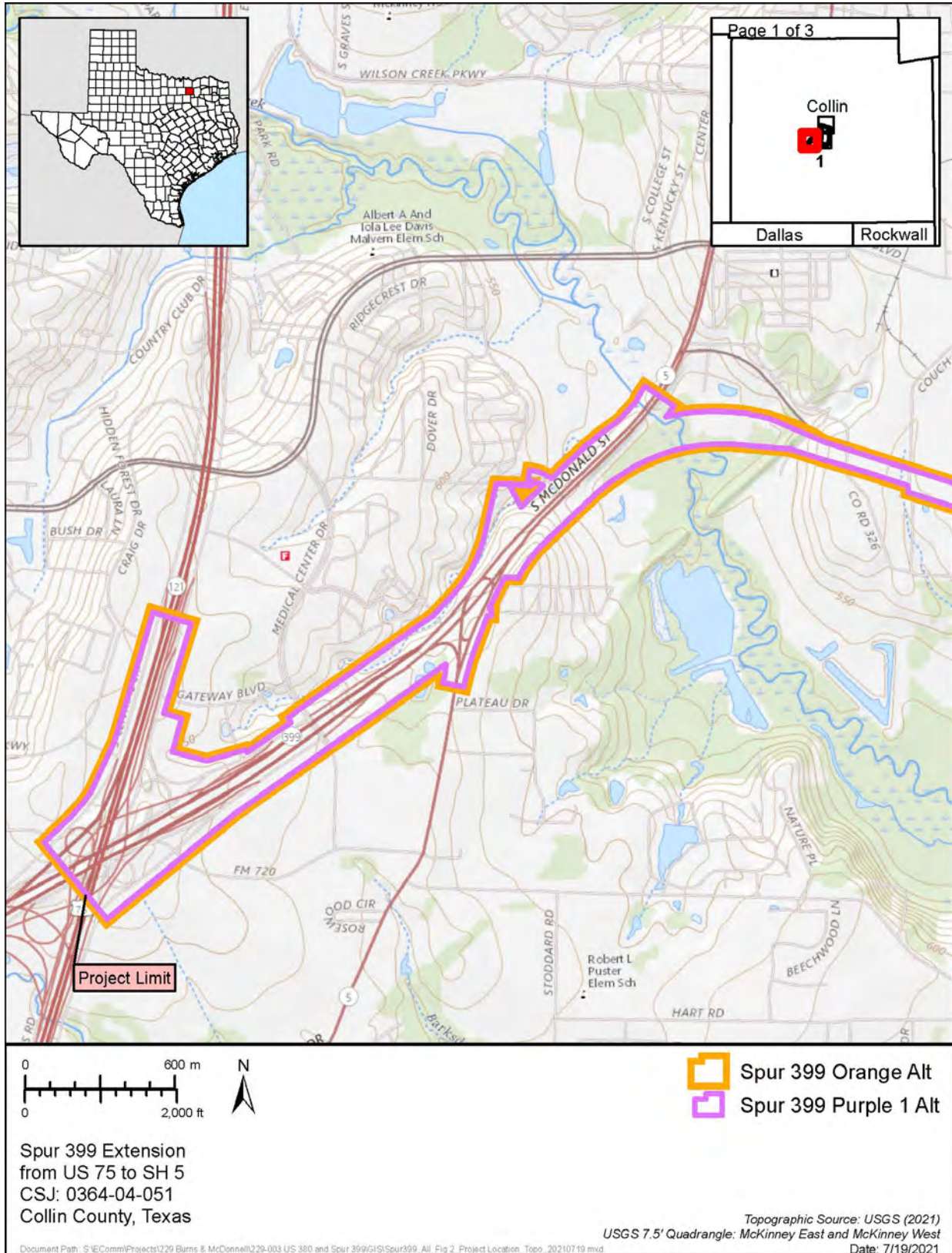


Figure 2c: The project location showing the APE depicted on a USGS topographic map.

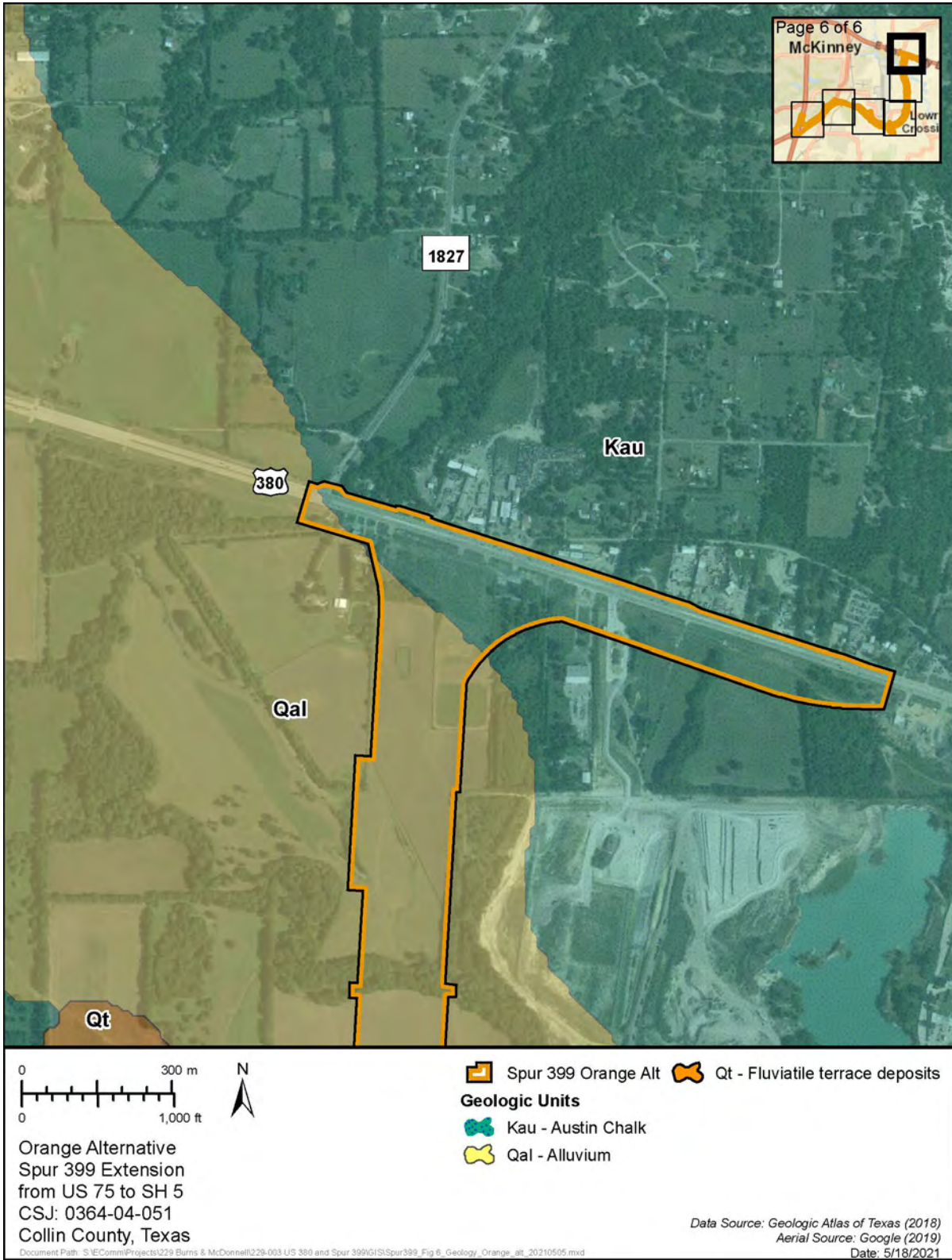


Figure 3a. Subsurface geology of the project area for the Orange Alternative.

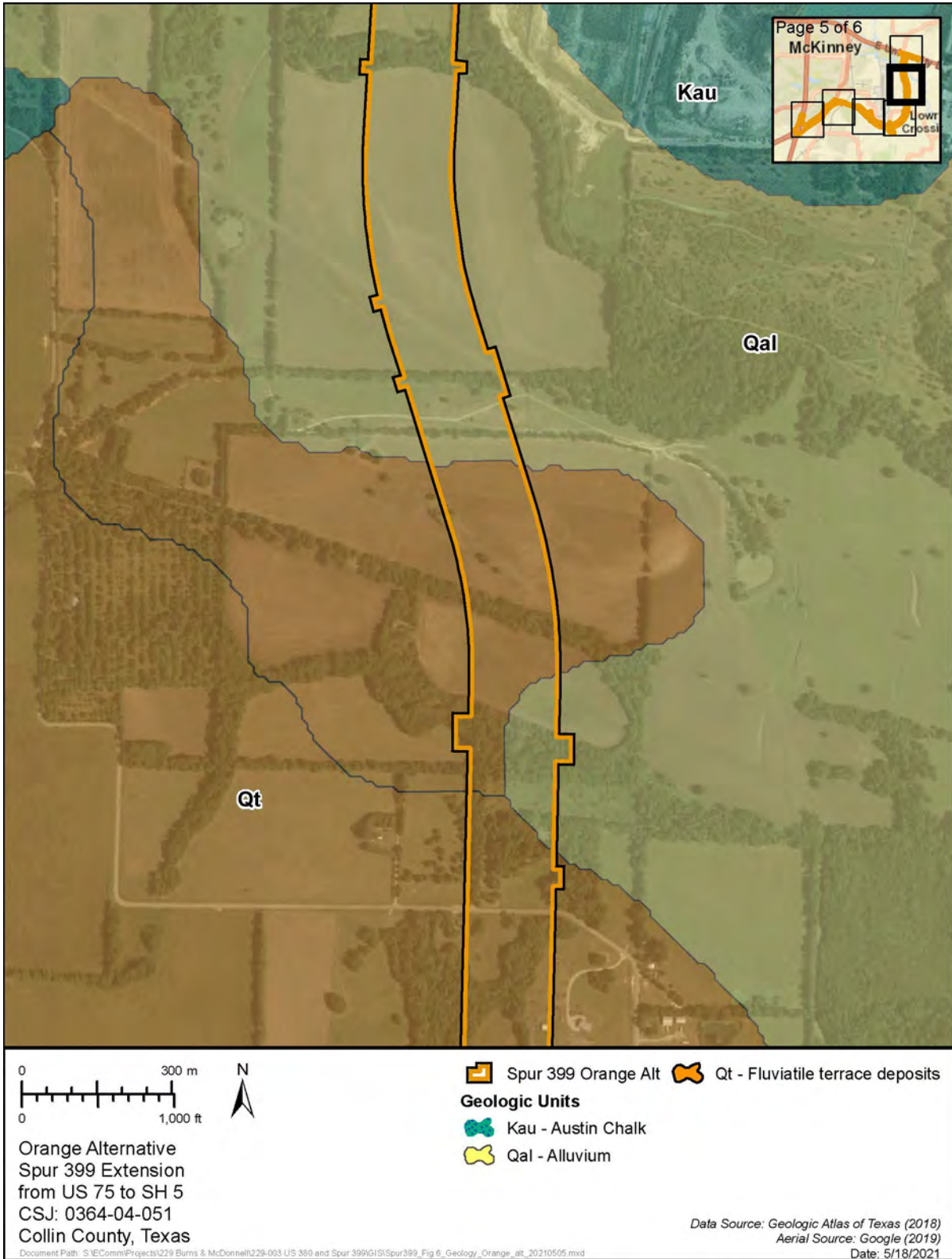


Figure 3b. Subsurface geology of the project area for the Orange Alternative.

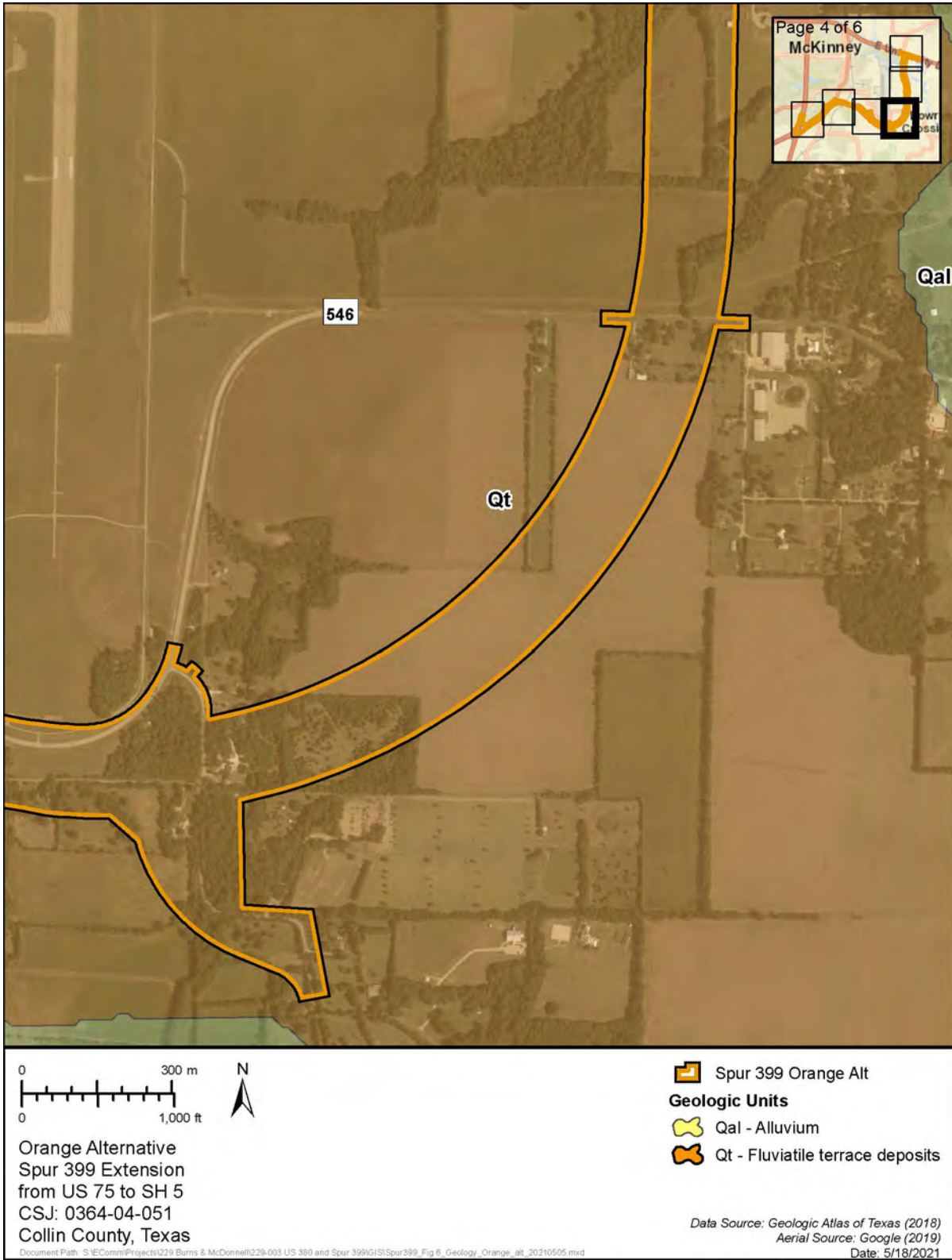


Figure 3c. Subsurface geology of the project area for the Orange Alternative.

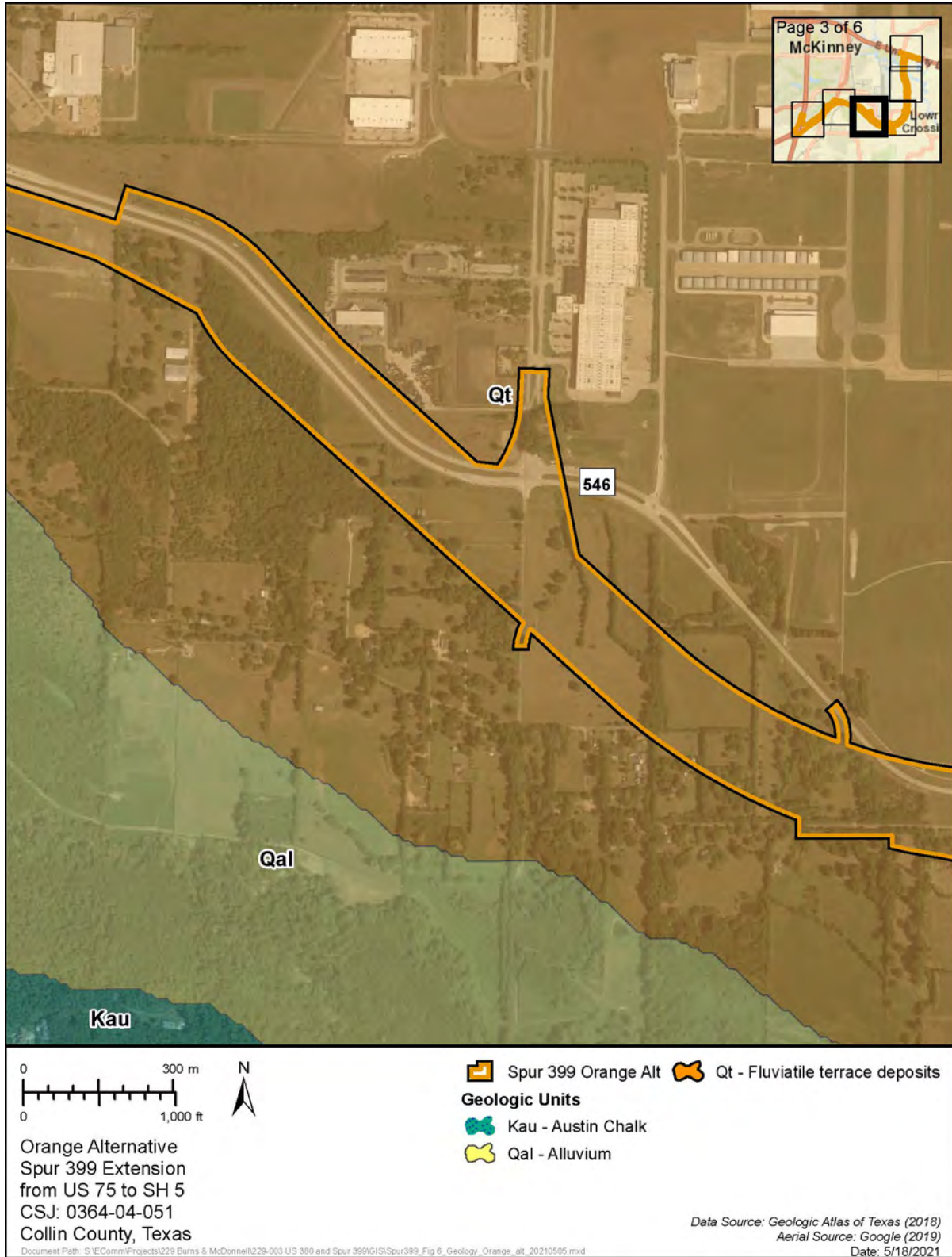


Figure 3d. Subsurface geology of the project area for the Orange Alternative.

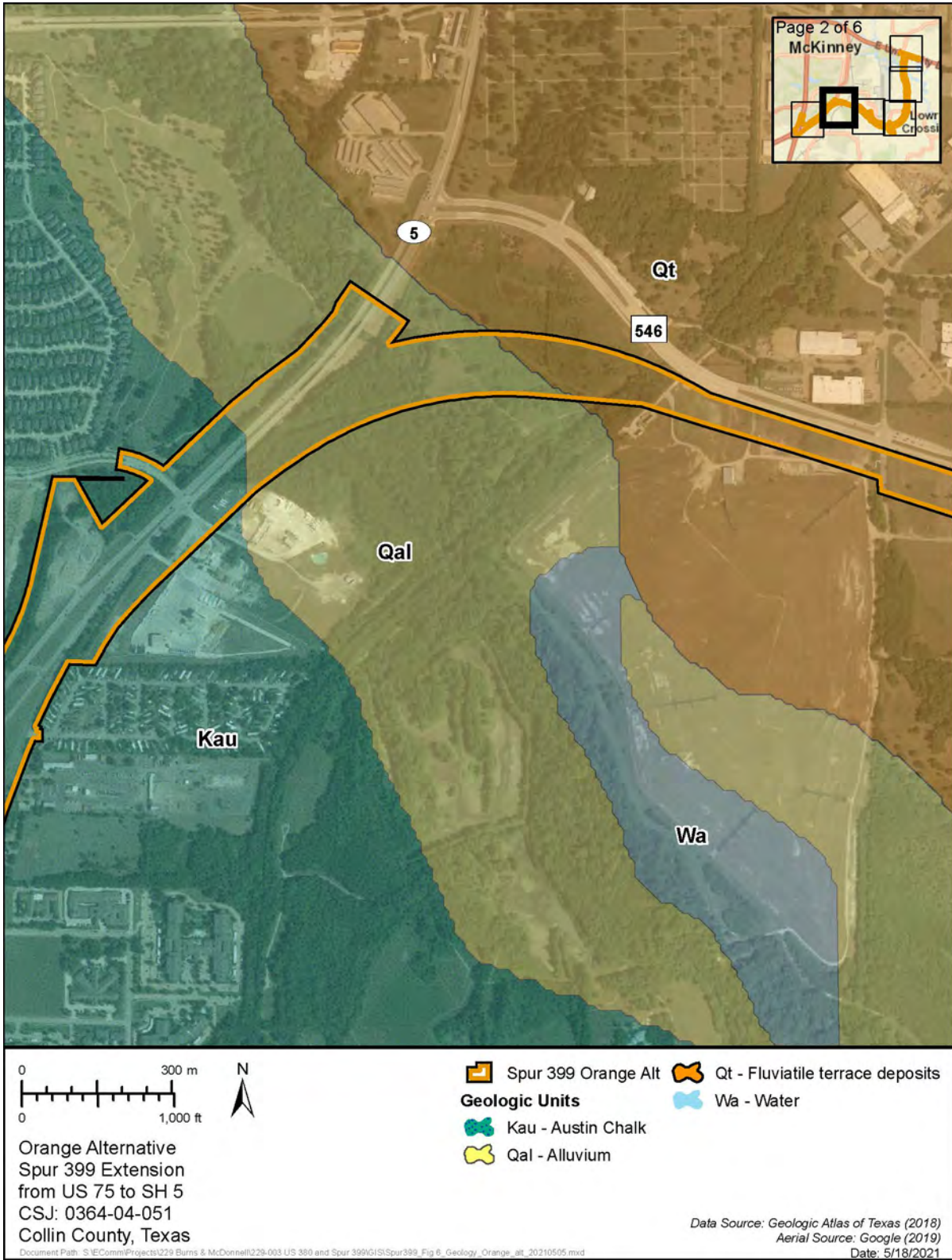


Figure 3e. Subsurface geology of the project area for the Orange Alternative.



Figure 3f. Subsurface geology of the project area for the Orange Alternative.



Figure 4a. Subsurface geology of the project area for the Purple Alternative.

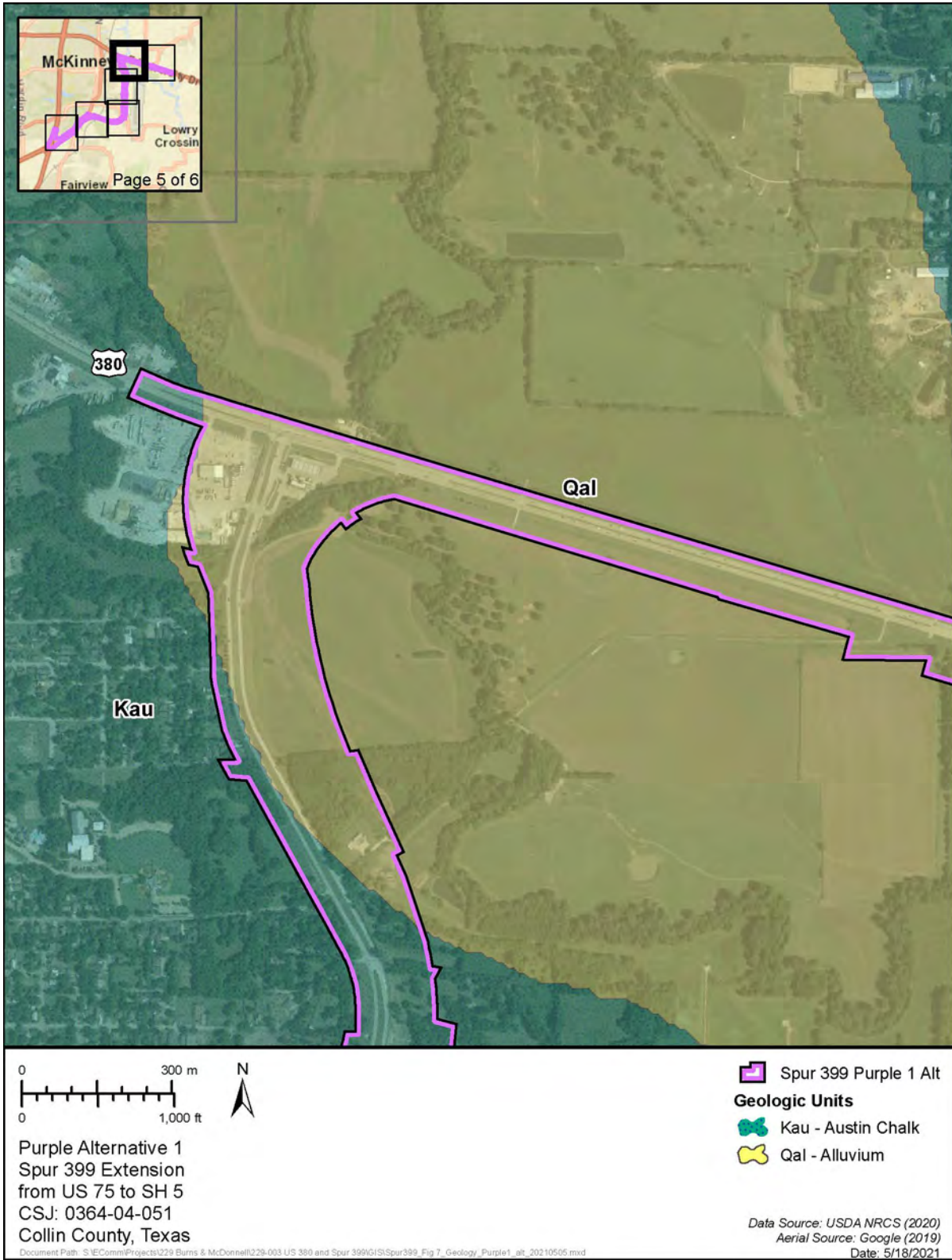


Figure 4b. Subsurface geology of the project area for the Purple Alternative.

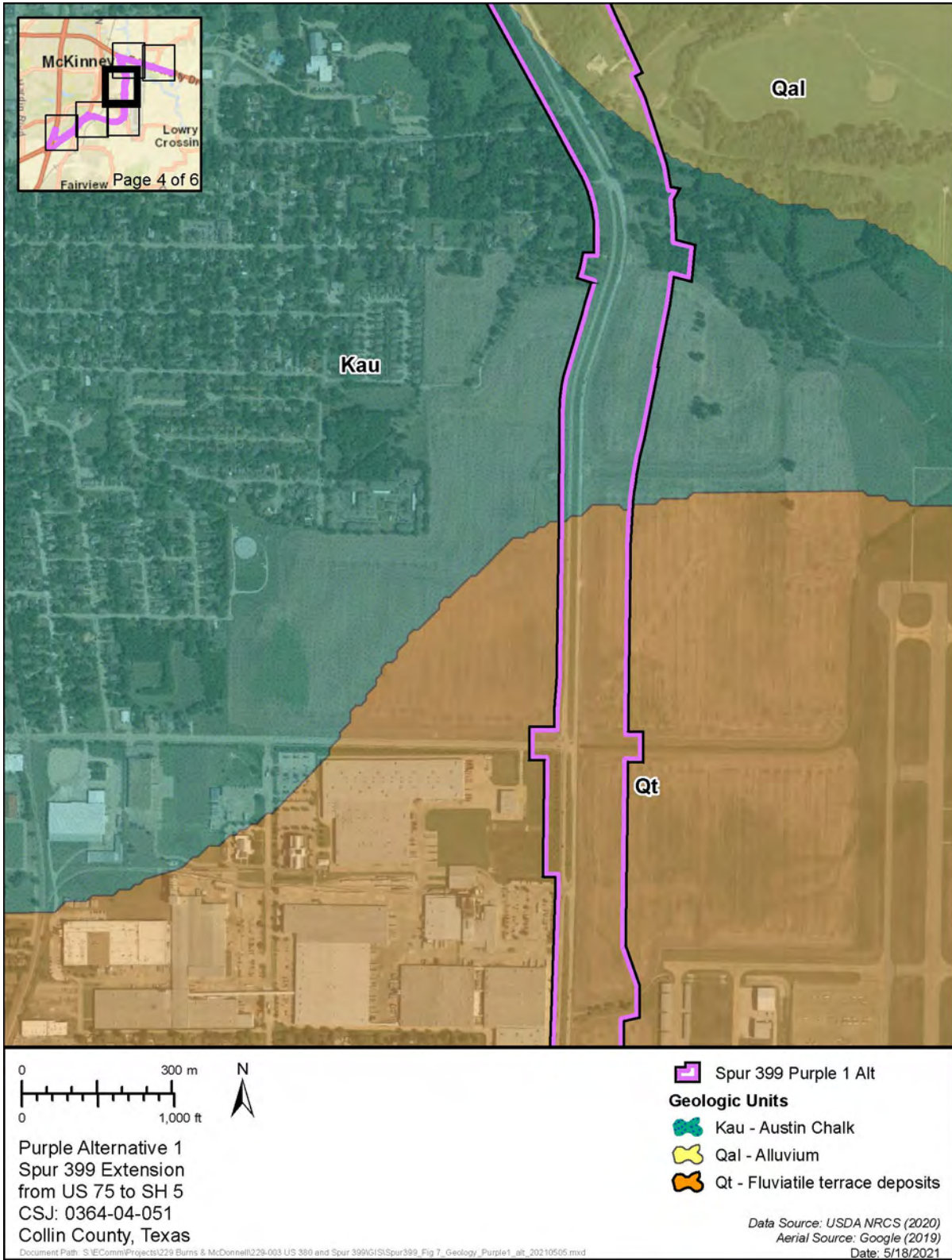


Figure 4c. Subsurface geology of the project area for the Purple Alternative.

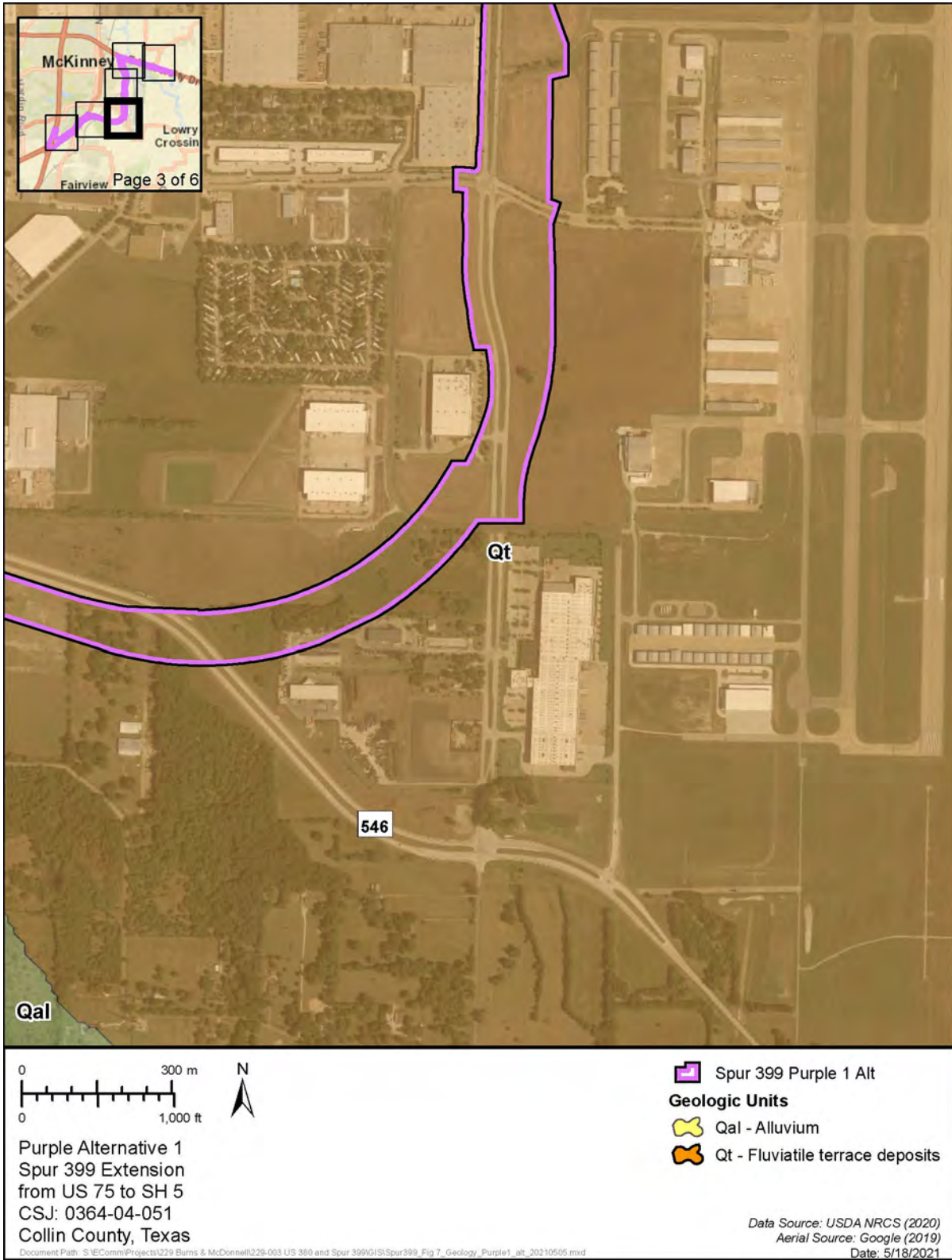


Figure 4d. Subsurface geology of the project area for the Purple Alternative.

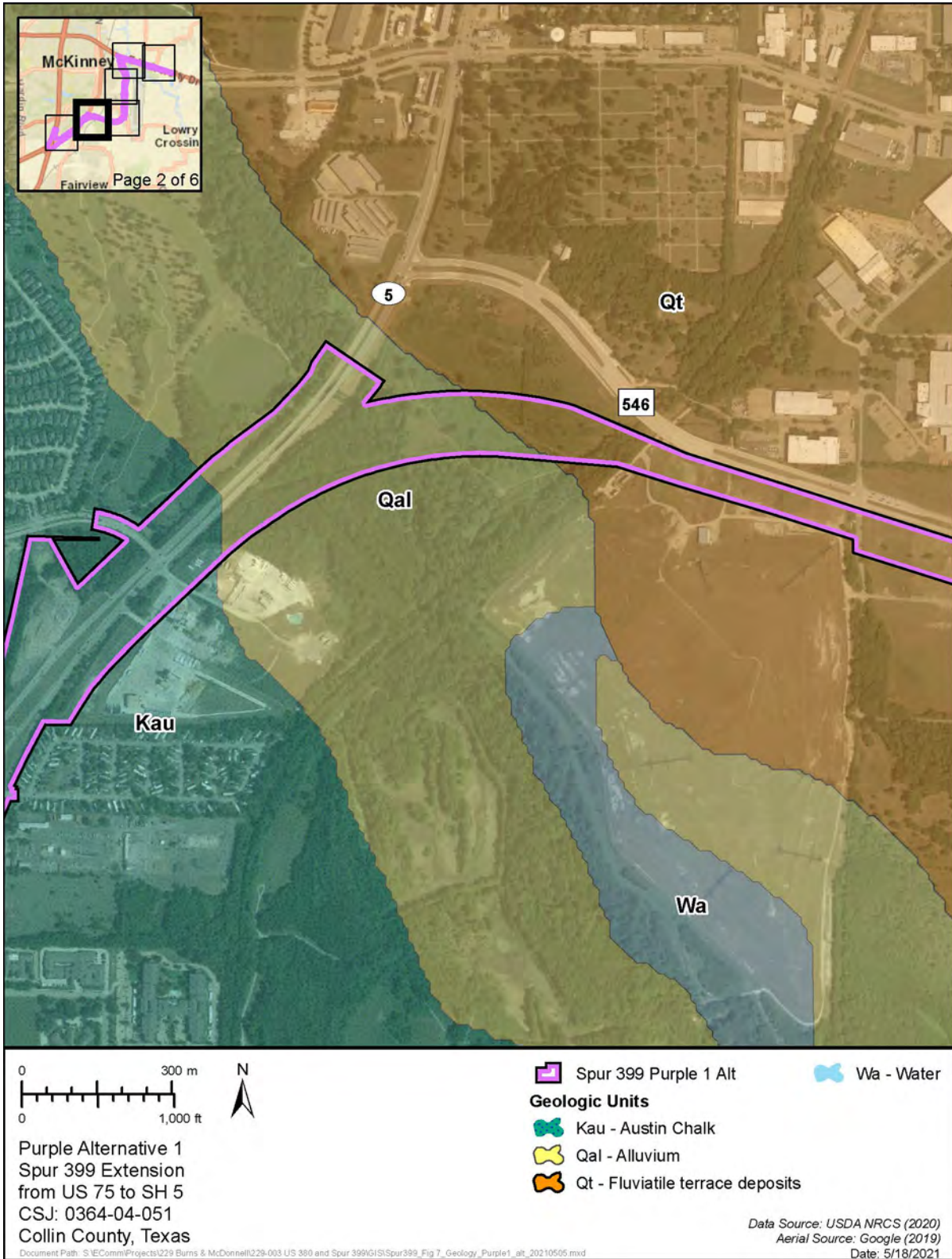


Figure 4e. Subsurface geology of the project area for the Purple Alternative.



Figure 4f. Subsurface geology of the project area for the Purple Alternative.

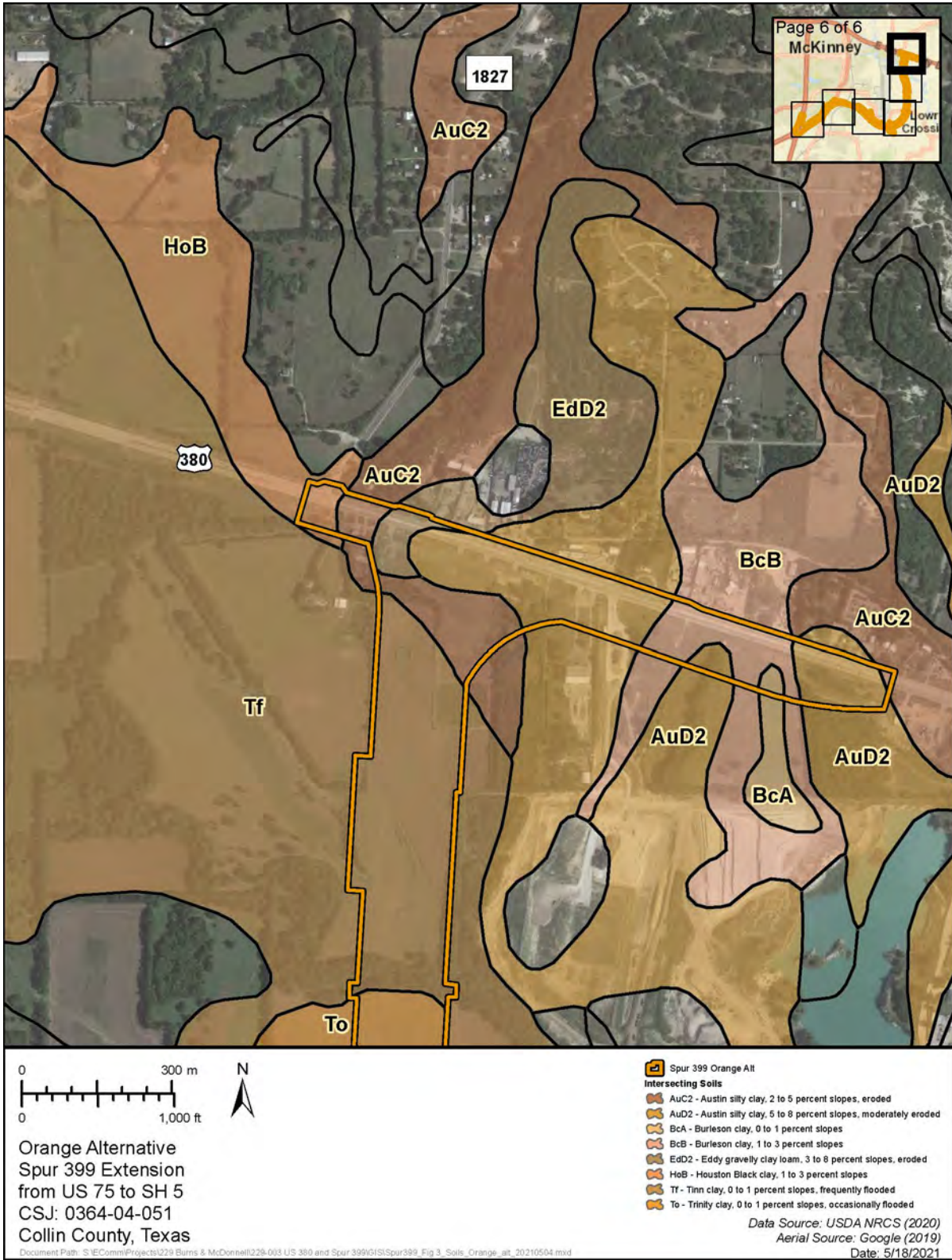


Figure 5a. Mapped soils within the project area for the Orange Alternative.

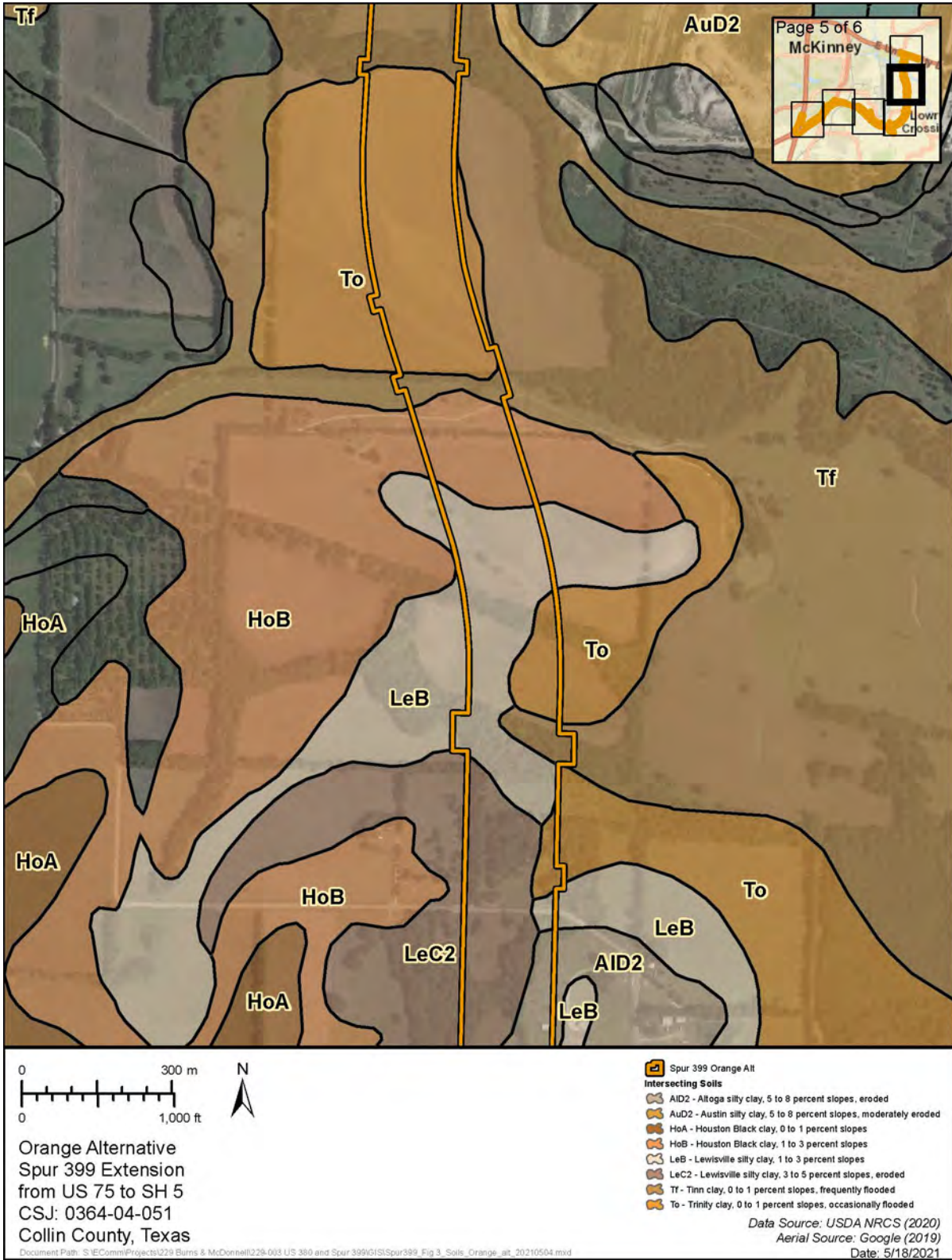


Figure 5b. Mapped soils within the project area for the Orange Alternative.

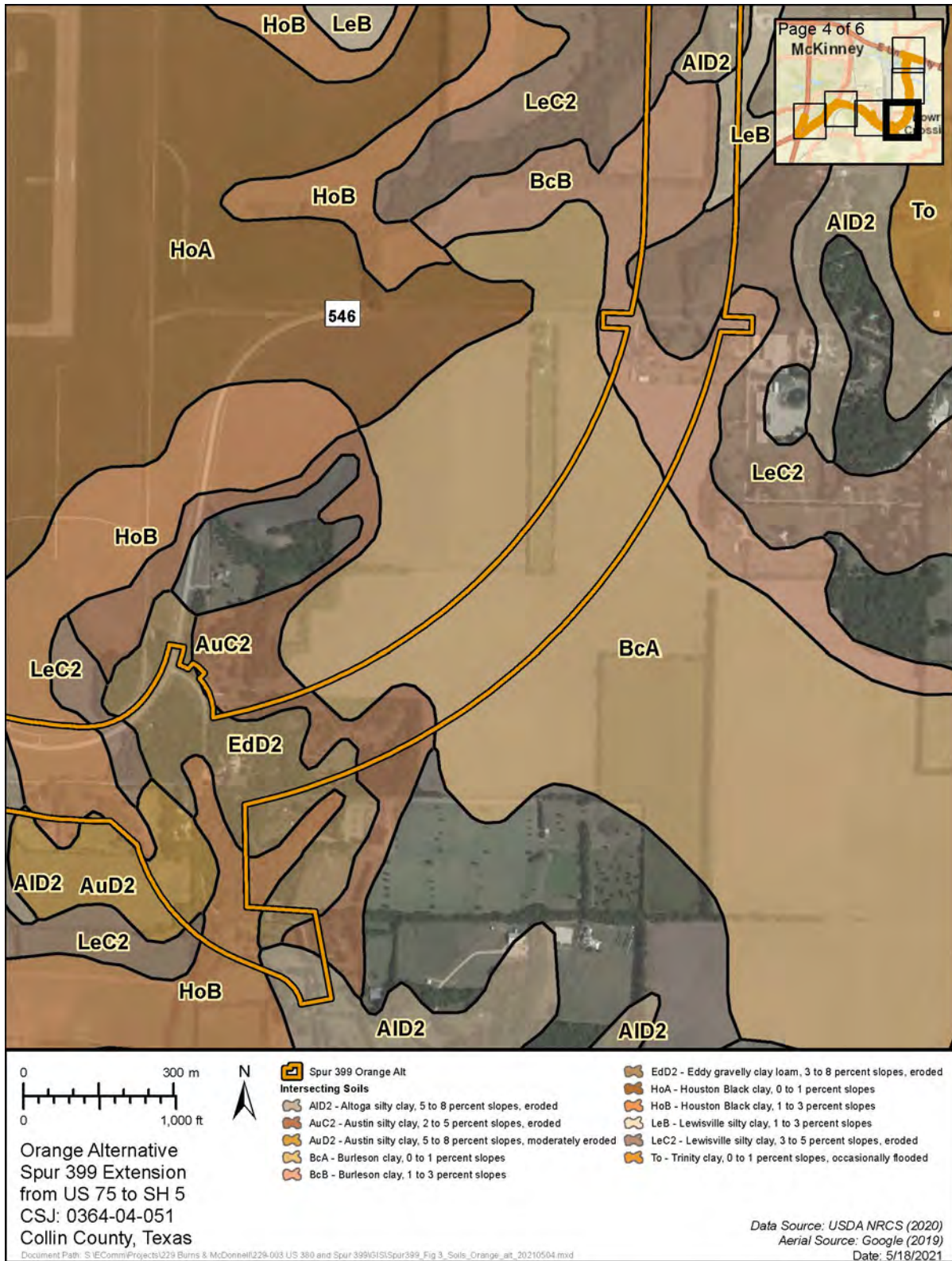


Figure 5c. Mapped soils within the project area for the Orange Alternative.

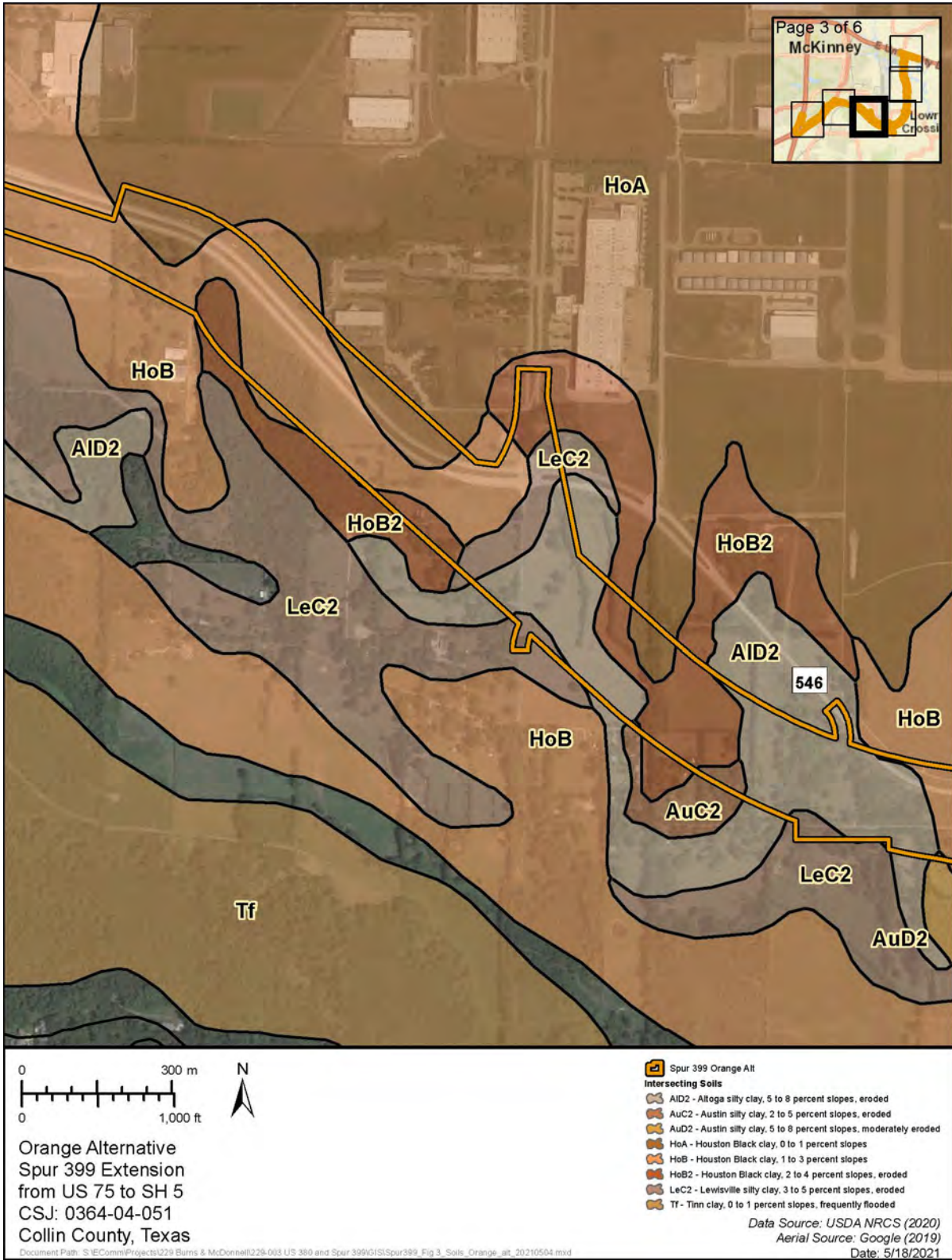


Figure 5d. Mapped soils within the project area for the Orange Alternative.

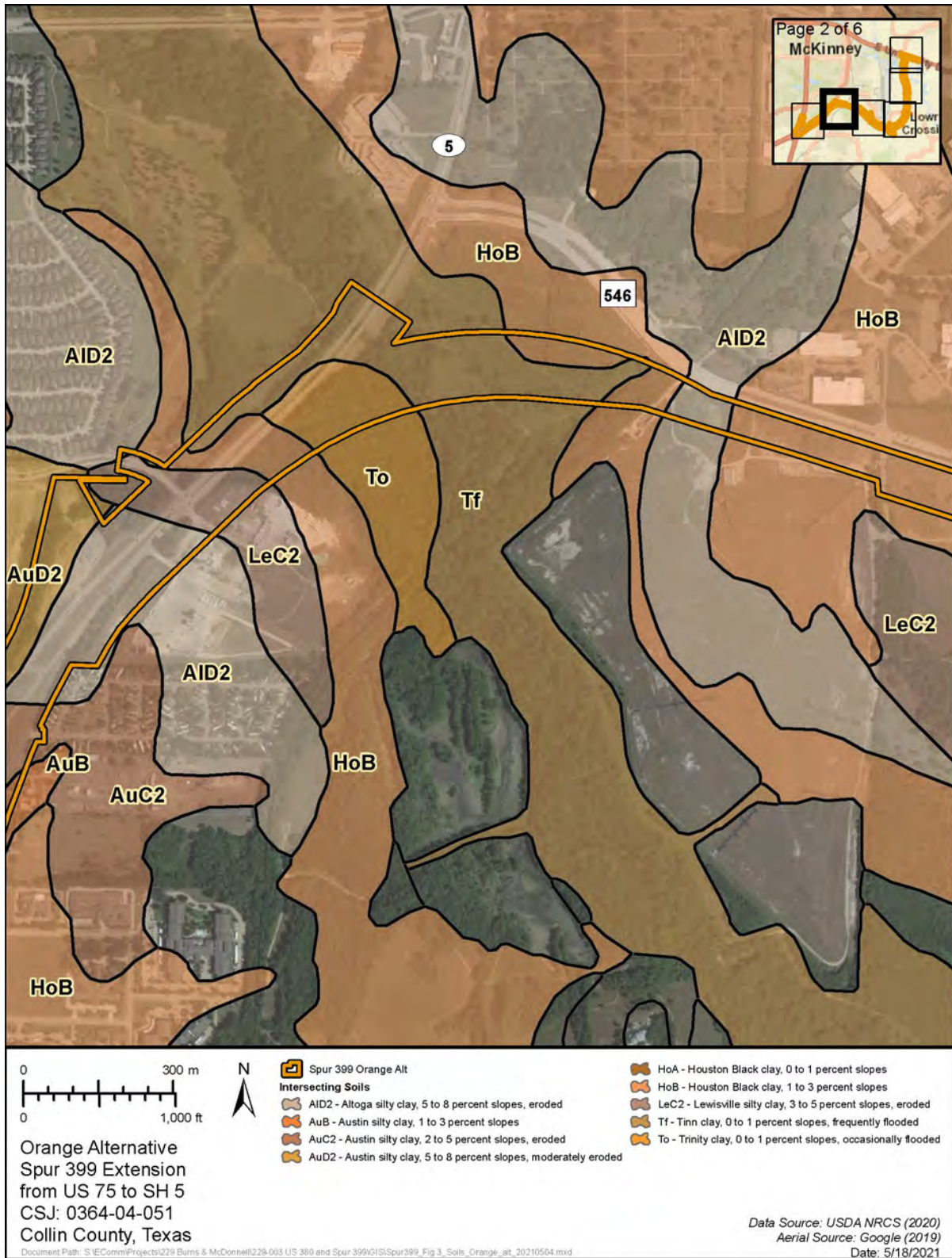


Figure 5e. Mapped soils within the project area for the Orange Alternative.

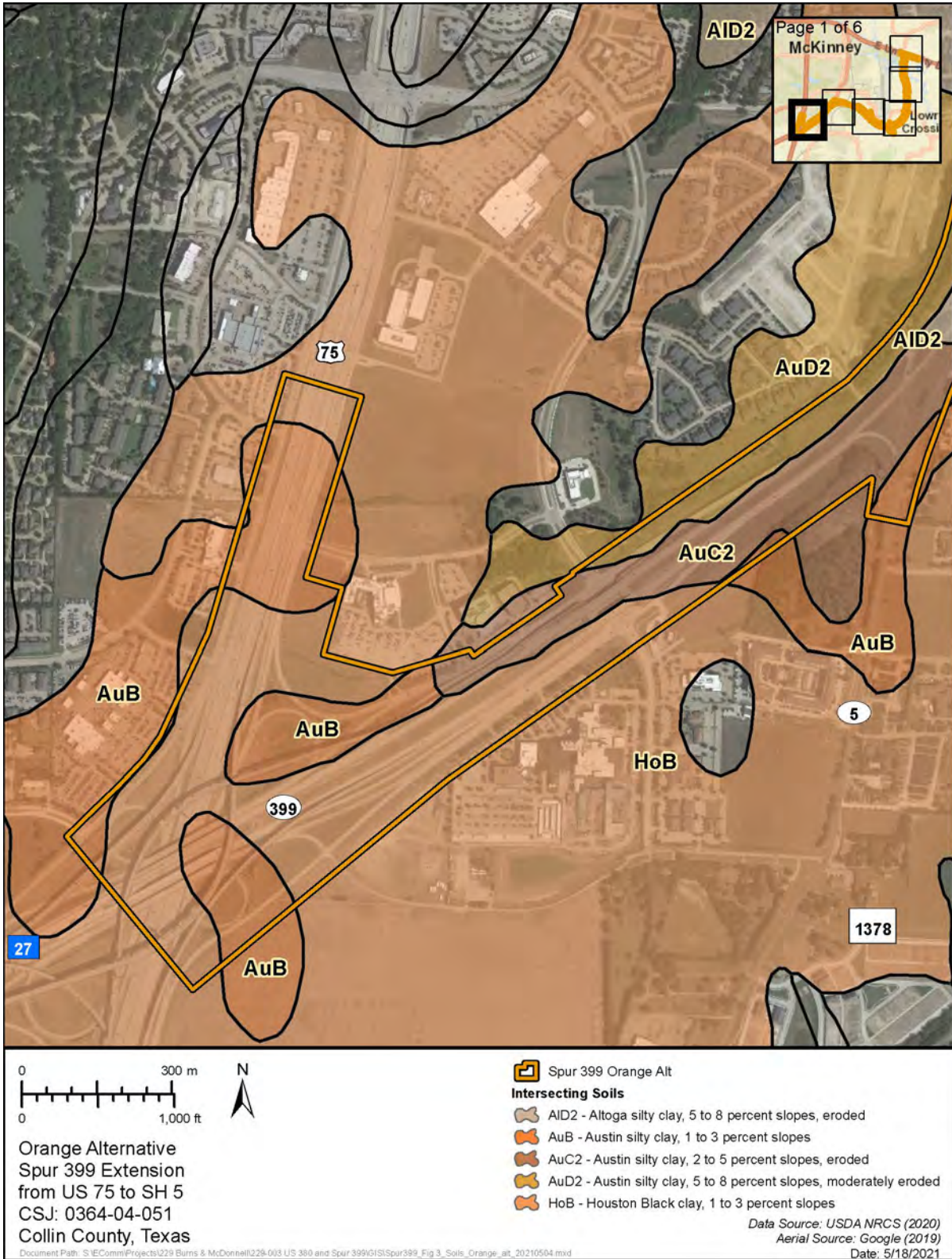


Figure 5f. Mapped soils within the project area for the Orange Alternative.

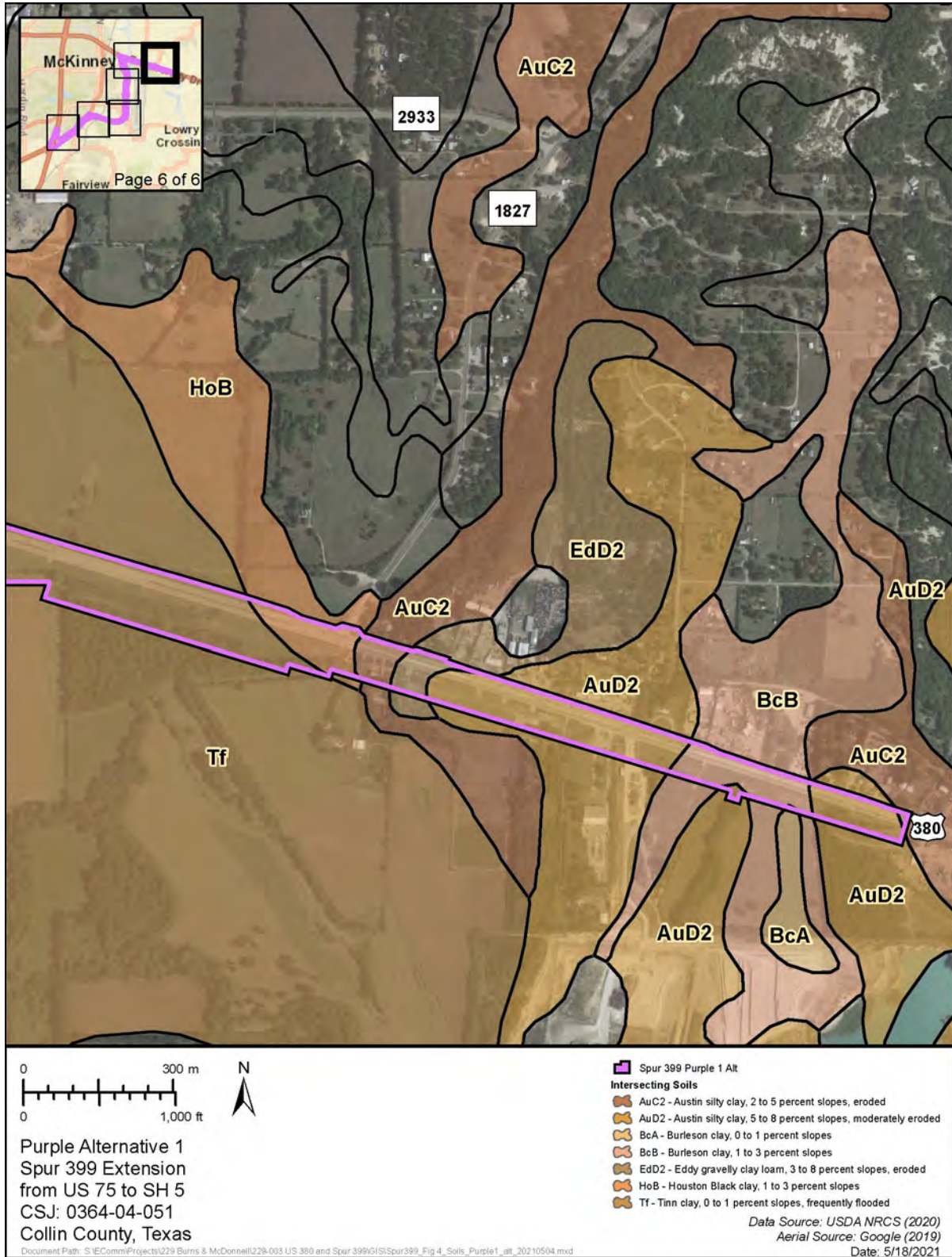


Figure 6a. Mapped soils within the project area for the Purple Alternative.

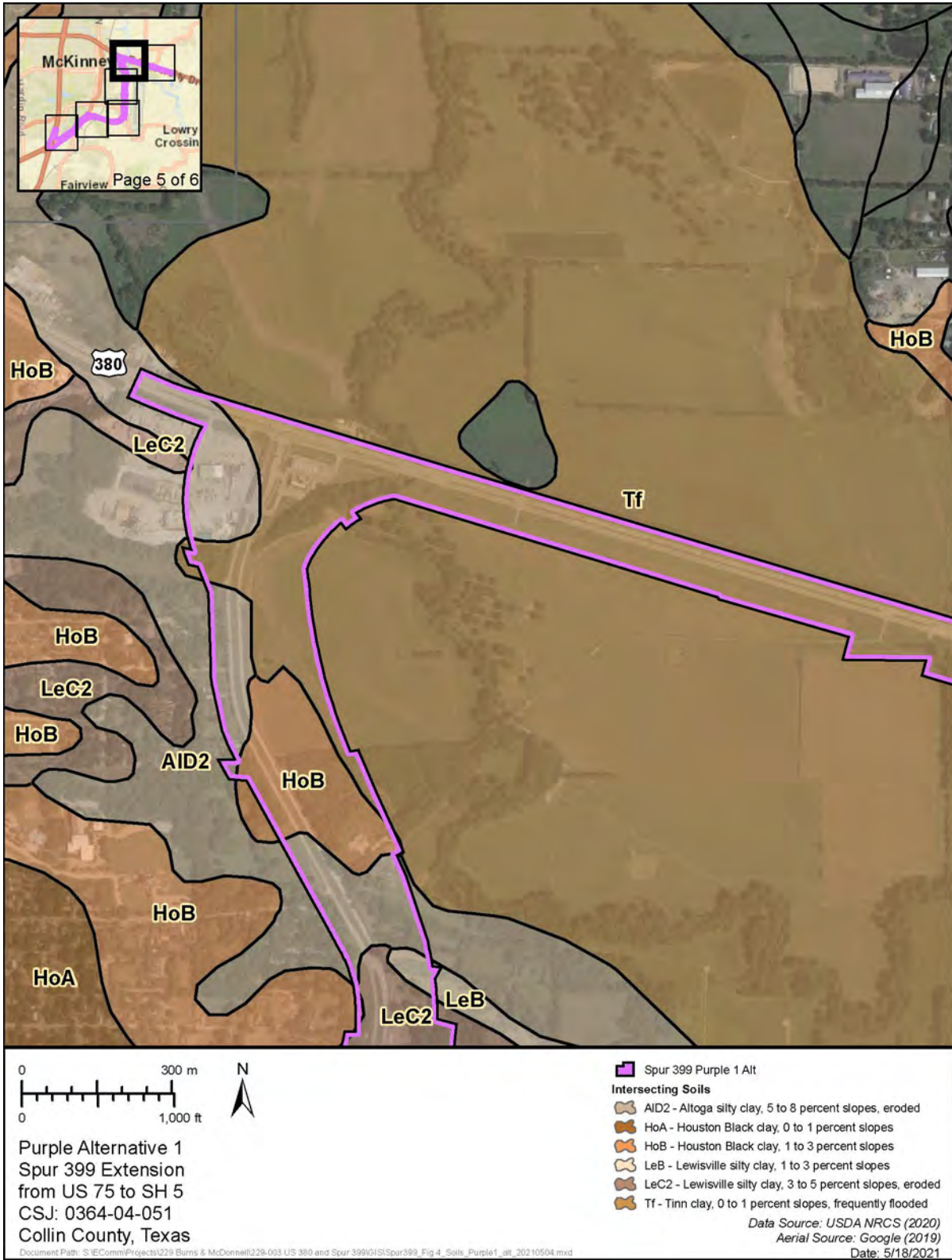


Figure 6b. Mapped soils within the project area for the Purple Alternative.

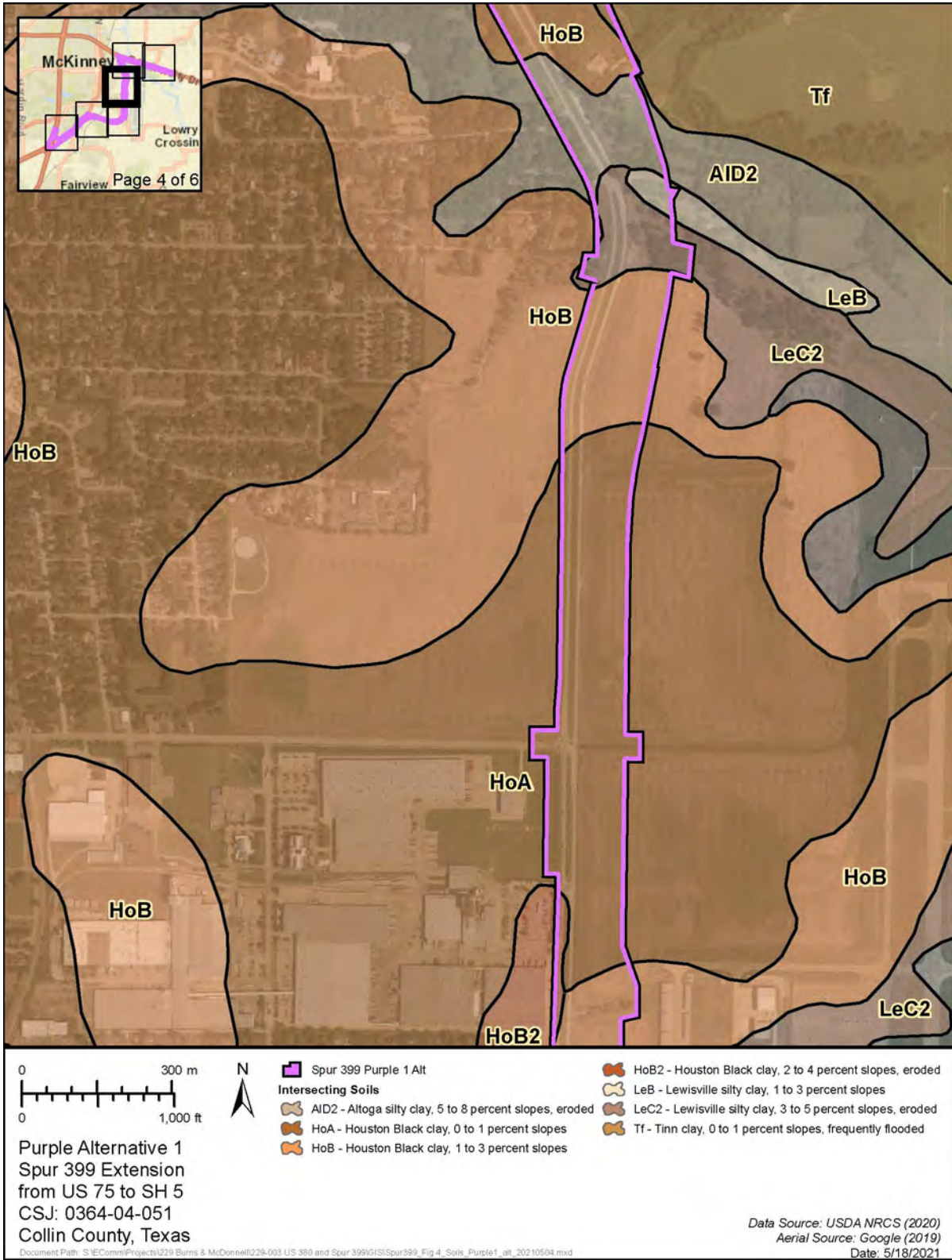


Figure 6c. Mapped soils within the project area for the Purple Alternative.

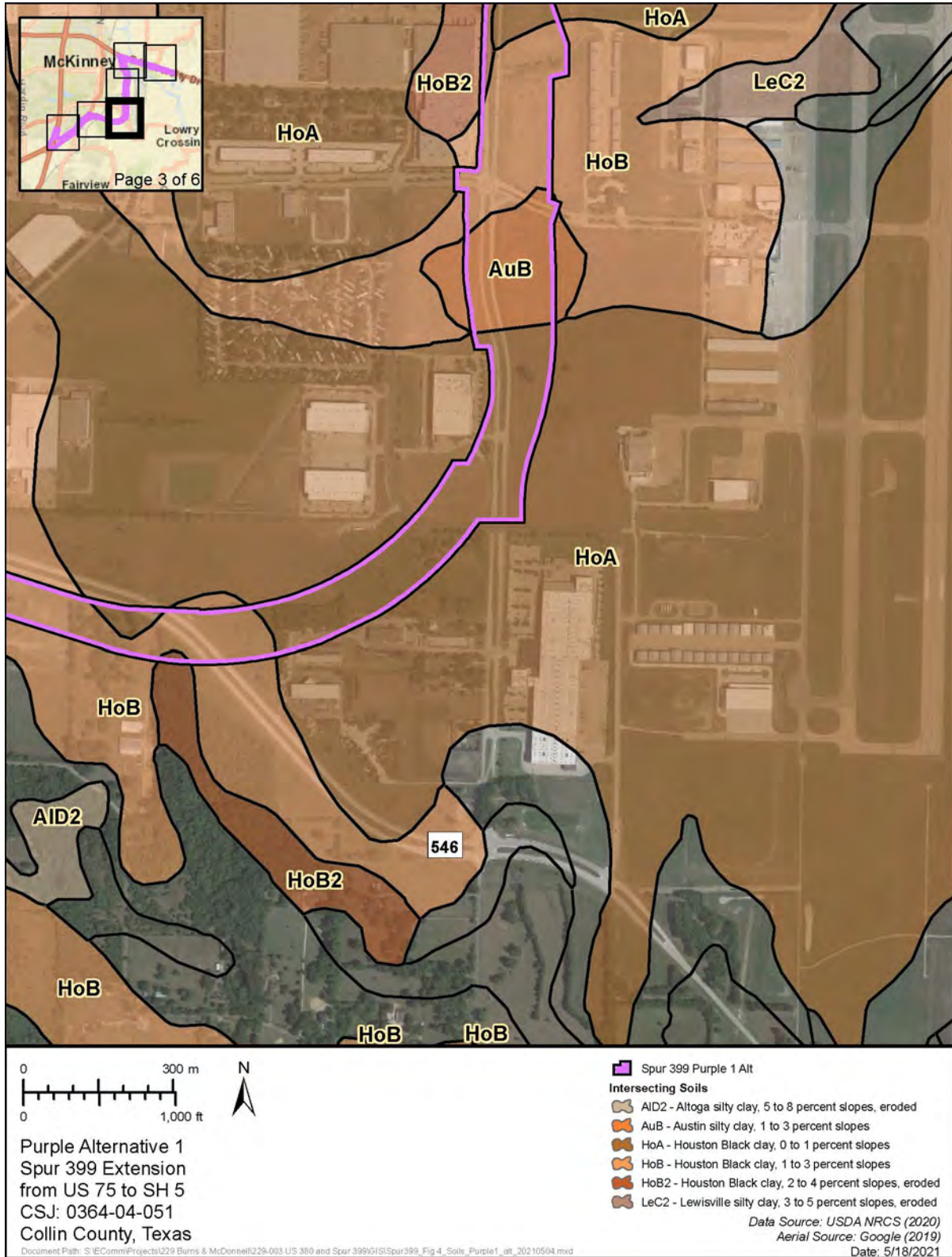


Figure 6d. Mapped soils within the project area for the Purple Alternative.

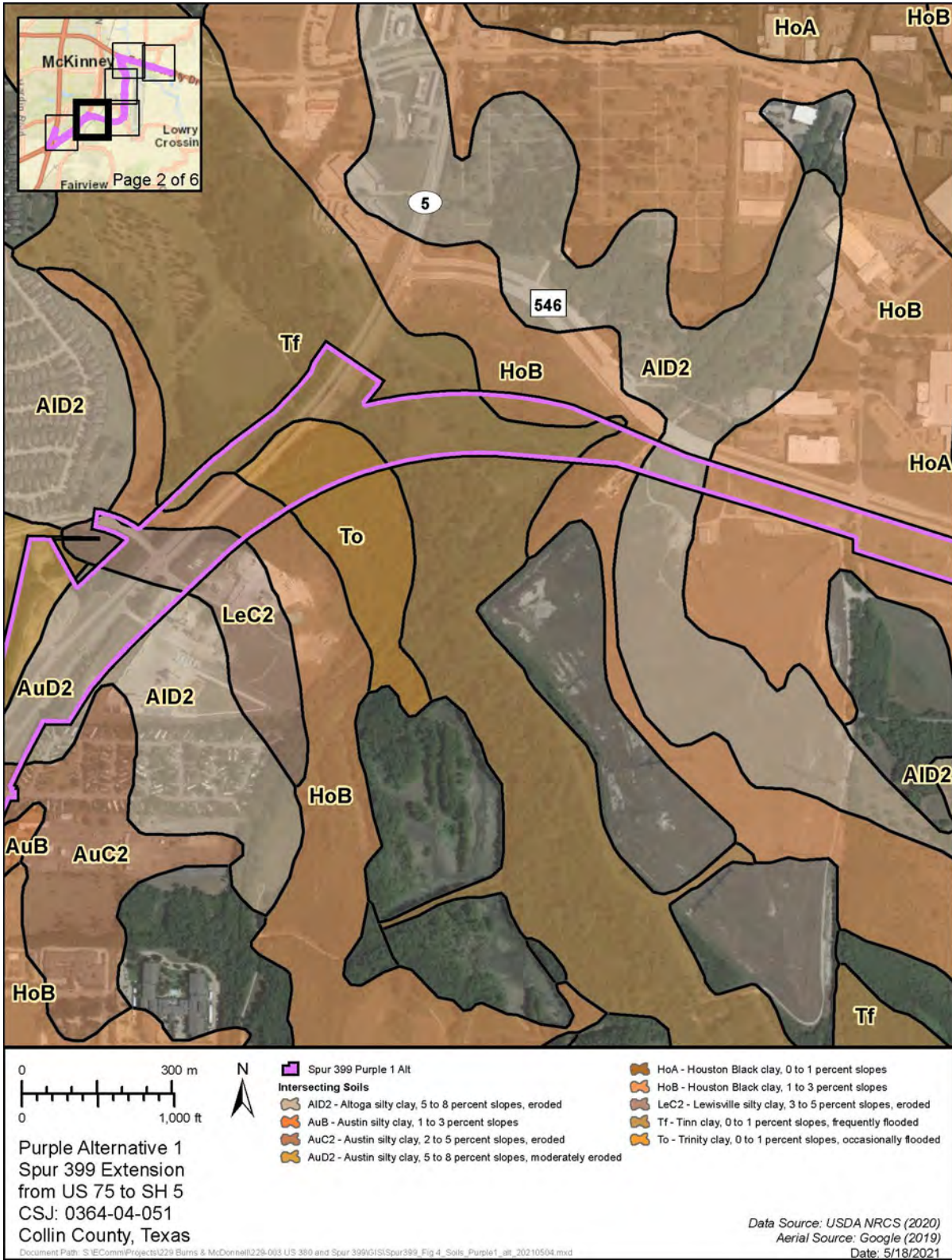


Figure 6e. Mapped soils within the project area for the Purple Alternative.

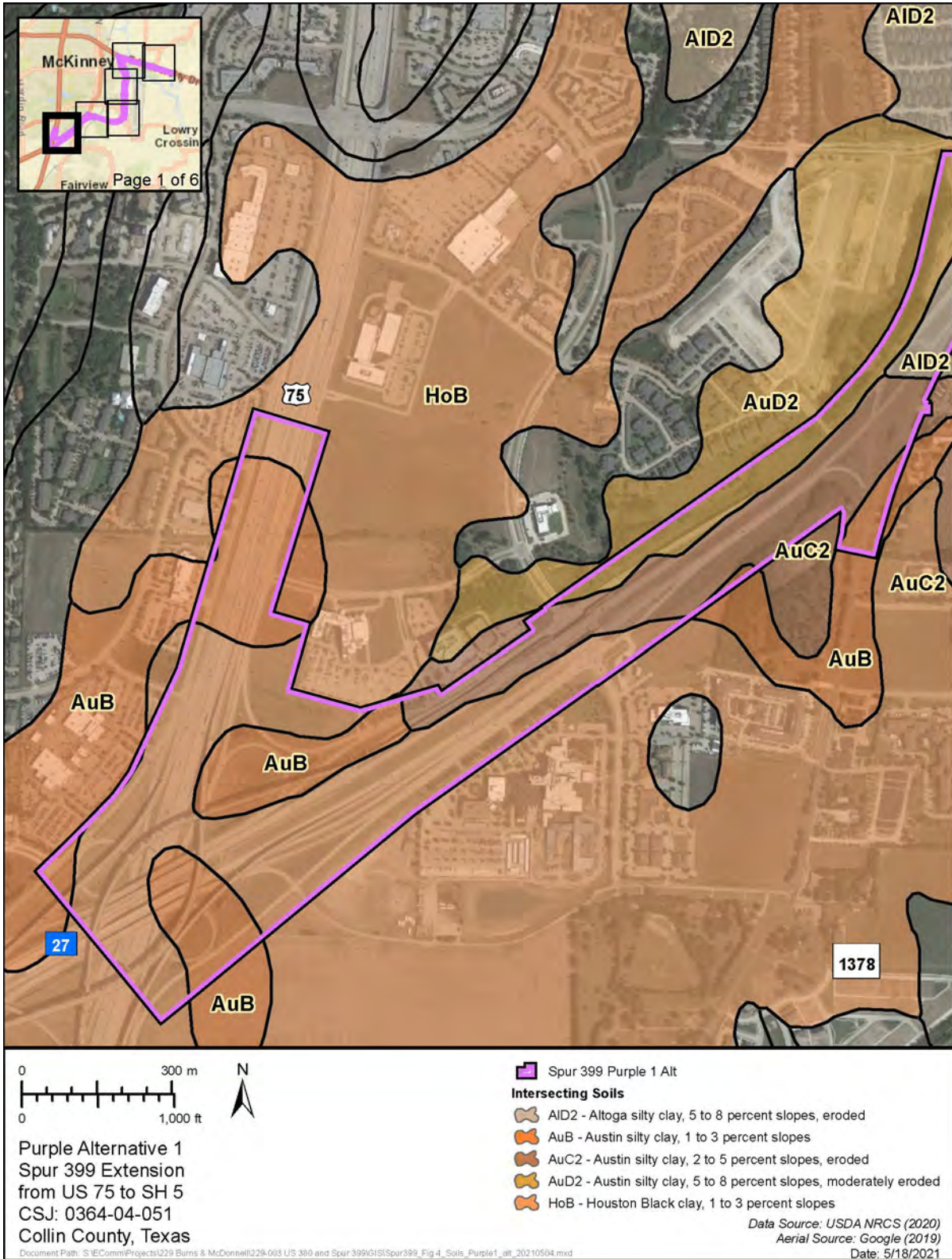


Figure 6f. Mapped soils within the project area for the Purple Alternative.

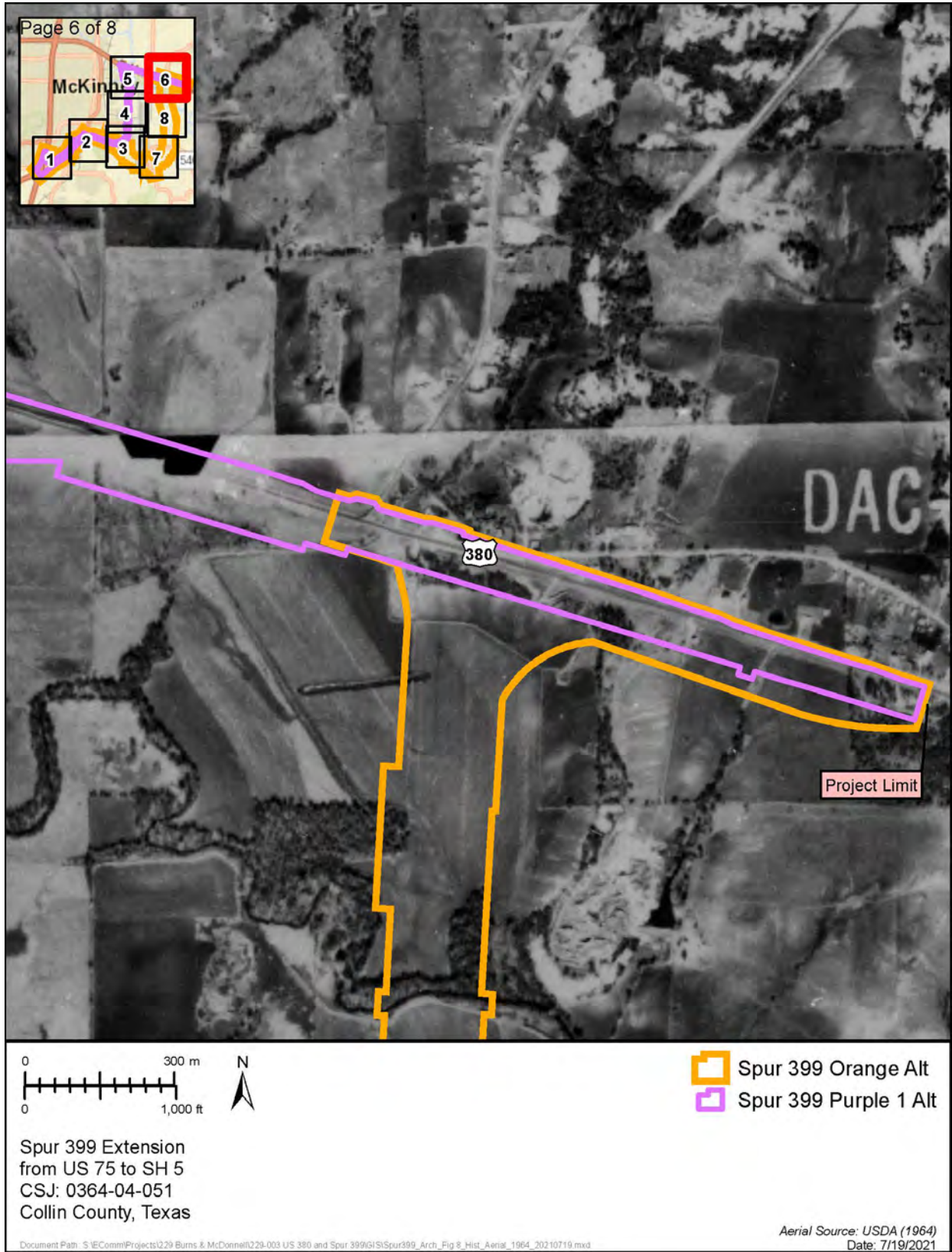


Figure 9a: Project location depicted on a 1964 aerial photograph.

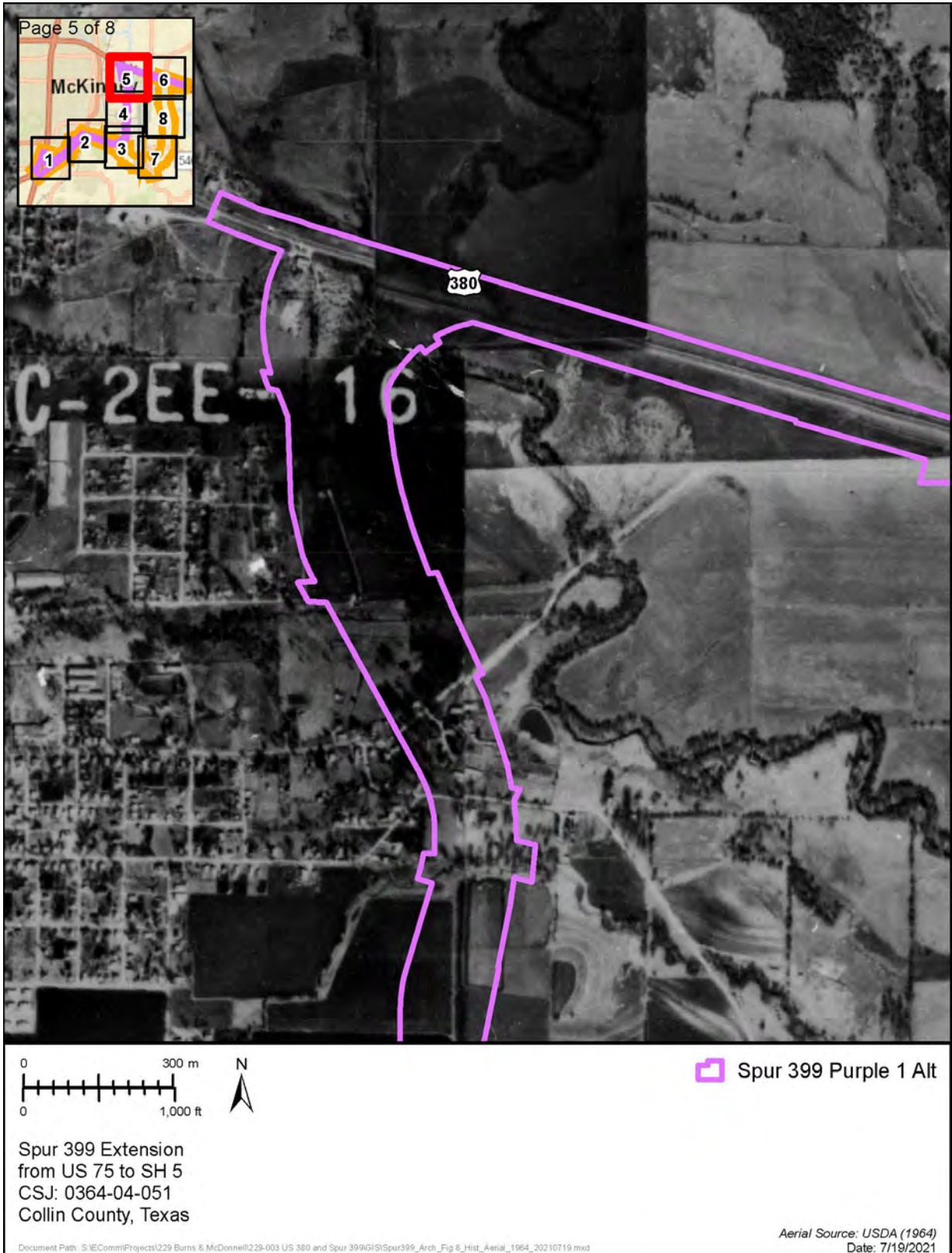


Figure 9b: Project location depicted on a 1964 aerial photograph.

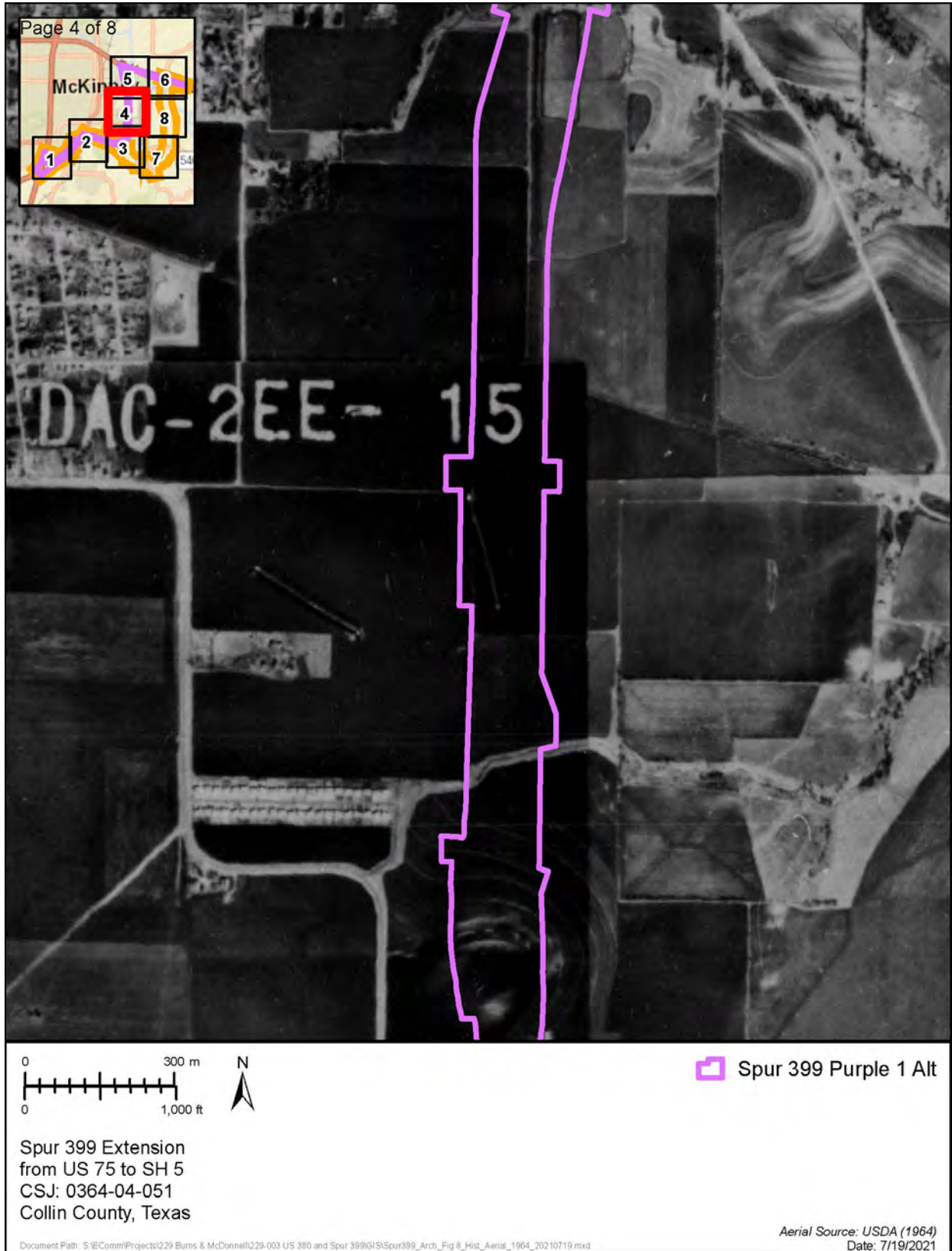


Figure 9c: Project location depicted on a 1964 aerial photograph.

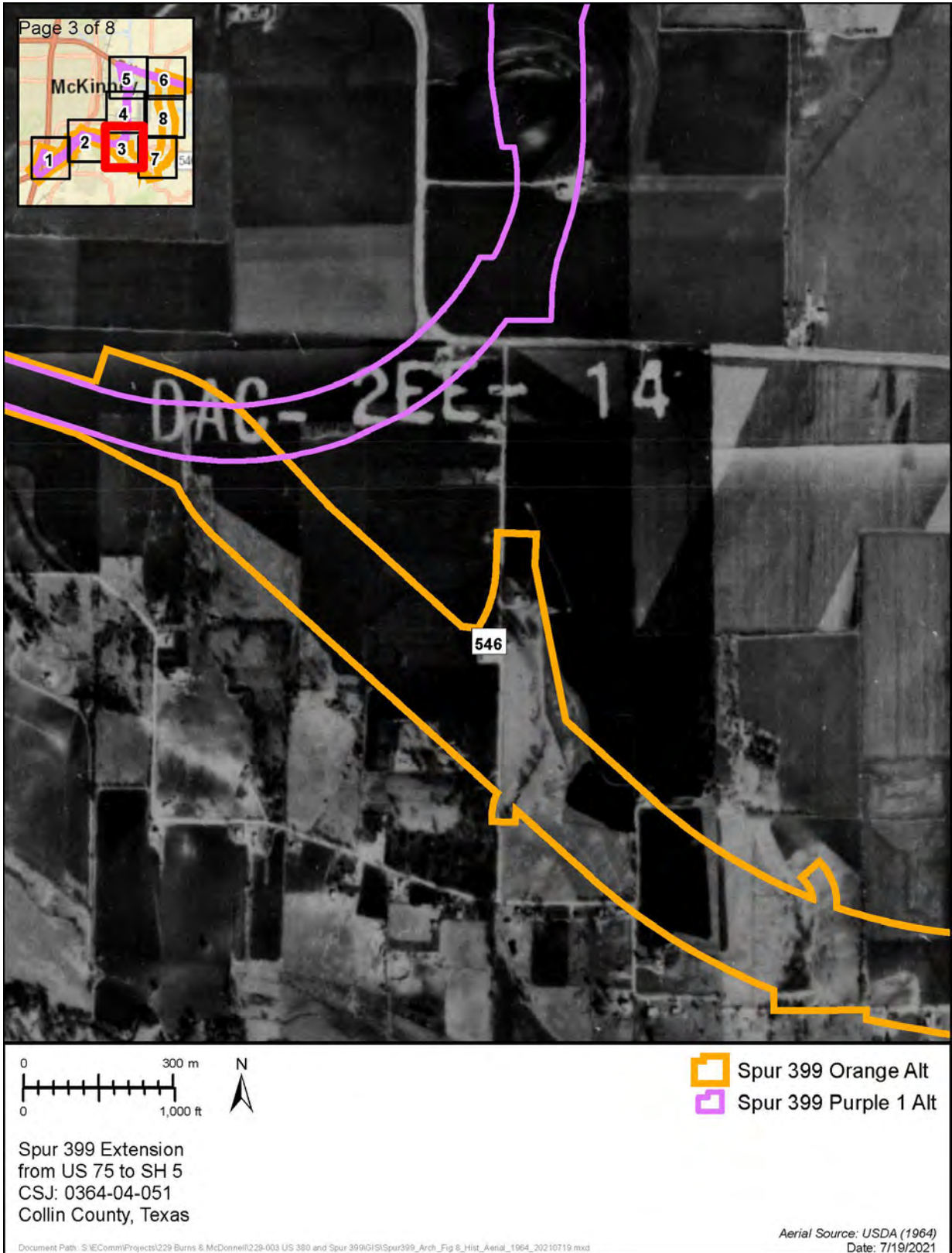


Figure 9d: Project location depicted on a 1964 aerial photograph.

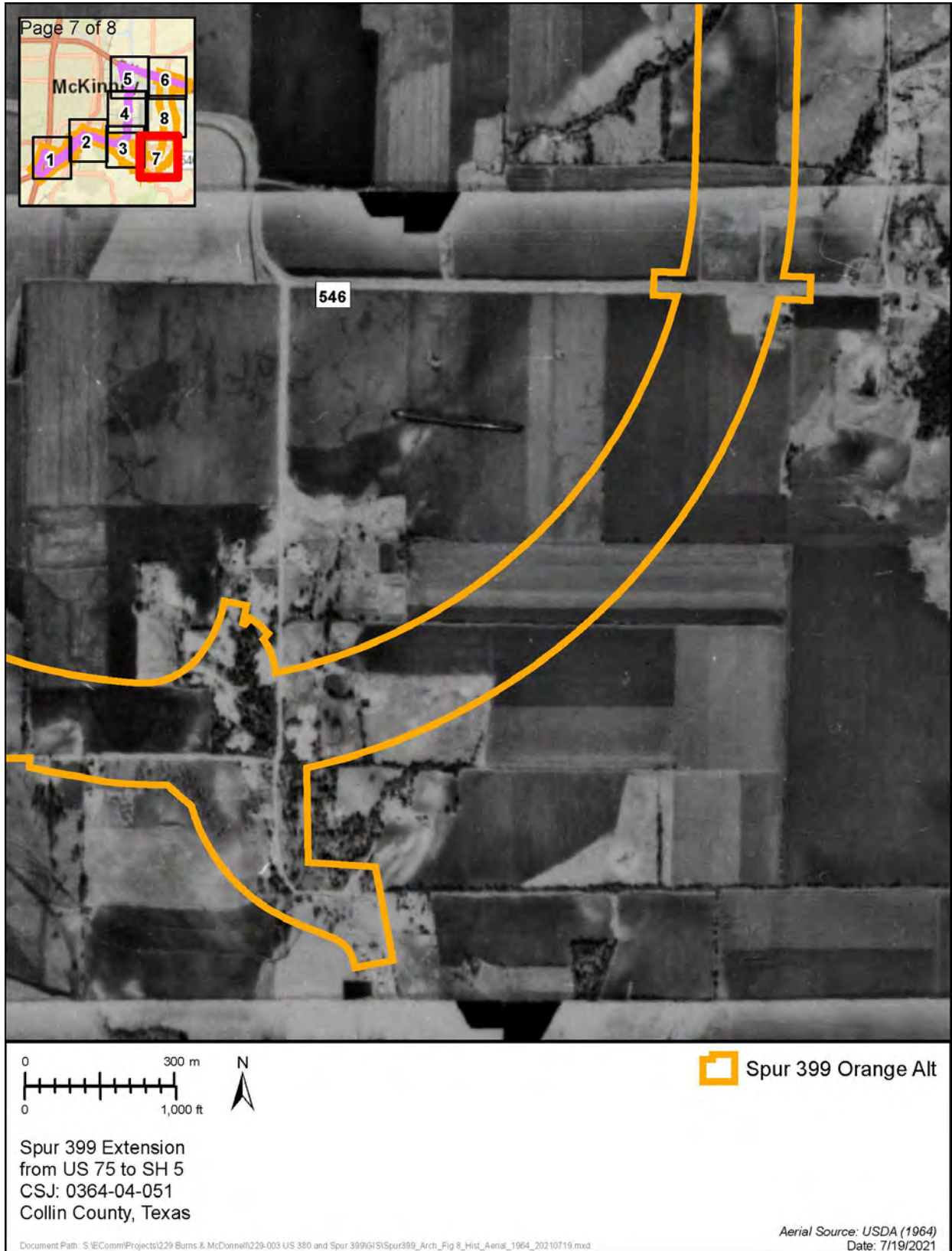


Figure 9e: Project location depicted on a 1964 aerial photograph.

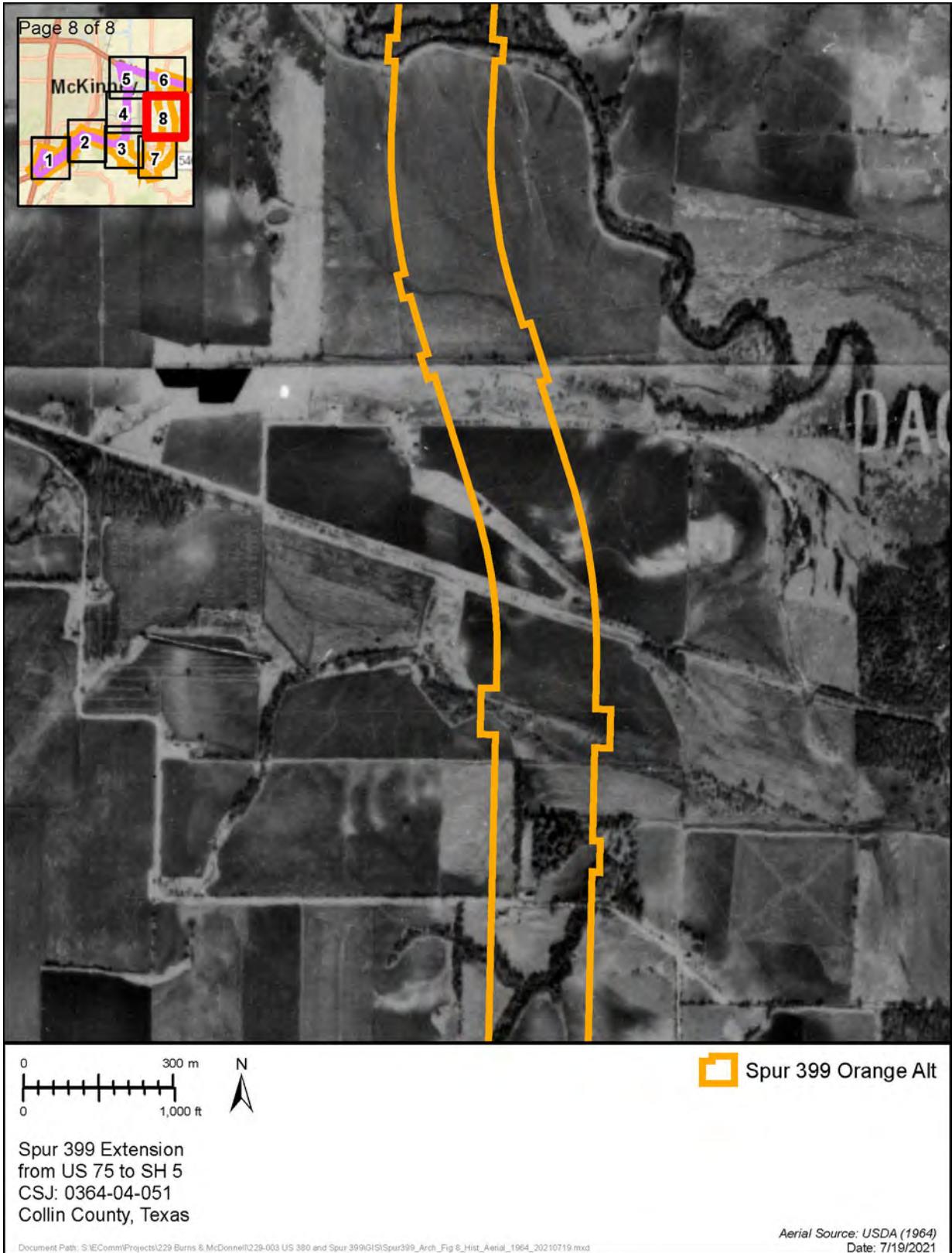


Figure 9f: Project location depicted on a 1964 aerial photograph.

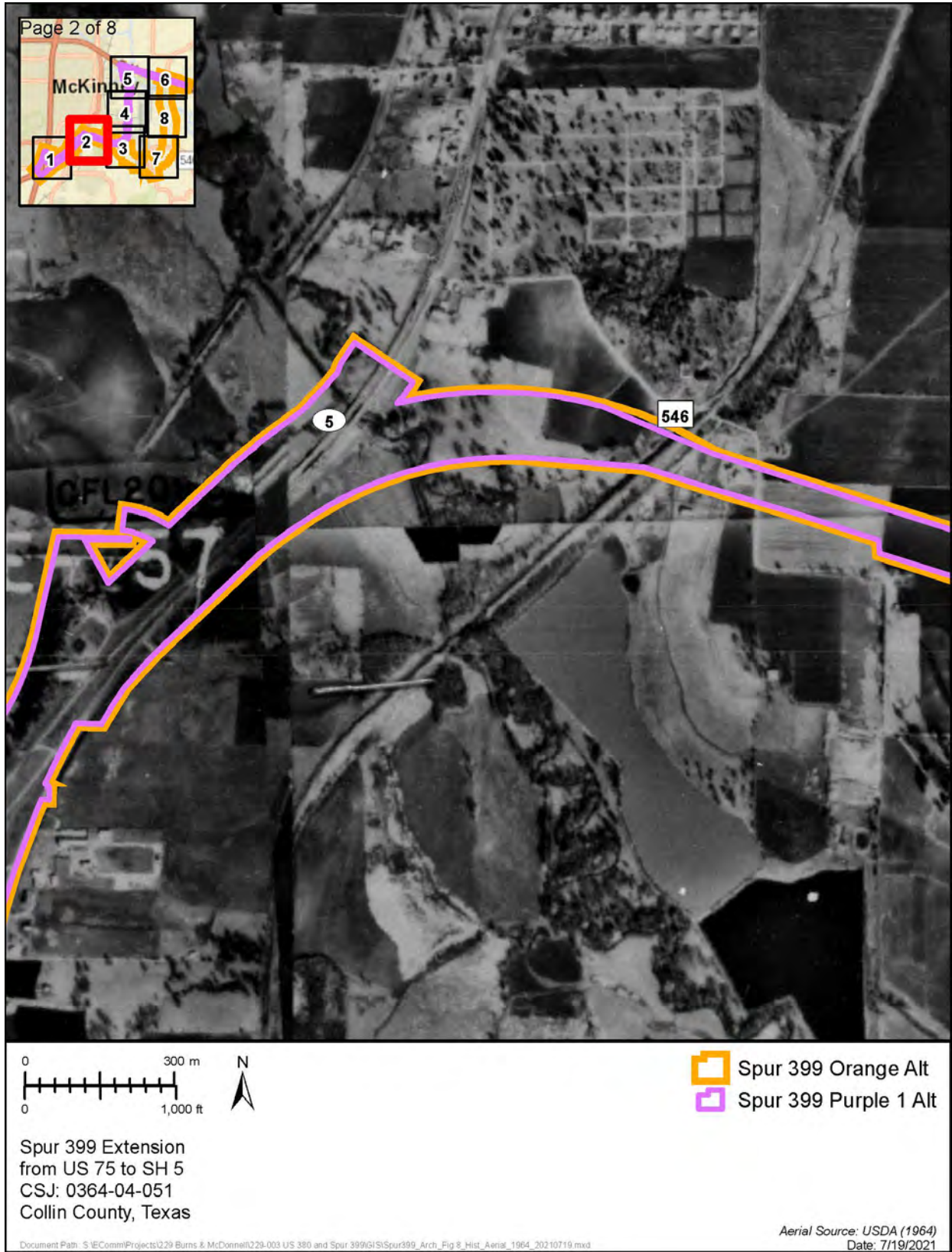


Figure 9g: Project location depicted on a 1964 aerial photograph.

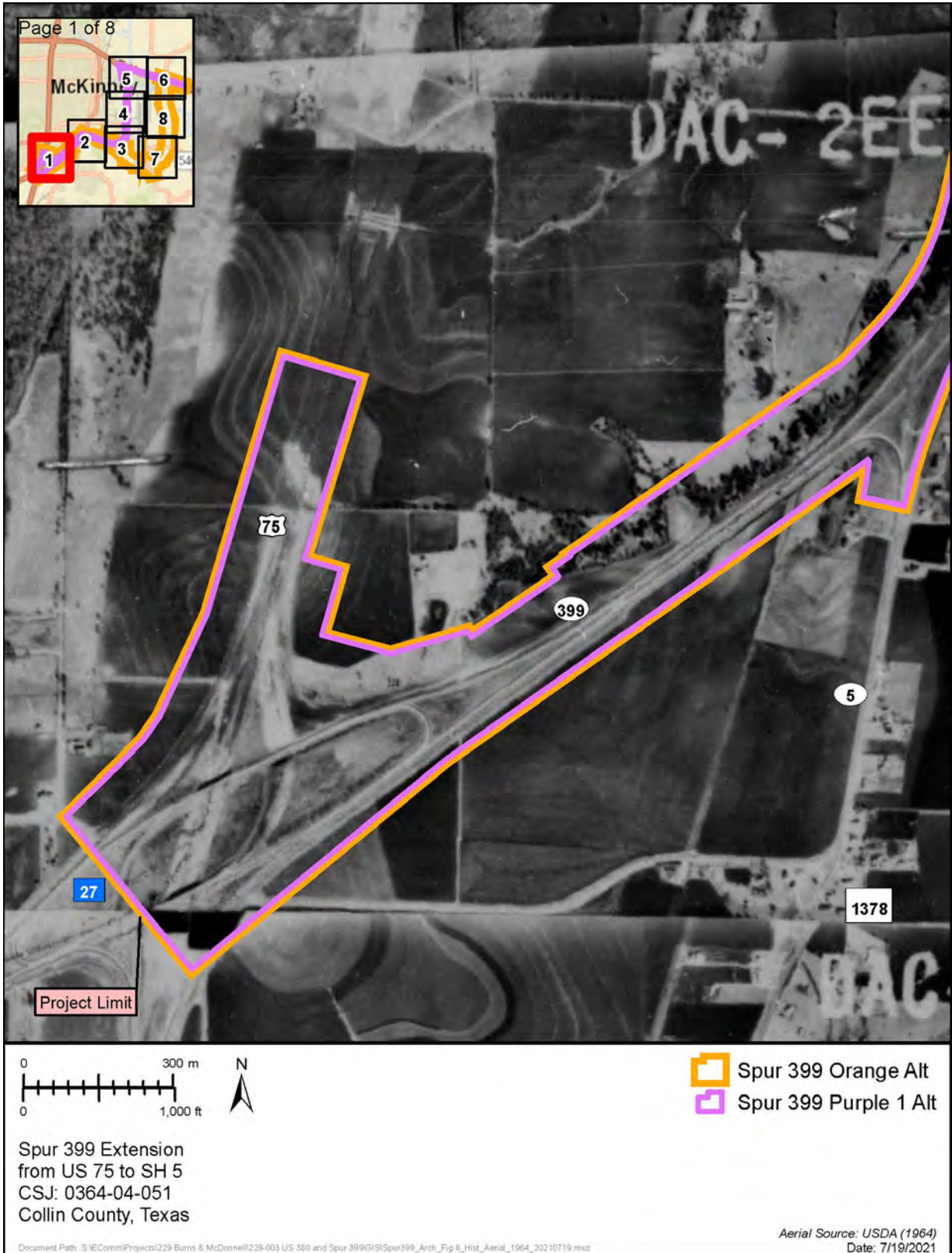


Figure 9h: Project location depicted on a 1964 aerial photograph.

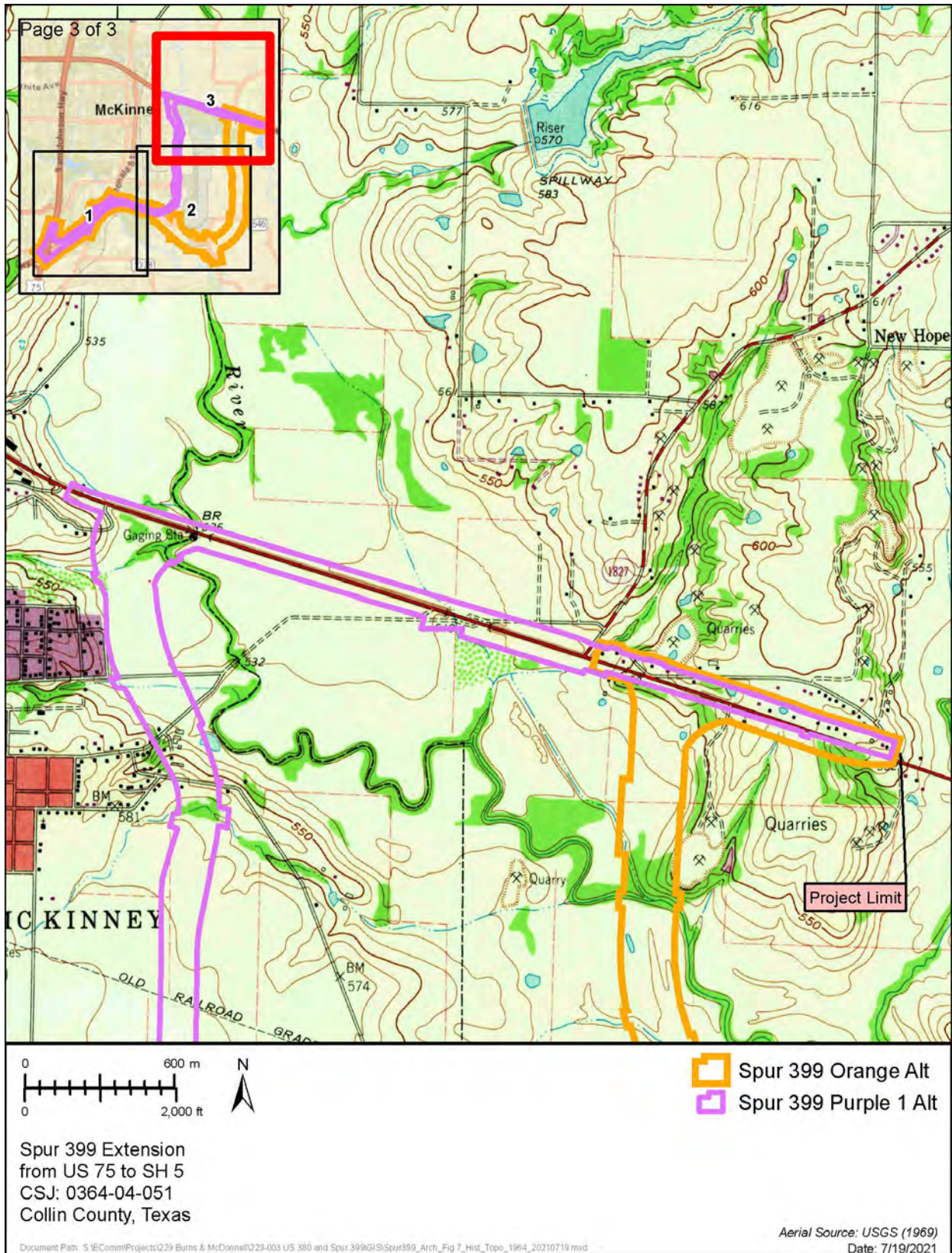


Figure 10a: Project location depicted on a 1969 USGS topographic map.

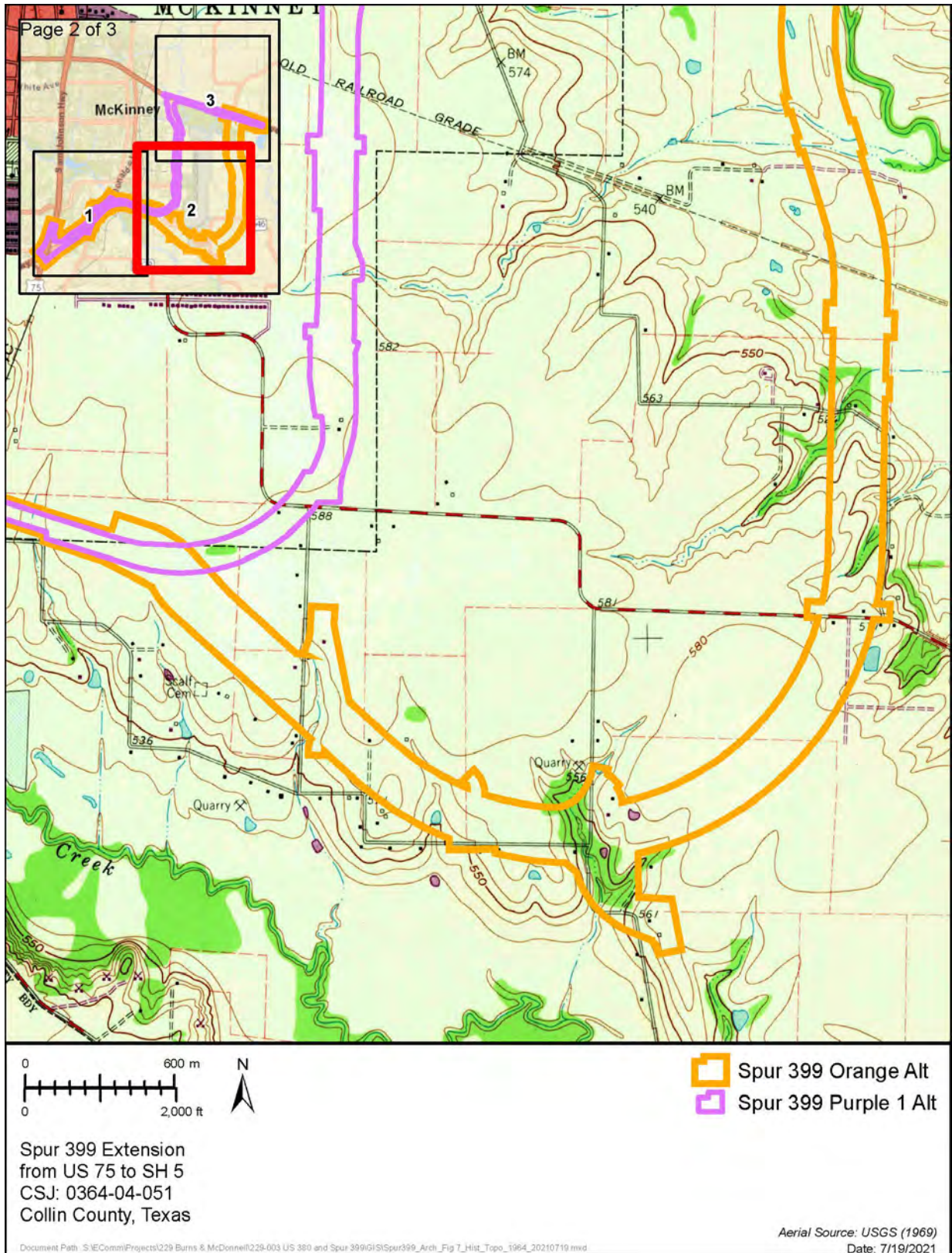


Figure 10b: Project location depicted on a 1969 USGS topographic map.

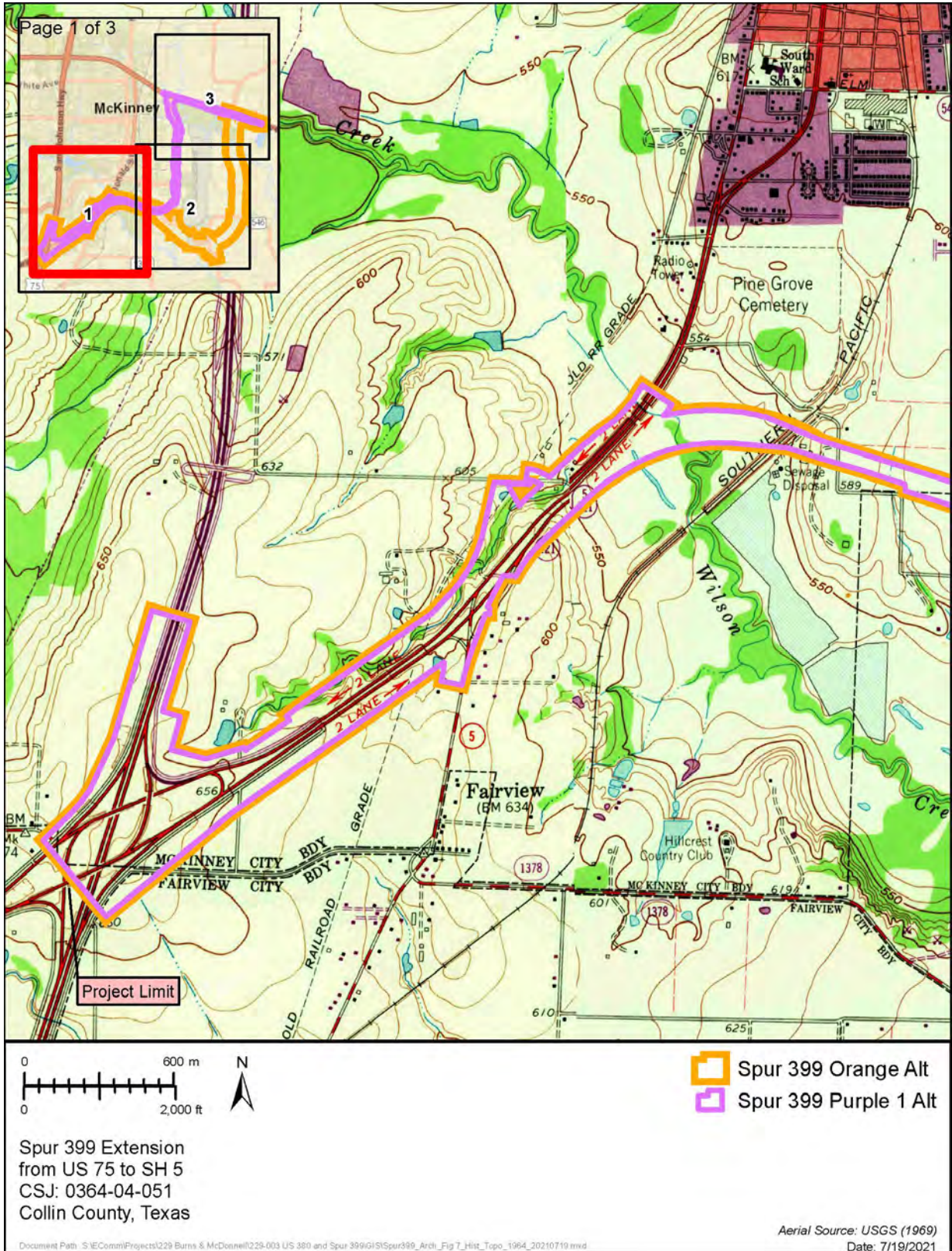


Figure 10c: Project location depicted on a 1969 USGS topographic map.

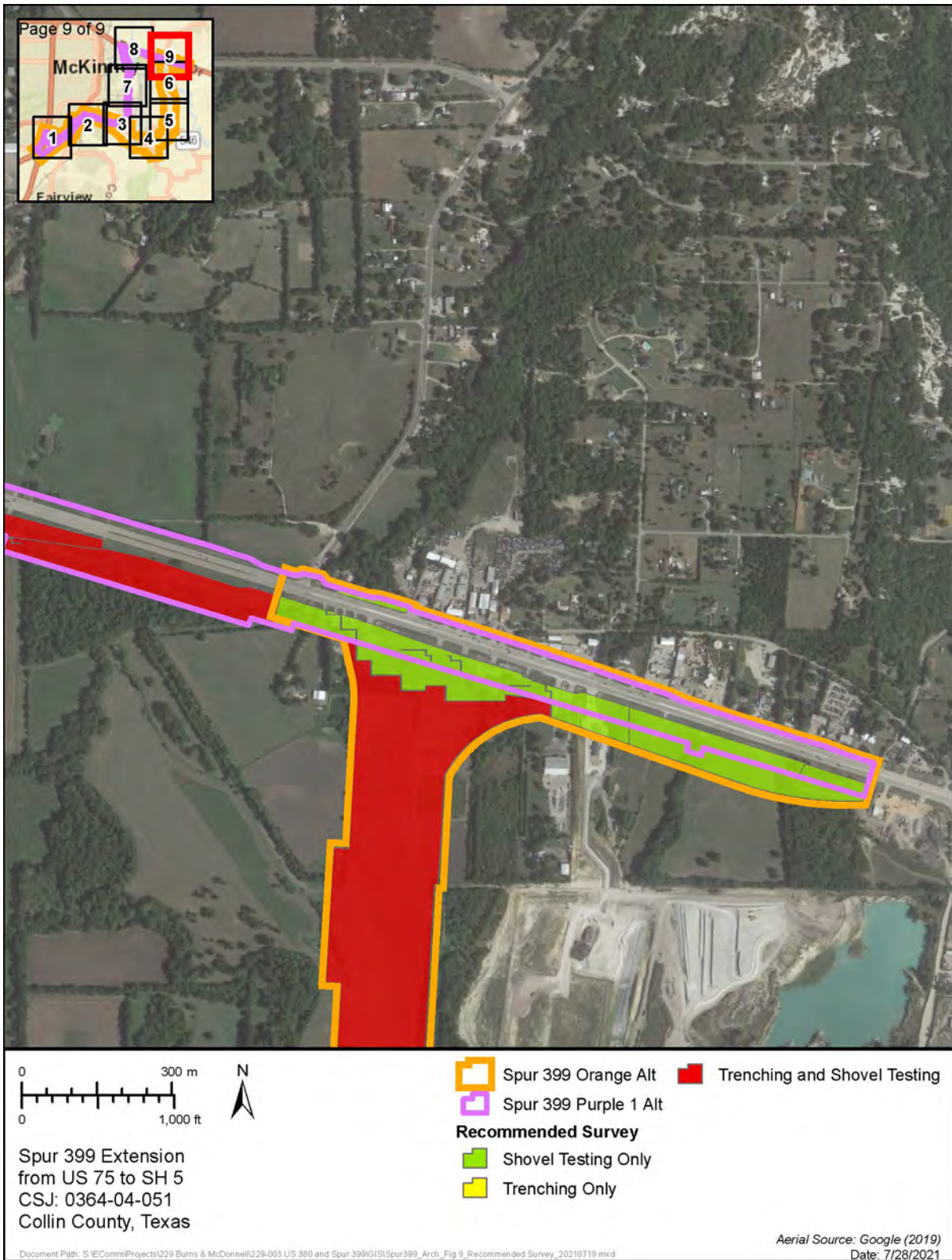


Figure 11a: Survey recommendations map on recent aerial image.

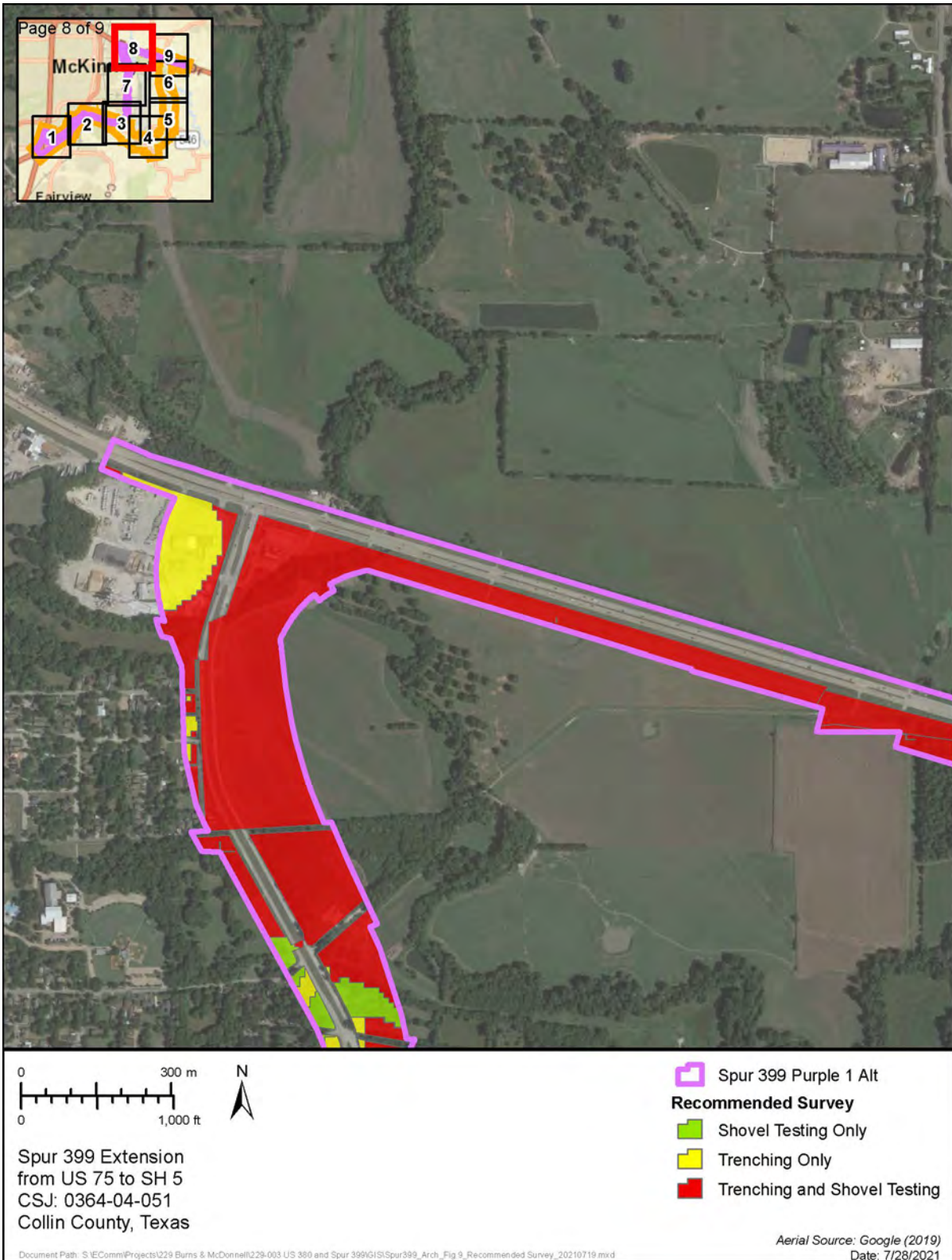


Figure 11a: Survey recommendations map on recent aerial image.

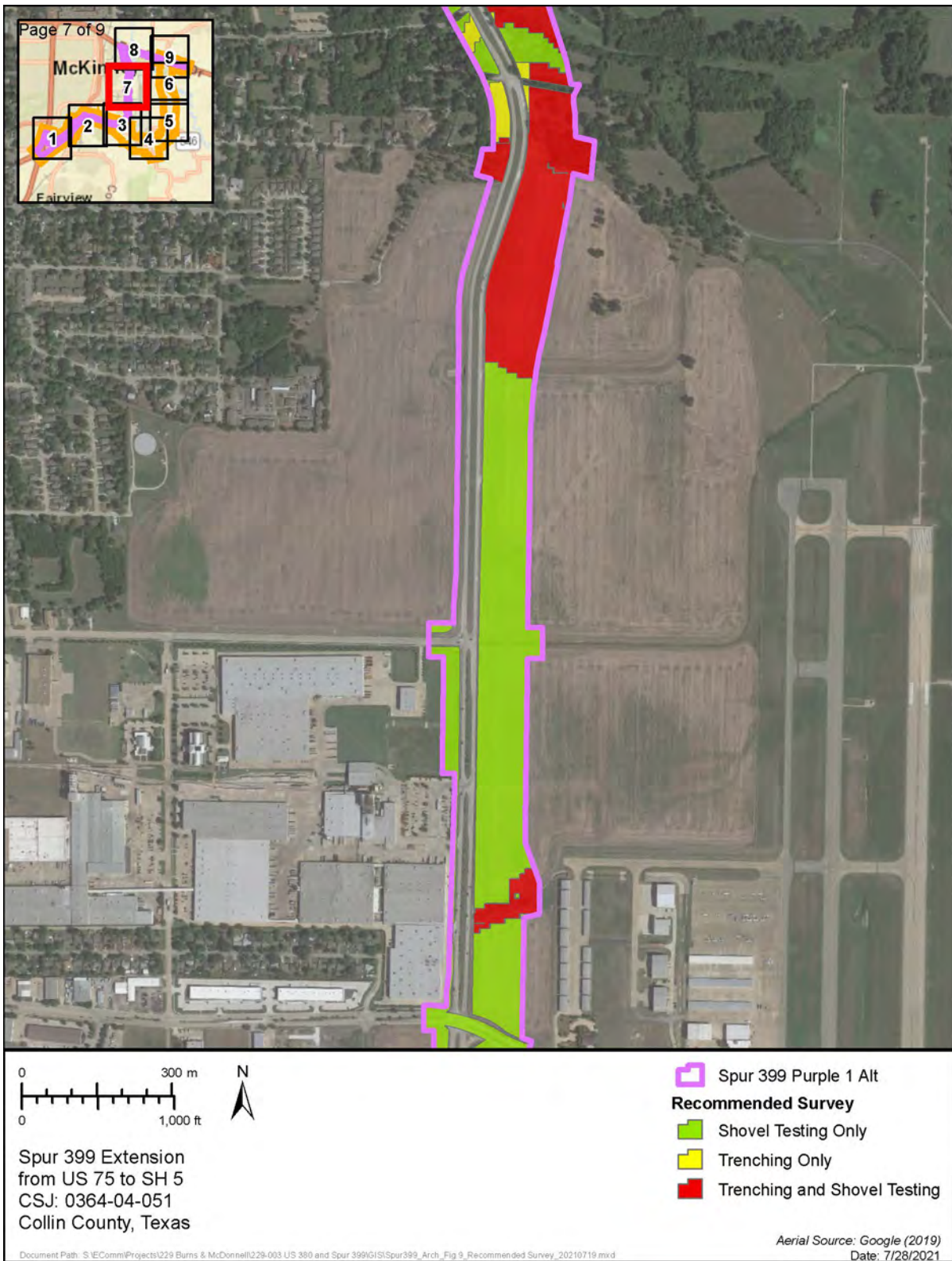


Figure 11a: Survey recommendations map on recent aerial image.

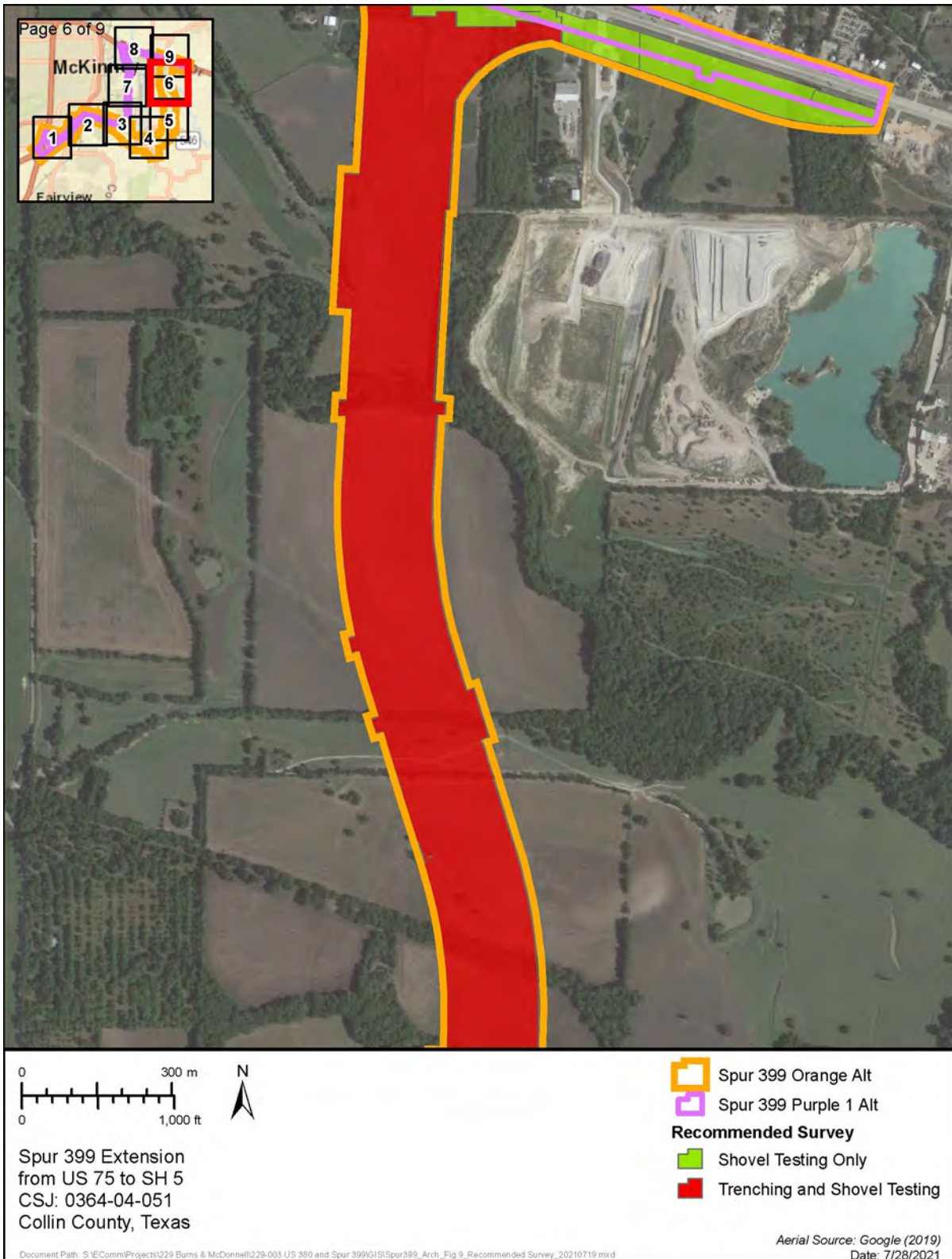


Figure 11a: Survey recommendations map on recent aerial image.

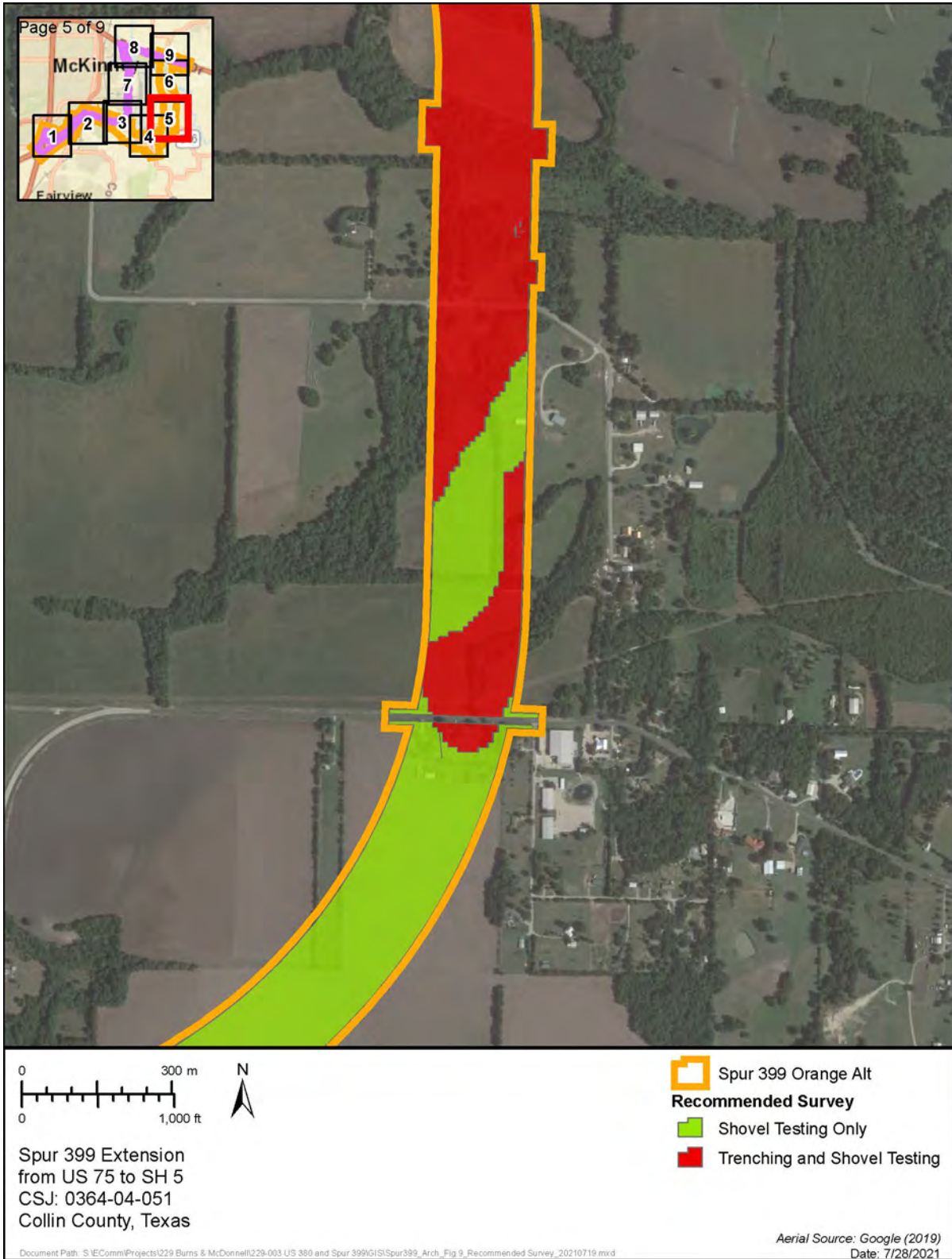


Figure 11a: Survey recommendations map on recent aerial image.



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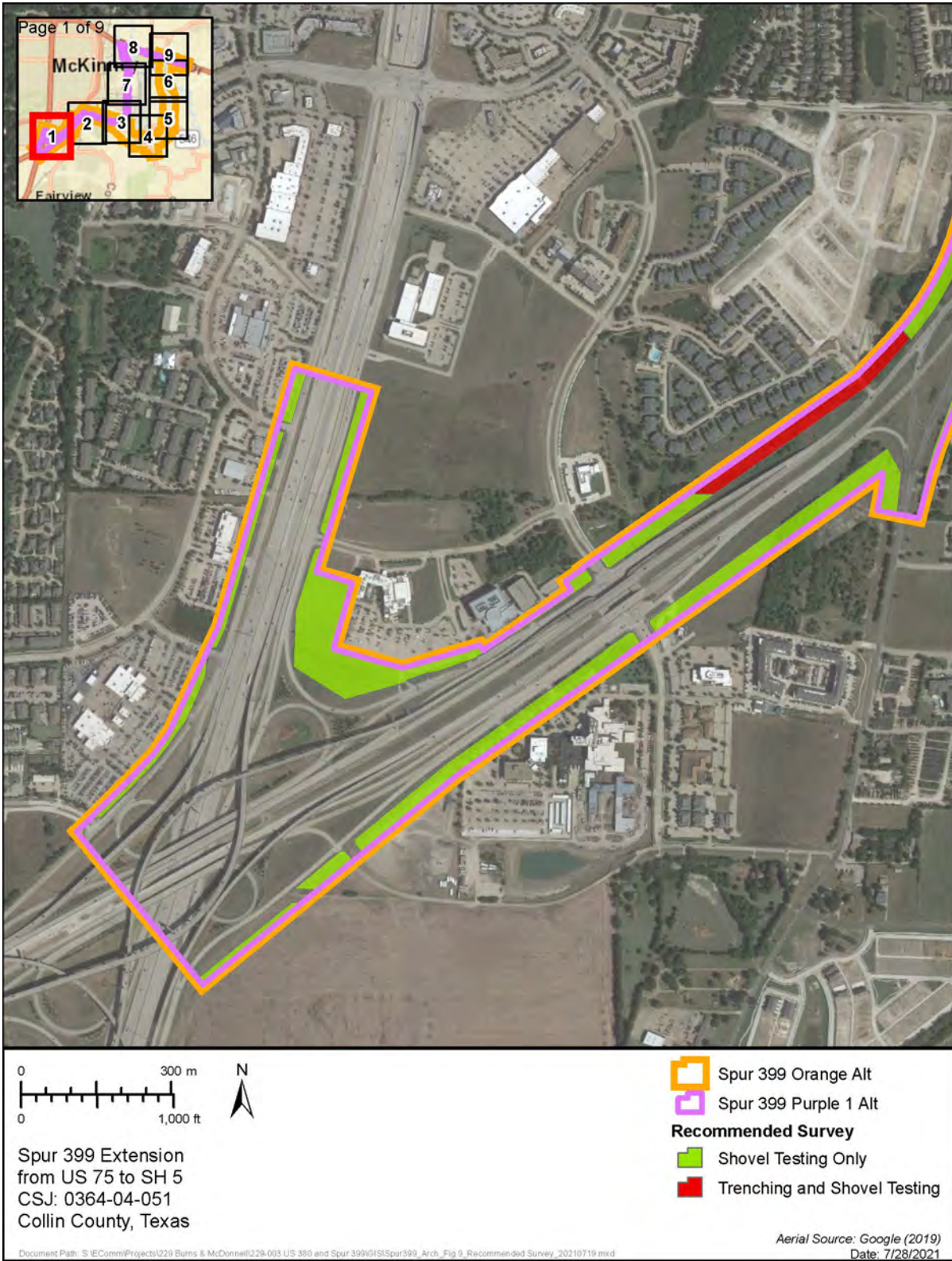


Figure 11a: Survey recommendations map on recent aerial image.

Appendix L-3: Archeological Survey Report



Archeological Survey Report

Project Name: Spur 399 Extension

From US 75 To SH 5

District(s): Dallas

County(s): Collin

CSJ Number(s): 0364-04-051, 0047-05-058, and 0047-10-002

Principal Investigator and Firm/Organization: Sunshine Thomas, AmaTerra Environmental, Inc.

Antiquities Permit No. 30310

Report Completion Date: Febuary 25, 2022

Abstract

At the request of Burns & McDonnell and on behalf the Texas Department of Transportation, AmaTerra Environmental, Inc. conducted an archeological survey for the proposed extension of Spur 399 south and east of McKinney between US 75 and SH 5 in Collin County, Texas (CSJ: 0364-04-051, 0047-05-058, and 0047-10-002). The Area of Potential Effects (APE) for the project encompasses a total of 484.5 acres and includes a common alignment along State Highway (SH) 5 diverging east of SH 5 with a Purple Alternative build west of the McKinney National Airport to United States (US) 380 and an Orange Alternative build east of the McKinney National Airport to US 380. The APE includes 326.1 acres of proposed new right-of-way (ROW). Approximately 284.5 acres of proposed ROW had rights-of-entry (ROE) for intensive, near surface survey. Permissible access was denied for 41.6 acres for intensive, near surface survey at the time of survey. The intensive, near surface survey evaluated 442.9 acres (91.4%) of the APE. No ROE were granted for deep testing at the time of survey.

The survey was completed in compliance with Section 106 of the National Historic Preservation Act (Section 106) and the Antiquities Code of Texas (ACT) under Permit No. 30310. Work was conducted January 20–23 and February 2, 2022, and consisted of a 100 percent intensive pedestrian survey and shovel testing of the area of potential effects (APE) where ROE were granted. In total, 258 shovel tests were placed in the APE, of which none were positive for cultural materials. Two previously recorded sites in the APE (41COL168 and 41COL776) were revisited, and one new site (41COL358) was recorded within the proposed ROW. Sites 41COL168 and 41COL776 are historic-age farmsteads previously documented as profoundly disturbed and determined ineligible for the National Register of Historic Places (NRHP) and designation as State Antiquities Landmarks (SALs). Site 41COL358 is a mid-twentieth century artifact debris scatter. It does not meet the criteria for NRHP eligibility or SAL designation.

Further work is recommended to complete Section 106 and ACT requirements within the APE. Locales where the East Fork of the Trinity River and Wilson Creek cross the APE are considered areas with moderate to high potential for deeply buried archeological materials and are recommended for further deep testing once ROE for trenching are granted. Further survey and shovel testing are also recommended in areas where ROE were currently denied.

No artifacts were collected as part of this project. All field notes and documentation will be permanently curated at the Center for Archaeological Studies (CAS) in San Marcos, Texas.

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Management Summary and Introduction

- **Management Summary**

Projects that receive funding or sponsorship by the Texas Department of Transportation (TxDOT) are considered undertakings of a political subdivision of the state and subject to the Antiquities Code of Texas. Therefore, this project is subject to jurisdictional review by the Texas Historical Commission (THC). The proposed project will also receive federal funding administered through TxDOT and is subject to review under Section 106 of the National Historic Preservation Act, as amended.

AmaTerra Environmental, Inc. (AmaTerra) archeologist Sunshine Thomas served as Principal Investigator and Zachary Mayes and Matthew E. Larsen served as Field Directors. The field crew included AmaTerra archeologists Rhouis Allen, Osbaldo Alvarez, and Erin Nowak and Burns & McDonnell (BMcD) archeologists Daniel Rodriguez, Robert Brush, and Chris Romo. Investigations were conducted by three and four person teams. An intensive pedestrian and shovel testing survey was performed January 20–23 and February 2, 2022, in the 442.9 acres of the APE with permissible ROE. The field effort involved approximately 226 person hours.

- **Introduction**

At the request of BMcD and on behalf of the TxDOT, AmaTerra prepared this report of the results of an archeological survey of accessible portions of the area of potential effects (APE) (**Attachment 1**) for the proposed extension of Spur 399 from United States (US) 75 south of McKinney (including the existing sections of US 75, State Highway [SH 5], and Spur 399) north and east to intersect with US 380 east of McKinney following one of two building alternatives (Purple and Orange) (**Attachment 2**).

The segment from US 75 along SH 5 north to FM 546 would use the existing highway right-of-way (ROW). The remaining roadway would be constructed on one of two build alternatives (Purple and Orange). The two alternatives would be the same from US 75 to approximately 500 feet west of Couch Drive/Old Mill Road. Both projects would require acquisition of new ROW.

The Purple and Orange Alternatives share a 'Common Alignment' that extends from US 75, along and within the existing ROW of SH 5, and then on new location extending eastward from SH 5 to approximately 500 feet west of Couch Drive. At this point the Purple and Orange Alternatives begin their separate new location alignments. The majority of the Common Alignment will be elevated to accommodate its connection to the elevated SH 5 facility, local roadway connectivity (Harry McKillop Boulevard, FM 546), and existing and planned major utilities in the area.

The majority of the Purple Alternative would be constructed on new location along the general alignment of existing Airport Drive west of the McKinney National Airport (Airport) and connect to US 380. Airport Drive would be incorporated (reconstructed for the most part) as part of the frontage road system. The freeway main lanes would be elevated (either on structure or on fill) with frontage roads providing grade-separated access to the freeway and local streets under the freeway anticipated at Industrial Boulevard and Elm Street. Enloe Road and Greenville Road would be connected to the frontage road with right-in/right-out connections only.

The majority of the Orange Alternative would be constructed primarily on new location, extending around the southern end of the Airport, and then turning north along the east side of the Airport to

connect with US 380. Areas of the facility would be elevated (on structure or on fill) with bridges to accommodate local road crossing underneath and to avoid/minimize impacts to wetlands and streams. Grade-separated interchanges would be provided at Airport Drive, FM 546 near the southwest corner of the Airport, at FM 546 and CR 317 near the southeast corner of the Airport, and FM 546 east of the Airport. Temporary and permanent easements are anticipated to be required along both alternatives but have not been identified at this stage of project development.

In October 2021, the proposed ROW for the Spur 399 Extension was pulled south to coincide with the recently cleared ROW of the US 380 widening project between Airport Drive and CR 458 (CSJs 0135-03-046 and 0135-04-033) and to accommodate at-grade intersections between the proposed Spur 399 Extension and existing US 380 (**Attachment 4**). This change reduced the extent and amount of proposed ROW to be cleared for the Spur 399 Extension compared to that presented in the Antiquities Permit application (Permit No 30310) described below (**Table 1**).

Table 1. Antiquities Permit ROW and Proposed ROW Modification Acreages.

Build Alternative	Antiquities Permit #30310 (September 9, 2021)			Proposed ROW Modification (October 2021)		
	<i>Total ROW</i>	<i>Existing ROW</i>	<i>New ROW</i>	<i>Total ROW</i>	<i>Existing ROW</i>	<i>New ROW</i>
Purple Alternative	509.59 ac	243.39 ac	266.20 ac	118.08 ac	35.86 ac	82.22 ac
Orange Alternative	636.46 ac	190.60 ac	445.86 ac	224.74 ac	12.35 ac	212.39 ac
Common Alignment	*	*	*	141.67 ac	110.30 ac	31.37 ac

*Orange and Purple Alternatives as presented in the Antiquities Permit are inclusive of the shared Common Alignment.

With submittal of this report to TxDOT for review, AmaTerra will send an email to THC to advise them of the change in APE and total acreage surveyed under the approved permit.

Project Information

▪ This survey is:	<input checked="" type="checkbox"/> the initial survey for this project.
	<input type="checkbox"/> a continuation of previous survey(s) due to: <input type="checkbox"/> access issues and/or <input type="checkbox"/> design changes. Identify previous investigation(s):
▪ Report Completion Date:	02/22/2022
▪ Date(s) of Survey:	01/20/2022 to 01/23/2022 and 02/02/2022
▪ Archeological Survey Type:	<input type="checkbox"/> Reconnaissance <input checked="" type="checkbox"/> Intensive
▪ Report Version:	<input type="checkbox"/> Draft <input checked="" type="checkbox"/> Final
▪ Report Author(s) and Affiliation:	Sunshine Thomas, AmaTerra Environmental, Inc.
▪ Estimated Percentage of Time that the Principal Investigator was in the Field:	80%

Area of Potential Effects and Survey Area

- **Area of Potential Effects (APE)**

The APE is defined to encompass the limits of the existing right-of-way (ROW); proposed, new project ROW; permanent and temporary easements; and any project-specific locations and utility relocations designated by TxDOT. Note: the APE encompasses the entirety of the project area, regardless of the extent of prior archeological investigations, the particular locations subject to field investigations, or the portion of a project added through a design change. If impacts are not known, worst-case impacts are assumed in defining the APE.

The total APE encompasses 484.49 acres, of which 158.51 acres are in the existing ROW and 325.98 acres are in the proposed new ROW. The shared, Common Alignment is 141.67 acres, and includes 110.30 acres in the existing ROW and 31.37 acres in the proposed new ROW. The Purple Alternative is 118.08 acres and includes 35.86 acres in the existing ROW and 82.22 acres in the proposed new ROW. The Orange Alternative is 224.74 acres and includes 12.35 acres in the existing ROW and 212.39 acres in the proposed new ROW. See **Attachment 1** for maps of the APE, which are based on the project information in **Attachment 2**.

- **No Survey Area**

Not applicable—the entire APE requires survey, based on the findings of the background study.

- **Access Denied Area:**

ROE were denied for 41.6 acres (8.59% of the APE) (see **Attachment 21**).

- **Survey Area:**

AmaTerra had access to the entire existing ROW (158.51 acres) and 284.49 acres of the APE where ROE were granted for pedestrian and shovel testing survey (**Attachment 3**). Approximately 91.44% of the APE was accessible for intensive survey for shallowly buried archeological sites. No mechanical survey within the APE was completed during the current survey for deeply buried sites.

- **Project Area Ownership:**

Collin County, City of McKinney, and the TxDOT own the existing ROW. The proposed ROW and easements reside on parcels owned by the City of McKinney, McKinney Independent School District, and several private landowners.

Project Setting

- **Natural Setting**

- - Topography:

The project setting falls within the Northern Blackland Prairie ecoregion (Omernik and Griffith 2013). The Northern Blackland Prairie is characterized by rolling hills and flat plains underlain by limestone, chalk, and shale beds of Cretaceous age (Omernik and Griffith 2013, Stahl and McElvaney 2012). The average annual rainfall is approximately 35 to 45 inches (Stahl and McElvaney 2012). The APE occurs within uplands and floodplain terraces. The terraces adjacent to the East Fork of the Trinity River, Wilson Creek, and their tributaries have the greatest potential for evidence of past human activity. These intersect with the APE within the Orange Alternative and within the Common Spur 399 proposed ROW (**Attachment 1**).

- - Geology:

According to the Geologic Atlas of Texas, Sherman Sheet (BEG 2014), the APE's underlying geology is made up of Late Cretaceous Austin group chinks and clays (**Attachment 5**). Holocene alluvium deposits are found located along Wilson Creek and the East Fork of the Trinity River. Between Wilson Creek and the East Fork of the Trinity River, there is a limited portion of the APE underlain by Pleistocene-age fluvial terrace deposits (BEG 2014).

- - Soils:

Within the APE, surface soils (**Attachment 6**; NRCS-USDA 2021) include Altoga silty clay (5 – 8% slopes [AID2]), Austin silty clay (1–3% slopes, eroded [AuB]; 2–5% slopes, eroded [AuC2]; and 5–8% slopes, moderately eroded [AuD2]), Houston Black clay (0–1% slopes [HoA]; 1–3% slopes [HoB]; and 2–4% slopes, eroded [HoB2]), Lewisville silty clay (1–3% slopes [LeB]; and 3–5% slopes, eroded [LeC2]), Tinn clay (0–1% slopes, frequently flooded [Tf]), Trinity clay (0–1% slopes, occasionally flooded [To]), Burleson clay (0–1% slopes [BcA] and 1–3% slopes [BcB]), and Eddy gravelly clay loam (3–8% slopes, eroded [EdD2]). Aside from Burleson clay, all soil types within the APE may contain areas of high surface and subsurface archeological potential (NRCS-USDA 2021; BEG 2014; TxDOT 2014). Soil deposits along Wilson Creek and the East Fork of the Trinity River have the potential to contain deeply buried archeological deposits.

- - Potential Archeological Liability Map (PALM):

A PALM of the area (**Attachment 7**) shows the upland areas have low potential for buried archeological materials. The areas near stream crossings, the East Fork of the Trinity River and Wilson Creek, have moderate to high potential for buried archeological materials.

- - Historic Land Use:

Late nineteenth century maps depict the City of McKinney as a growing regional settlement. An 1869 map of a travel route through the area depicts area waterways, other major topographical features, and McKinney to the northwest of the APE (**Attachment 8**). The later 1881 General Land Office survey map shows McKinney with a grid street layout and a later line sketched on the map extending from McKinney to the southeast through the APE (**Attachment 9**). This line likely represents the East Line and Red River Railroad that ran through Farmersville and connected to McKinney in 1882 (Werner 2021).

The area has largely developed throughout the twentieth century as the greater Dallas metropolitan area has grown out and into Collin County. In the early twentieth century, McKinney had expanded and the number of rural residences in the area had grown (**Attachment 10**). McKinney remained a center for processing agricultural products into the 1960s when other light industries entered the city (Minor 2010). The Purple Alternative is marked by both commercial and residential development west of the APE. The Orange Alternative remains agricultural except for a quarry near the northern terminus. Between the two proposed routes is the McKinney National Airport, which was originally established in 1979 as the Collin County Regional Airport (Federal Aviation Administration [FAA] 1998).

The area has steadily grown with the expansion of McKinney. The 1930s USDA soils map depict a rural settlement pattern around much of the APE, in particular the area north of the East Fork of the Trinity River and in the Enloe settlement southeast of McKinney (**Attachment 10**). A 1964 aerial photograph depicts most of the APE as largely rural with scattered farmsteads and residential development east of McKinney (**Attachment 11**). Several farmsteads and structures are depicted adjacent to or within the proposed project footprint. A 1969 U.S. Geological Survey (USGS) topographic map depicts little change in five years (**Attachment 12**). Most of the suburban and commercial development near the APE has occurred since the 1960s.

– - Land Use:

The land adjacent to the APE includes a mix of industrial, commercial, and residential development, as well as undeveloped open land. The southeast quadrant of McKinney is primarily an industrial area. McKinney National Airport is located between Purple Alternative and the Orange Alternative. Residential areas are primarily west of the APE. Other infrastructure resources in the APE include roadways, a rail line, a municipal landfill, an airport, and a quarry. Natural resources and public facilities include large open areas of floodplain, mapped wetlands, a nature center, a nature preserve, a soccer complex, and a therapeutic horsemanship facility.

The portion of the APE southwest of Wilson Creek is heavily disturbed by previous road construction and urban commercial and residential development. Common urban disturbances in the APE include artificially levelled and paved surfaces, excavated drainage ditches, commercial buildings, and utilities. This southwest portion of the proposed APE is shared by both routes. Northeast of Wilson Creek the proposed routes split. The Purple Alternative is more heavily disturbed by urban development as it skirts the edge of McKinney. The Orange Alternative is primarily agricultural with disturbances associated with livestock grazing, heavy equipment, and cultivation activities.

– - Vegetation:

The Northern Blackland Prairie ecoregion is dominated by mid to tall grasses such as little bluestem (*Schizachyrium scoparium*), big bluestem (*Andropogon gerardii*), Indian grass (*Sorghastrum nutans*), tall dropseed (*Sporobolus asper*), eastern gamagrass (*Tripsacum dactyloides*), and switch grass (*Panicum virgatum*), which are the natural vegetative species for this environment (Omernik and Griffith 2013). In addition, pecan (*Carya illinoensis*), hackberry (*Celtis laevigata*), elm (*Ulmus* sp.), eastern cottonwood (*Populus deltoides*), and bur and Shumard oak (*Quercus macrocarpa* and *shumardii*) are often observed within the low flat woodlands along streams located within the Northern Blackland Prairie. Since the nineteenth century, human land modifications along with ranching/grazing activities have resulted in a dramatic increase in other flora species (e.g., mesquite, ash juniper and eastern red cedar) (Stahl and McElvaney 2012). The APE includes urban

maintained vegetation, and unmaintained grassland and woodland vegetation in parks and floodplains.

– - Estimated Ground Surface Visibility:

Typical ground surface visibility was 10 percent or less in fallow fields, pastureland, and residential/urban developed settings. A few recently plowed fields provided 100 percent ground surface visibility.

● **Regional Cultural History:**

The APE lies in the North Central Texas archeological region (Perttula 2004). Many archeological investigations within the region have been summarized by Lynott (1980), McCormick (1976), Perttula (2004), McGregor and Bruseth (1987), and Prikryl (1990). Despite the number of investigations, the chronological framework of North Central Texas remains poorly understood. For this report, chronological information presented is in accordance with the data available (Ferring and Yates 1997, 1998). The chronological sequence of the North Central Texas region reflects that of North America, spanning 12,000 years and consisting of the Paleo-Indian, Archaic, Late Prehistoric, and Historic Periods.

– The Paleoindian Period

The Paleoindian Period in Texas is characterized by nomadic hunters who relied on a broad range of animal species based on available faunal data (Bousman et al 2004:75). Johnson (1977) reviewed reports on numerous Paleoindian sites that indicated a range of small and medium fauna were harvested in addition to big game. Investigations at the Wilson-Leonard site (41WM235), the Gault site (41BL323), and Lubbock Lake (41LU1) provide evidence of small and medium faunal remains (i.e., turtle, rabbit, squirrel, snakes, gopher, and deer) associated with megafaunal remains (i.e., bison and mammoth) (Collins 1998:1505–1506). Clovis and Folsom points are the primary diagnostic artifacts associated with this period (Turner and Hester 1999; Collins 1995).

In the North Central Texas archeological region, the Paleoindian period spans roughly the period from 9,950 to 6,500 BC but lacks extensive archeological evidence. Although the Paleoindian period is poorly represented in the North Central Texas archeological region, surface collections of Paleoindian points such as Plainview and Dalton points (Meltzer 1987; Meltzer and Bever 1995; Prikryl 1990), in situ deposits of Paleoindian points at the Acton site (Blaine et al. 1969), and occurrences of megafauna and small game fauna at the Aubrey site (Ferring and Yates 1997) suggest the presence of a Paleoindian culture.

– The Archaic Period

The Archaic Period spans nearly 7,000 years of prehistory. The primary cultural marker of this time period in Texas is the burned rock midden (Collins 2004:119). These piles of burned limestone, sandstone, and other lithic debris represent the remains of multiple ovens that were used, reused, and discarded over time. Their appearance signifies a shift from a big-game hunting subsistence strategy to a less mobile, generalized subsistence strategy. Generally, trends during the Archaic period suggest increasingly complex settlement systems that correspond with decreased mobility, increased population size and density, and the development of distinct territories (Johnson and Goode 1994; Prikryl 1990). Projectile points also changed; lanceolate-shaped points gave way to dart points that were stemmed and barbed (Turner and Hester 1999). During the Archaic period, the climate changed from the wet and mild conditions seen in the Paleoindian period to warmer and drier conditions. Researchers believe that the changes in climate influenced prehistoric

subsistence strategies (Weir 1976). The Archaic period in North Central Texas dates from 6500 BC to AD 700, and is subdivided into the Early, Middle, and Late Archaic periods.

The Early Archaic period (ca. 6500–4000 BC) is poorly documented in the region, and knowledge of this period is based primarily on surface collections and sites with no isolable Early Archaic components (Prikryl 1990). Projectile points associated with the Early Archaic period include Early Split Stemmed and perhaps Angostura (Prikryl 1990). The period is characterized by small and widely distributed sites, which researchers have suggested is an indication of a generalized hunting and gathering subsistence strategy with high group mobility within large, poorly defined territories (Prikryl 1990).

The Middle Archaic period (4000–1500 BC) is even less understood than the Early Archaic, and components from this period are the most poorly represented within the region. As with the Early Archaic, the majority of Middle Archaic sites consist of surface collections. Projectile points associated with the Middle Archaic period include the Basal Notched group (Andice, Bell, Calf Creek), as well as Dawson, Carrollton, Wells, and Bulverde (Prikryl 1990). What evidence is available, (mostly from an intact Middle Archaic component at the Calvert site, 41DN102), has led Ferring and Yates (1997) to suggest the Middle Archaic in North Central Texas can generally be characterized by broad cultural interactions between people, a high degree of mobility, and a subsistence strategy based on small game and deer.

The Late Archaic period (ca. 1500 BC–AD 700) is characterized by an increase in the total number of sites and a greater distribution of sites over the landscape. Prikryl (1990) has suggested this settlement patterning is an indication of an increase in population density and decreased group mobility during the Late Archaic period in North Central Texas. Projectile points associated with the Late Archaic period include Marshall, Edgewood, Castroville, Ellis, Trinity, Dallas, Palmillas, Yarbrough, Godley, Gary, and Elam (Prikryl 1990). Investigations at Late Archaic occupation sites in the region have led researchers to suggest that these were used seasonally by small bands pursuing a generalized hunting and foraging strategy (Peter and McGregor 1988; Ferring and Yates 1997).

– The Late Precontact Period

The Late Prehistoric is marked by the replacement of the atlatl with the bow and arrow and by the production of small arrow points (Turner and Hester 1999). With this technological advancement an apparent increase in warfare is reported (Prewitt 1974; Johnson and Goode 1994). In addition to the bow and arrow, other important technological innovations appeared during this period, including ceramics. Further, the first evidence of horticulture appeared, resulting in significant changes to ecological and economic adaptations.

In North Central Texas, the Late Prehistoric dates from AD 700 to 1700. This period can be subdivided further into an early and a late phase (Lynott 1977, Prikryl 1990). The early phase (AD 700–1200) is characterized by a continuation of the hunting and gathering subsistence strategy of the Archaic period, ceramics tempered with sand and grog, and Scallorn, Catahoula, Alba, and Steiner arrow points (Lynott 1977, Prikryl 1990). The late phase (AD 1200 to 1700) is characterized by evidence of horticulture and bison procurement, shell-tempered Nocona Plain ceramics, and Maud, Fresno, Washita, Harrell, and Perdiz points (Harris and Harris 1970; Morris and Morris 1970; Lynott 1977; Prikryl 1990).

The presence of domesticates at the Cobb-Pool (41DL148) site and other nearby locations has sparked debate surrounding the timing and extent of maize agriculture during the Late Prehistoric period in North Central Texas (Peter and McGregor 1988; Brown et al. 1987; Rohn 1998), although the lack of definitive evidence has left the issue unresolved. Huhnke and Wurtz (2004) suggest the stable carbon isotope value for a single disturbed burial dated to AD 1200 (41DL373; Peter and Clow 1999) is comparable to those of initial maize-consuming Caddo populations in Arkansas. Based on these findings, they suggest maize horticulture may have been introduced into North Central Texas around AD 1200; however, without additional samples this suggestion is speculative.

– The Postcontact Period

Immediately prior to European settlement of the area, branches of the Caddo Nation occupied the region. Euro-American settlement began in the 1840s with farmers settling along rivers and streams (Minor 2016). McKinney was established during this early period when William Davis donated 120 acres for the townsite, and McKinney was voted to be the new county seat (Minor 2010). The lack of reliable transportation routes or significant markets for wheat and corn crops stunted the region's growth prior to the Civil War. Settlers largely immigrated from the upper South where both slaveholding and cotton farming were not as prevalent. This settlement pattern, combined with a lack of navigable rivers, meant that the cotton and plantation culture that dominated the Antebellum South did not take hold in Collin County (Minor 2016).

Following the Civil War, railroads spurred development throughout Collin County. The Houston and Texas Central Railway (H&TC) was the first to reach the county in 1872 followed by several others by the mid-1890s. By the turn of the twentieth century, McKinney provided a processing market for outlying farmers and a railroad hub for other markets. Crops included wheat and corn, however, railroad influence led to cotton becoming an economic success as shown by several cotton processing facilities in McKinney (Minor 2010, THC 2021).

● **Previous Investigations and Known Archeological Sites:**

Background research for this project consisted of an online records search through the Texas Historical Commission's (THC) Archeological Sites Atlas (THC 2021) and a review of historic period maps and aerial photographs. Research focused on the identification of archeological sites, State Antiquities Landmarks (SALs), Recorded Texas Historic Landmarks (RTHLs), properties and districts listed on the National Register of Historic Places (NRHP), Historical Markers, cemeteries, and previously conducted archeological surveys within 0.62-mile (1-kilometer) of the APE (**Attachment 13**).

Within 1-kilometer of the Orange Alternative APE, the search identified 20 previously conducted archeological surveys, three documented archeological sites, three cemeteries, two NRHP-listed historic districts, no NRHP-listed properties, and one Historical Marker (**Attachment 23, Table 3–Table 7**). Within 1-kilometer of the Purple Alternative APE, the search identified 21 previously conducted archeological surveys, three documented archeological sites, three cemeteries, five NRHP Districts, no NRHP properties, and two Official State of Texas Historical Markers (OTHMs) (**Attachment 23, Table 3–Table 7**). The two proposed alternatives share 20 previously conducted archeological surveys, no documented archeological sites, the three cemeteries, two NRHP-listed historic districts, no NRHP-listed properties, and one Historical Marker.

Of the 20 previous archeological surveys within 1-kilometer of the APE (**Attachment 23, Table 3**), eight overlap both proposed routes:

- In 1987, the Federal Highway Administration (FHWA) completed a linear survey along US 380. The survey overlaps the proposed Orange Alternative APE at the intersection of the proposed Spur 399 Extension with US 380. The survey did not record any new sites in the proposed Orange Alternative APE.
- In 1987, the Farmers Home Administration (FMHA) completed a linear survey along US 75 south of SH 5. The survey overlaps the proposed Orange Alternative APE at the intersection of the proposed Spur 399 Extension with US 75. The survey did not record any new sites in the proposed Orange Alternative APE.
- In 2003, TRC completed two linear surveys for TxDOT along US 75 north of SH 5. The survey overlaps the proposed Orange Alternative APE at the intersection of the proposed Spur 399 Extension with US 75. The survey did not record any new sites in the proposed Orange Alternative APE.
- In 2006, Geo-Marine, Inc. (GMI) completed an area survey for the FAA under TAC permit 3992. The survey overlaps the proposed Orange Alternative APE east of Country Lane between FM 546 (Harry McKillop Boulevard) and Old Mill Road. The survey did not record any new sites in the proposed Orange Alternative APE.
- In 2009, GMI completed a linear survey for the North Texas Municipal Water District (NTMWD) under TAC permit 5005. The survey overlaps the proposed Orange Alternative APE where it bends east, away from of SH 5, and crosses Wilson Creek. The survey did not record any new sites in the proposed Orange Alternative APE.
- In 2011, Ecological Communications Corporation (AmaTerra) completed a survey for TxDOT under TAC Permit 5976. The survey overlaps the proposed Orange Alternative APE along FM 546 (Harry McKillop Boulevard) beginning just east of its intersection with Couch Drive and ending just east of its intersection with Country Lane. The survey did not record any new sites in the proposed Orange Alternative APE.
- In 2016 and 2017, SWCA Environmental Consultants completed linear surveys for the City of McKinney and for Lockwood, Andrews, & Newman, Inc. under TAC permit 7561. The surveys parallel US 380 for nearly 1.25 miles (2 kilometers) and overlap the proposed Orange Alternative APE at its northeastern terminus where it intersects with US 380. The survey did not record any new sites in the proposed Orange Alternative APE.

Two of the 20 previously conducted archeological surveys within 1 kilometer of both routes only overlap the Purple Alternative, and one survey (GMI 2009, TAC permit 5230) overlaps the Purple Alternative and is more than 1 kilometer from the Orange Alternative:

- In 2005, GMI completed a linear survey for the City of McKinney under TAC permit 3640 in advance of the construction of Airport Drive. The survey overlaps the proposed Purple Alternative APE along the entirety of Airport Drive from McKinney National Airport to US 380. The survey recorded one new site (41COL168) in the proposed Purple Alternative APE.
- In 2009, GMI completed a linear survey for the NTMWD under TAC Permit 5230. The survey overlaps the proposed Purple Alternative APE between US 380 and Greenville Road and roughly parallels Airport Drive. The survey did not record any new sites within the proposed Purple Alternative APE.

- In 2013, AR Consultants completed a linear survey for the NTMWD under TAC Permit 6662. The survey overlaps the proposed Purple Alternative APE where Elm Street intersects Airport Drive. The survey did not record any new sites within the proposed Purple Alternative APE.

Of the six previously documented archeological sites within 1-kilometer of either proposed alternative (**Attachment 13; Attachment 23, Table 4**), one, 41COL168, overlaps the Purple Alternative APE, and one, 41COL176, overlaps the Orange Alternative APE.

Site 41COL168 was recorded in 2005 and is a historic period farmstead with a low-density artifact scatter and several recorded features. The recorded features included two pipes, a concrete tank, a concentration of bricks thought to be the remains of a house pier, two parallel concrete walls, a razed foundation or in-filled storm cellar, a washer appliance, a capped brick-lined well, and a concrete pad. A cut nail and an octagonal ironstone vessel fragment indicate occupation of the site perhaps as early as the mid- to late-nineteenth century. Most of the artifacts indicate the occupation extended into the mid- to late-twentieth century. The site recorder noted it appeared to have been demolished with a bulldozer and had poor integrity and low research value. Site 41COL168 was determined ineligible for NRHP inclusion by the State Historical Preservation Officer (SHPO). SWCA archeologists revisited the site in 2015 and observed a sparse scatter of artifacts remaining beside the road. SWCA noted the site was destroyed by the construction of Airport Drive, and the site was again determined to be ineligible by the SHPO. The site overlaps with the Purple Alternative APE at the southeast corner of the intersection of Airport Drive and Enloe Road.

Site 41COL176 was recorded in 2006 and is an early-nineteenth to late-twentieth century farmstead. Archeologists subjected the site to shovel testing at 20-meter intervals and recorded a range of artifacts that included wire nails, staples, rivets, glass in a range of colors (clear, white opaque, green, solarized, jade green), whitewares, stoneware, and utility porcelain. They recorded the site had been notably disturbed by mechanical equipment destruction. The site was determined to be ineligible by the SHPO.

There are three cemeteries within 1 kilometer of the APE (**Attachment 13; Attachment 23, Table 5**). The Ross Cemetery is 300 feet (94 meters) north of the APE where the two alternatives share a common alignment in the southwestern portion of the project. Ross Cemetery is separated from the APE by FM 546. The Pecan Grove Memorial Park Cemetery abuts Ross Cemetery to the north. Pecan Grove Memorial Park Cemetery is McKinney's main cemetery and includes a Potter's Field cemetery in the south (Gough 2021a). Ross Cemetery was formerly known as the Ross Colored Cemetery and is where non-white citizens of McKinney were interred (Gough 2021b). These two cemeteries are depicted on the 1930s county soils maps (**Attachment 10**) and depicted on the 1969 topographic map as Pine Grove Cemetery (**Attachment 12**). Scalf Cemetery is 273 feet (83 meters) southwest of the Orange Alternative APE between FM 546 (Harry McKillop Blvd) and Old Mill Road and between Country Lane and Old Mill Road. Scalf Cemetery is associated with the family of Richard Jasper Scalf, who settled in the area after the Civil War (Gough 2021c). The last burial was Titus Scalf in 1959. None of these three cemeteries overlap the APE.

There are five NRHP-listed districts within 1-kilometer of the proposed APE (**Attachment 13; Attachment 23, Table 6**). Two are within 1 kilometer of both alternatives. The McKinney Cotton Mill Historic District is approximately 750 feet (229 meters) north of Pecan Grove Memorial Park and Cemetery. The Fairview H&TC Railroad Historic District is approximately 0.6 miles (970 meters) south of the existing Spur 399. The remaining three, the McKinney Cotton Compress Plant Historic District, the Collin County Mill and Elevator Company Historic District, and the Hill-Webb Grain Elevator Historic District, are west of the northern terminus of the Purple Alternative. No NRHP-listed historic districts overlap or are adjacent to

either alternative. Besides the historic districts, there are no NRHP-listed properties within 1- kilometer of the APE (**Attachment 13**).

There are two OTHMs within 1 kilometre of the proposed APE (**Attachment 13**). The Pecan Grove Memorial Park marker is just under 1 kilometre north of the Common Purple/Orange Alternative APE. A marker for the First Baptist Church of McKinney is 0.4 miles (665 meters) west of the northern terminus of the Purple Alternative. Neither marker is associated with a RTHL.

- **Evaluation of Project Setting:**

The potential for buried intact prehistoric cultural deposits is greatest on the terraces adjacent to the East Fork of the Trinity River, Wilson Creek, and their tributaries. Much of the APE is within continually farmed and residential upland settings. Persistent farming, increased landscape modifications, regular road construction and maintenance, and urban development have likely destroyed any traces of surficial prehistoric archeological deposits in these shallow upland settings. The potential for surficial to shallowly buried historic-age cultural deposits is moderate throughout the APE; however, the previously mentioned disturbances have likely impacted most, if not all, of any potential historic period archeological resources within the APE. Therefore, the overall potential for intact archeological deposits of any age is low to moderate throughout the APE in both upland settings and areas with alluvial soils. Portions of the APE with deep alluvial soils around the East Fork of the Trinity River and Wilson Creek, have a moderate to high potential for intact archeological deposits at deeper depths, below approximately 1 meter (3.3 feet).

Survey Methods

- **Surveyors:**

Sunshine Thomas, PI; Zachary Mayes and Matthew E. Larsen, PA; Rhouis Allen, Osbaldo Alvarez, Robert Brush, Erin Nowak, Daniel Rodriguez, and Chris Romo, Archeologists.

- **Description of Methods:**

The existing ROW was visually inspected during pedestrian survey and photographed. Additionally, archeologists conducted 100 percent intensive pedestrian survey of all parcels within the APE with permissible ROE.

Shovel testing was conducted in all areas of the APE with ROE that were not significantly disturbed by past land use, installation of utilities, and/or construction of the roadway. Methods met or exceeded the Council of Texas Archeologists (CTA) minimum standards for linear surveys. Transects were spaced 30 meters apart, and shovel tests were placed every 100 meters on the transect. A total of 258 shovel tests were excavated to sterile basal clay subsoil or other obstruction. Sediments were screened in the field through ¼-inch mesh or troweled through if they were compacted or dried clay. Site boundaries were defined by two negative shovel tests in each direction, the horizontal extent of surface artifacts, or the edge of the APE. All tests were marked using a handheld GPS unit and logged on standardized forms that recorded profile characteristics, depth, and contents. Investigators took photographs of sites, the landscape, and various disturbances within and near the APE. All artifacts from shovel tests were photographed, as were diagnostic and representative non-diagnostic artifacts from the sites. No artifacts were collected during the survey. A digital site data form and Geographic Information System (GIS) shapefile was prepared for each site recorded during survey and submitted to the Texas Archeological Research Laboratory to register newly recorded sites and provide updated records for previously recorded sites.

- **Subsurface Probes**

See Attachment 14 for survey results and Attachment 23, Table 8 for detailed subsurface probe results. Table 2 summarizes subsurface probe types and density.

Table 2. Summary of subsurface probes.

Method	Quantity in Existing ROW	Quantity in Proposed New ROW	Quantity in Proposed New Easements	Total Number per Acre
Shovel Test Pits	0	258	0	
Power Auger Probes	0	0	0	0
Mechanical Trenches/Scrapes	0	0	0	0

- **Other Methods:**

None.

- **Collection and Curation:** NO YES

Artifacts were not collected during the survey. However, all photographs and records of sites will be curated at CAS, according to their standards.

- **Comments on Methods:**

Mechanical prospection was recommended in areas of moderate to high potential for deeply buried archeological materials in the scope of work provided with the permit application. Specifically terraces alongside the East Fork of the Trinity River, Wilson Creek, and associated tributaries within the APE were planned for mechanical trenching. This testing will be conducted when permissible access is received.

Survey Results

- **Survey Area Description:**

Most of the APE is on flat alluvial soils within the floodplain and terraces of the East Fork of the Trinity River, Wilson Creek, and associated tributaries. Soils in the area are typically silty clays and clays. A few locations are on uplands where residuum soils are shallower. Based on observations during surface survey and shovel testing (**Attachment 14**), upland sediments are shallow with bedrock limestone and chalk frequently encountered within shovel tests. These areas are vulnerable to disturbance from even light development and subsequent erosion. Deeper soils within the floodplains have been subject to decades of plowing, with the plow zone observed at typically 30–40 centimeters below surface (cmbs).

Archeologists surveyed several parcels that have been subject to development within the last 5 to 10 years (ex. parcels 1085863 and 1086149), or that are currently undergoing development that has resulted in deep soil disturbance (ex. parcels 2787340 and 2787344) (**Attachment 14**).

Disturbance by mechanized agricultural equipment, demolition of structures, and earth moving for modern building construction represent the main artificial impacts to stratigraphic integrity in the area. The area was desirable for nineteenth and twentieth century farmers and ranchers. For precontact peoples, terraces adjacent to area creeks were likely favored for occupation. Observations made during shovel testing suggest that disturbance from plowing may be less common near creeks and property boundaries, as these areas often remain on the edge of cultivated plots. However, these areas with deep soils require testing with mechanized equipment to properly assess conditions.

- **Potential Buffer Zone Description:**

The above description of the APE also applies to any potential buffer zone within 50 feet of the APE.

- **Archeological Materials Identified and Archeological Site Description:**

One newly recorded archeological site (41COL358) and two previously recorded sites (41COL168 and 41COL776) are recorded within the APE.

- 41COL358

Site 41COL358 is a late-1960s to early 1970s surface artifact scatter located southeast of FM 546 (**Attachment 15**). The site boundary was defined by pedestrian survey and the observed extent of surface artifacts. Shovel testing to identify the presence and extent of subsurface artifacts was attempted (**Attachment 22, Photograph 1**), but the entire site was underlain by piles of secondary deposits of excavated limestone/chalk (**Attachment 22, Photograph 2**). No surface soils are present within the site boundaries. Eddy gravelly clay loam is recorded by the USDA within the site, a residuum weathered from the Austin chalk bedrock (USDA NRCS 2020). Vegetation within the site is a young, mixed hardwood forest. Ground visibility varies between 0–75 percent due to accumulation of leaf litter within portions of the site.

During survey, archeologists recorded one rectangular sardine can (**Attachment 22, Photograph 3**), one round food can, disarticulated lumber containing wire nails, one grape soda bottle manufactured by the Brockway Glass Company between 1933 and ca. 1980 (**Attachment 22, Photograph 4**; Lockhart et al. 2013), and approximately 20 beverage cans. Of the beverage cans, three had steel tops and were opened with a church key, the remainder had aluminum tops with ring-top openings (**Attachment 22, Photograph 5**).

A 1960 topographic map depicts a quarry present northeast of the site in 1960 (**Attachment 16**) and much of the landscape between site 41COL358 and the quarry in a 1964 aerial photograph is open and free of trees and other larger vegetation. No buildings or other structures are adjacent to the site. The closest building is located south of the site and south of Old Mill Road. An aerial photograph from 2001, prior to the construction of FM 546 shows much of the area around the site still lacks larger vegetation (**Attachment 18**).

The site integrity appears undisturbed but is of general discard in character without association with other features or landscape use beyond the possibly associated discard of surplus limestone/chalk materials close to FM 546.

– 41COL168

Site 41COL168 was previously recorded as a historic period farmstead with a low-density artifact scatter and several recorded features located within the ROW of Airport Road (**Attachment 19**). The recorded features included two pipes, a concrete tank, a concentration of bricks thought to be the remains of a house pier, two parallel concrete walls, a razed foundation or in-filled storm cellar, a washer appliance, a capped brick-lined well, and a concrete pad. A site visit during the current survey found the site location subject to profound disturbance from the construction of Airport Drive, underground utility installation, culvert construction, and other drainage improvements (**Attachment 22, Photograph 6**). One shovel test was placed within 30 meters of the recorded site boundary, west of the site, however no cultural materials and no remaining features were observed within the APE.

– 41COL776

Site 41COL776 was previously recorded as a historic period farmstead located within the ROW of FM 546 (**Attachment 20**). The site was recorded on sloped landform overlooking an area drainage, and recording archeologists noted it lacked integrity due to destruction by mechanical equipment. Previously recorded artifacts included a range of ceramic, glass, and metal materials. Within the current APE, the landform on which the site was located has been cut and excavated for the construction of FM 546, further altered for drainage, and subject to underground utility installation (**Attachment 22, Photograph 7**).

Recommendations

- Results Valid Within (check all that apply to define the buffer zone):**

No Survey Area (NSA)		Survey Area		Either	
<input type="checkbox"/>	50 feet of NSA	<input type="checkbox"/>	50 feet of survey area	<input type="checkbox"/>	Variable, see map
<input type="checkbox"/>	0 feet of NSA	<input checked="" type="checkbox"/>	0 feet of survey area		

- The Definition and Evaluation of this Horizontal Buffer Zone Is Based on One or More of the Following Considerations (check all that apply):**

<input type="checkbox"/>	The integrity of the areas has been affected by prior development, modern land use practices, or other disturbances.
<input type="checkbox"/>	The areas are unlikely locations for past human activity.
<input type="checkbox"/>	The survey shows that archeological materials are unlikely to exist in this area.
<input checked="" type="checkbox"/>	The survey shows that areas may contain intact archeological sites or the survey results cannot preclude the possibility of such sites.
<input type="checkbox"/>	Other (specify)

- Archeological Site Evaluations:**

Newly recorded site 41COL358 is a small historic period artifact scatter representing a general discard deposit on the landscape with no evident associated cultural features. Archeologists recorded some diagnostic materials dating to the mid-twentieth century. However, survey results indicate no subsurface cultural deposits. Archival research indicates there is no evidence of occupation on the site, and thus no historic association with agricultural or community development in the area (Criterion A) or significant individuals (Criterion B). The site does not have qualities which would contribute to important information to history (Criterion D). It maintains integrity but does not embody distinctive characteristics of type, period, or construction (Criterion C). AmaTerra recommends the site not eligible for inclusion in the NRHP or as a SAL.

Previously recorded sites 41COL168 and 41COL776 have both been subject to heavy disturbance and previously determined ineligible for listing in the NRHP. AmaTerra recommends the determinations of ineligibility remain unchanged and that both sites are not eligible for listing as SALs.

- Comments on Evaluations:**

None.

- Further Work:**

The proposed project would have no effect on archeological historic properties and/or SALs within the horizontal buffer zone, as specified in the previous subsections. Any design change within this area would not require additional review or investigation. Design changes that either extend beyond the buffer zone or result in potential impacts deeper than a meter would require additional review. In addition, the following recommendations apply to the APE.

AmaTerra recommends no further pedestrian or shovel testing survey in the 237.06 acres (including the existing ROW), which were fully evaluated at the time of survey. Shovel testing only is recommended for

23.85 acres where ROE were denied. Backhoe trenching is recommended in 223.70 acres where ROE for deep testing were denied, including some areas that were shovel tested during the current survey (**Attachment 21**).

- **Justification:**

AmaTerra was denied ROE for trenching in areas with potential for deeply buried deposits. Additionally, ROE were denied for shovel testing in some portions of the APE.

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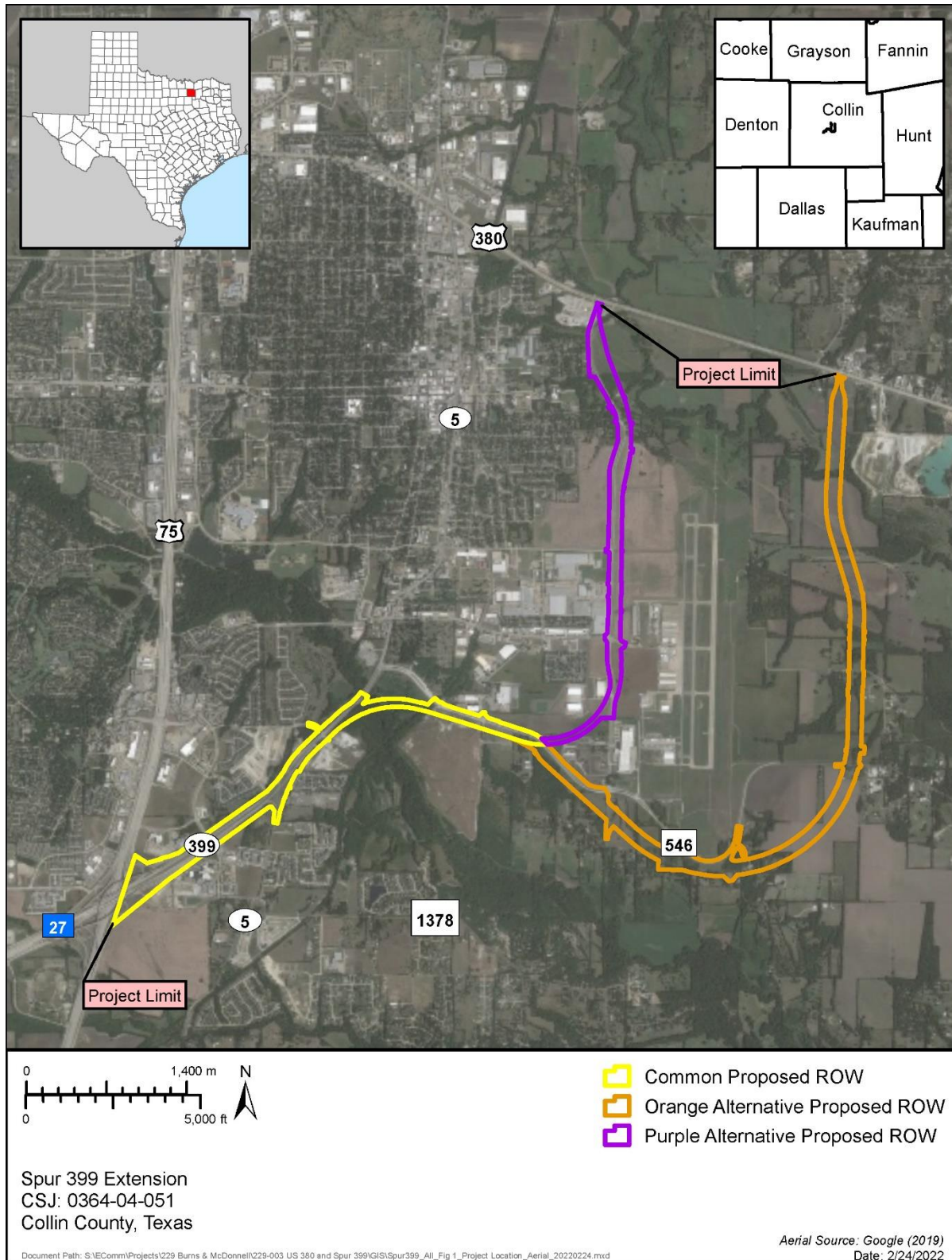
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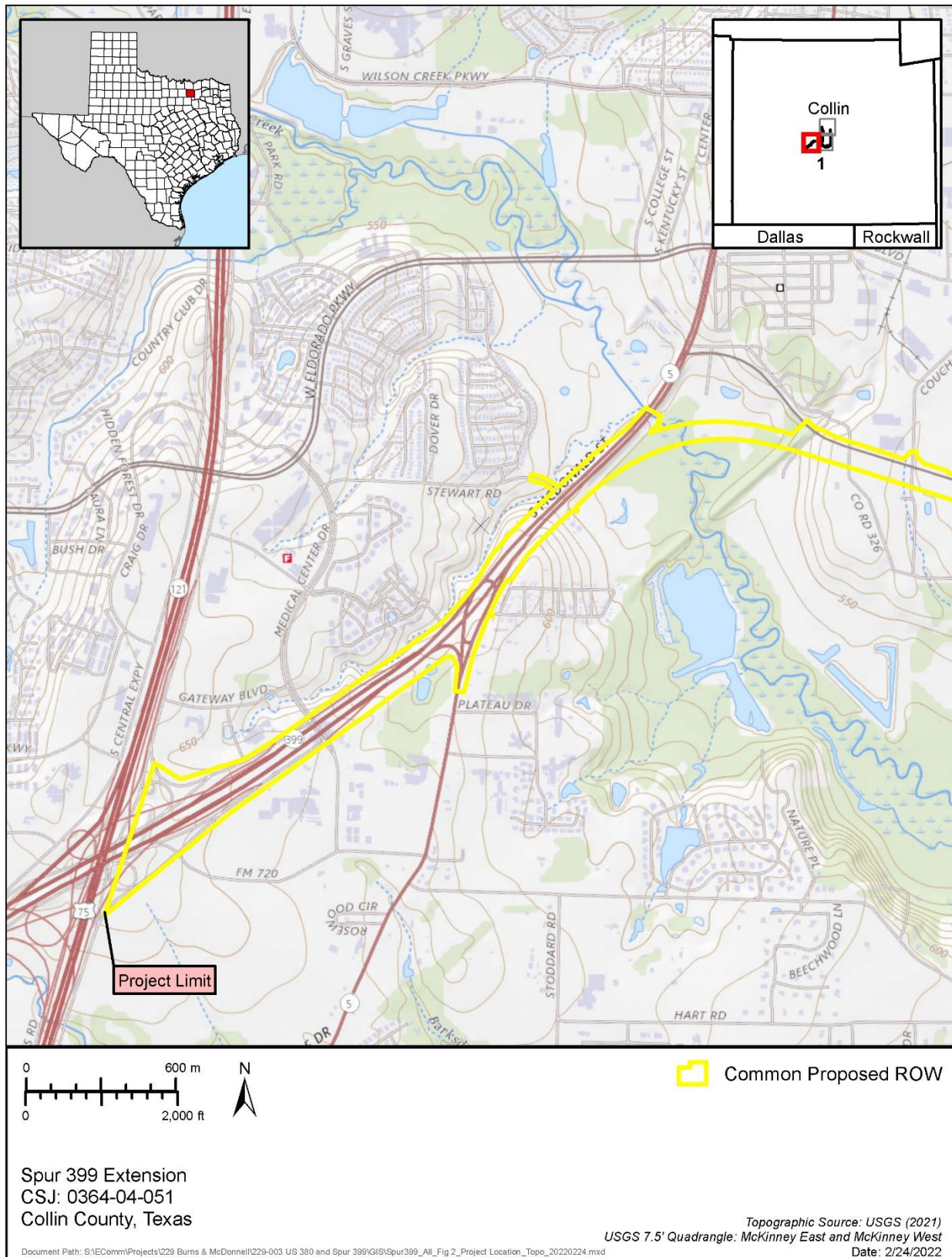
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Attachments

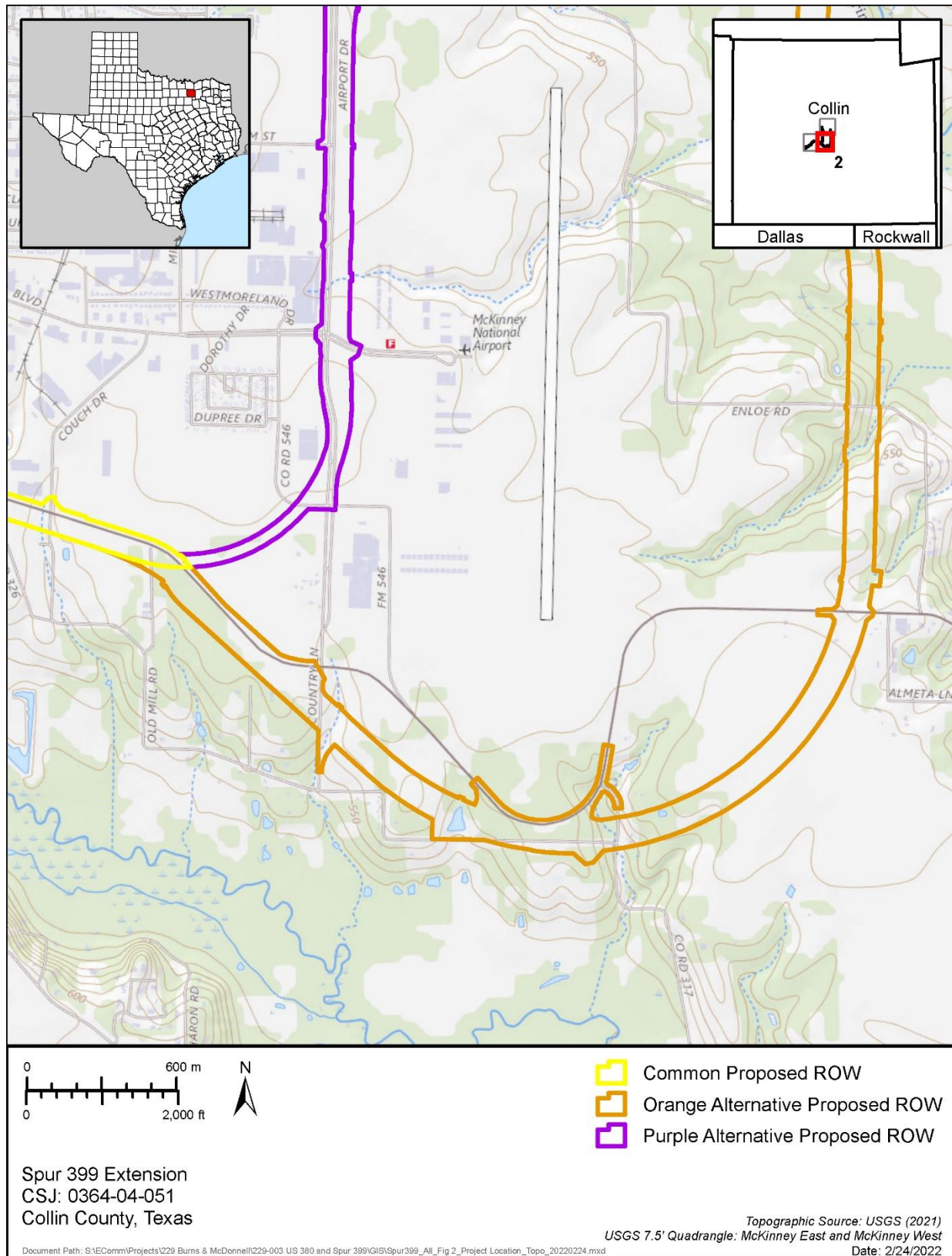
Attachment 1. Maps showing horizontal extent of APE, including existing ROW and proposed ROW/new easements (1 of 4).



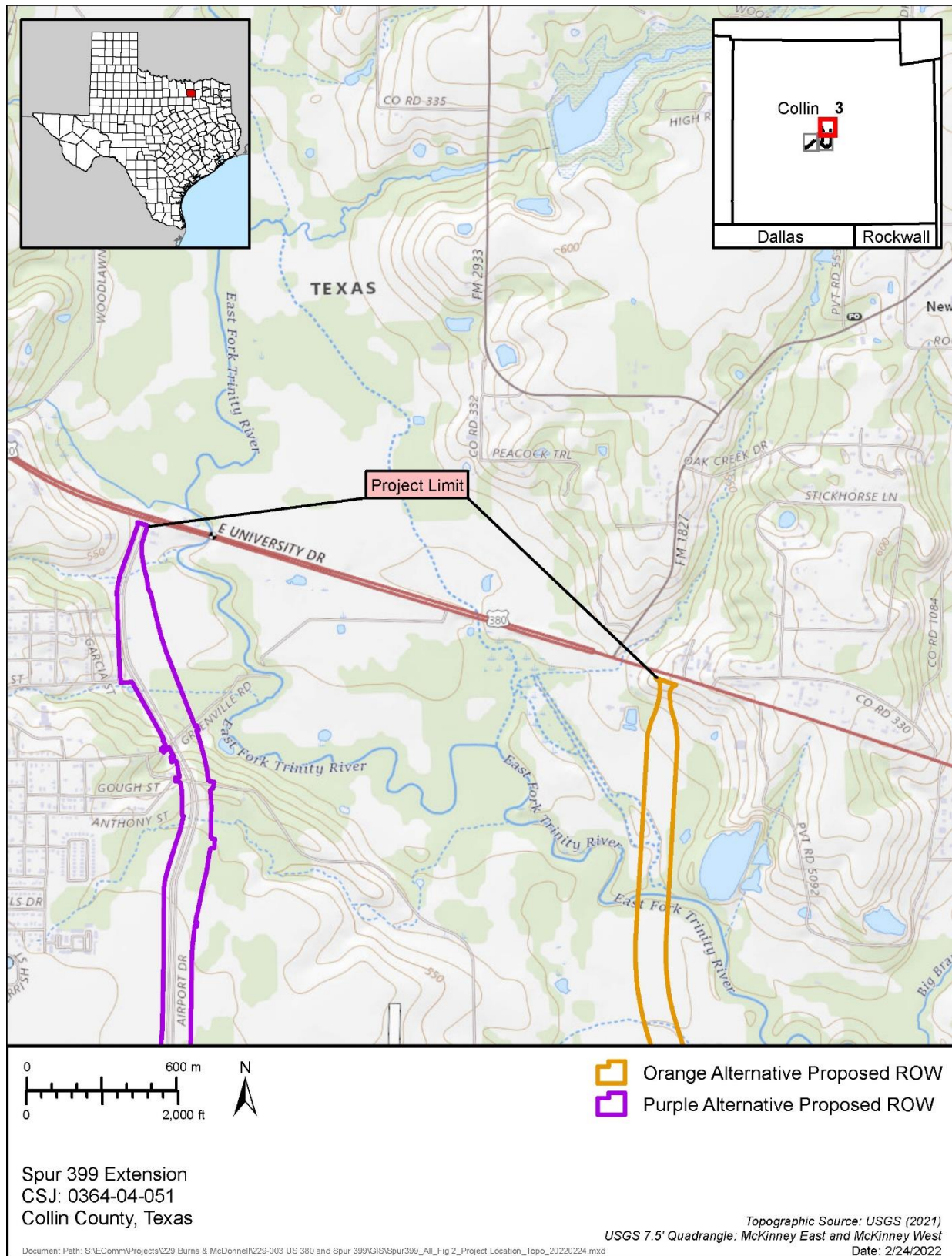
Attachment 1. Maps showing horizontal extent of APE, including existing ROW and proposed ROW/new easements (2 of 4).



Attachment 1. Maps showing horizontal extent of APE, including existing ROW and proposed ROW/new easements (3 of 4).



Attachment 1. Maps showing horizontal extent of APE, including existing ROW and proposed ROW/new easements (4 of 4).



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- [WPD Section I - Project Definition](#)
- [WPD Section II - Tool](#)
- [WPD Section III - Project Work Plan](#)
- [WPD Section IV - Findings](#)

Project Definition

Project Name:

CSJ: - - Anticipated Environmental Classification:

Yes No Is this an FHWA project that normally requires an EIS per 23 CFR 771.115(a)?

Project Association(s)

Auto Associate CSJ from DCIS

Manually Associate CSJ:

CSJ	DCIS Funding	DCIS Number	Env Classification	DCIS Classification	Main or Associate	Doc Tracked In	Actions
CSJ:004705058	State		EIS	NLF	Associate	Main	
CSJ:004710002	Federal,State		EIS	NLF	Associate	Main	

DCIS Project Funding and Location

Funding

DCIS Funding Type:

Federal
 State
 Local
 Private

Location

DCIS Project Number:

Highway:

District:

County:

Project Limit -- From:

Project Limit -- To:

Begin Latitude: + . Begin Longitude: - .

End Latitude: + . End Longitude: - .

DCIS & P6 Letting Dates

DCIS District: DCIS Approved: DCIS Actual:

P6 Ready To Let: P6 Proposed Letting:

DCIS Project Description

Type of Work:

Layman's Description:

DCIS Project Classification:

Design Standard:

Roadway Functional Classification:

Jurisdiction

https://www.dot.state.tx.us/ECOS/apps/ecos/project_definition.jsp?proj_id=13252150&sco... 4/7/2021

Does the project cross a state boundary, or require a new Presidential Permit or modification of an existing Presidential Permit?

Who is the lead agency responsible for the approval of the entire project?
 FHWA - Assigned to TxDOT TxDOT - No Federal Funding FHWA - Not Assigned to TxDOT

Who is the project sponsor as defined by 43 TAC 2.7?
 Is a local government's or a private developer's own staff or consultant preparing the CE documentation, EA or EIS?
 Does the project require any federal permit, license, or approval?
 USACE IBWC USCG NPS IAJR Other

Does the project occur, in part or in total, on federal or tribal lands?

Environmental Clearance Project Description

Project Area
 Typical Depth of Impacts: (Feet) Maximum Depth of Impacts: (Feet)
 New ROW Required: (Acres)
 New Perm. Easement Required: (Acres) New Temp. Easement Required: (Acres)

Project Description
 Describe Limits of All Activities:

The proposed project would extend on new location from US 75 south of McKinney (including the existing intersection of US 75, SH 5, and Spur 399) north and east to intersect with US 380 east of McKinney. The new location alternatives could be as long as 6.5 miles. The proposed freeway would require approximately 330 feet to 350 feet of right-of-way. New right-of-way will be required to construct the proposed project.

Describe Project Setting:

https://www.dot.state.tx.us/ECOS/apps/ecos/project_definition.jsp?proj_id=13252150&sco... 4/7/2021

The setting of the proposed Spur 399 Extension includes a primarily industrial area within the southeast quadrant of McKinney. The area includes a mix of industrial and airport uses with areas of undeveloped open land. Residential development lies to the west of the project area. Major traffic generators include a regional airport in the center of the study area and the industrial developments and downtown McKinney to the west.

The study area includes existing roadways, a rail line, a municipal landfill, a regional airport, quarry, and large open areas of floodplain and mapped wetlands.

A nature center, nature preserve, soccer complex, and therapeutic horsemanship facility are present within the study area.

The East Fork Trinity River and its tributaries cross through the northern portion of the study area. Vegetation present includes urban maintained vegetation associated with developments, as well as unmaintained grassland and woodland vegetation in parks and floodplain areas.

Describe Existing Facility:

Existing Spur 399 is a 1.14 mile-long section of roadway that connects SH 5 to US 75/SH 121, and the Sam Rayburn Tollway (SRT) south of McKinney.

Describe Proposed Facility:

The proposed project would extend Spur 399 from US 75 to US 380, a new location facility. The Spur 399 extension would be an eight-lane, access-controlled freeway with one-way frontage roads on each side within an anticipated right-of-way width of between 330 to 350 feet depending on location. Frontage roads may be eliminated, and the primary travel lanes may be elevated (on bridge/viaduct) to minimize impacts on sensitive resources. The freeway facility would also include ramps, direct connector roadways, frontage roads, and arterial roadways to support connectivity to the existing roadway network. Grade-separated interchanges would be constructed at major crossroads including US 75 / SH 5 and existing US 380.

Would the project add capacity?

Transportation Planning

Is the project within an MPO's boundaries?

Does the project meet the definition for a grouped category for planning and programming purposes?

The project is located in area.

This status applies to:

CO - Carbon Monoxide O3 - Ozone NO2 - Nitrogen Dioxide

PM10 - Particulate PM2.5 - Particulate

Environmental Clearance Information

Environmental Clearance Date: Environmental LOA Date:

Closed Date: Archived Date:

Approved Environmental Classification:

Project Contacts

Created By: Date Created:

Project Sponsor: TXDOT (Or) Local Government

Sponsor Point Of Contact:

ENV Core Team Member:

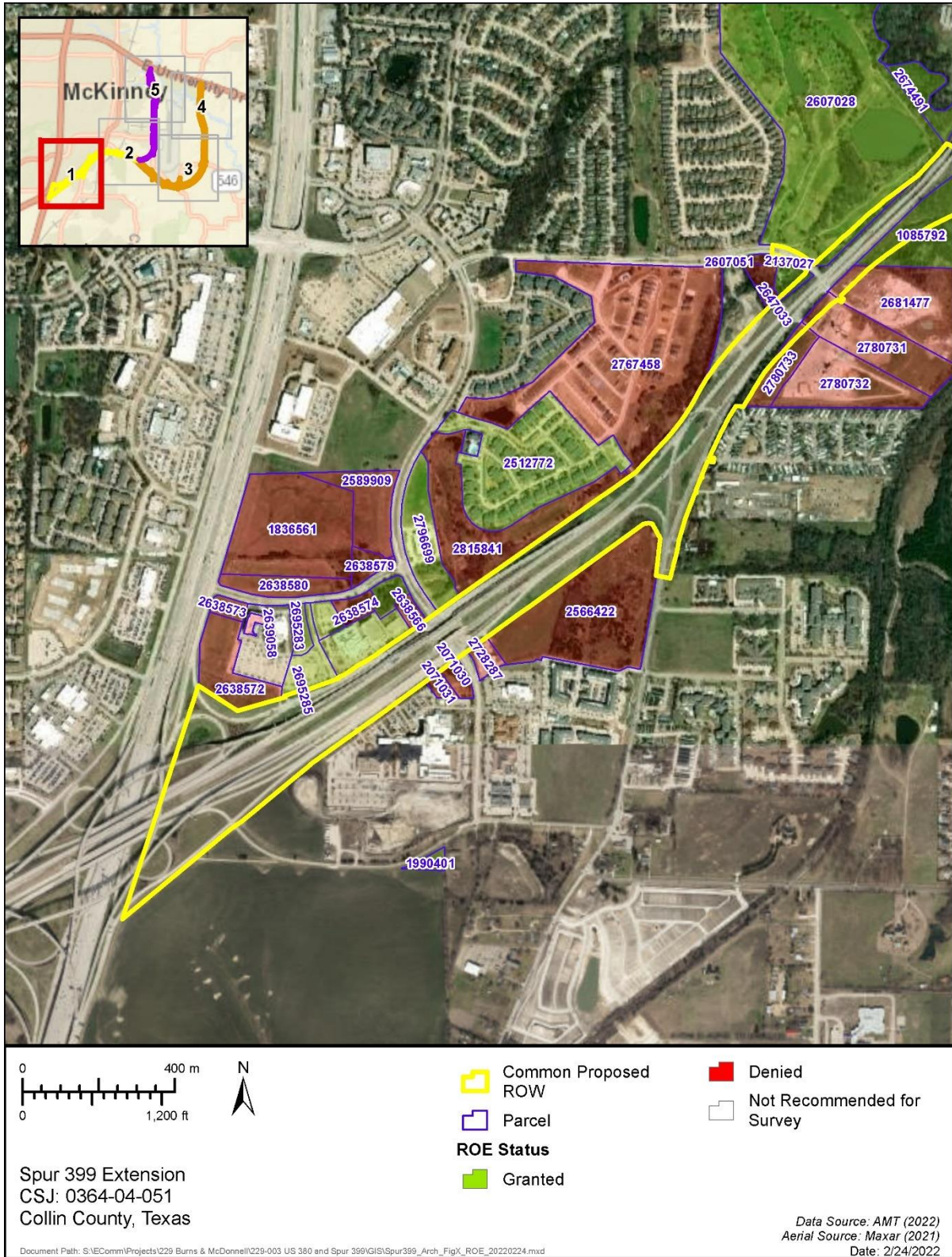
District Core Team Member:

Other Point of Contact(s):

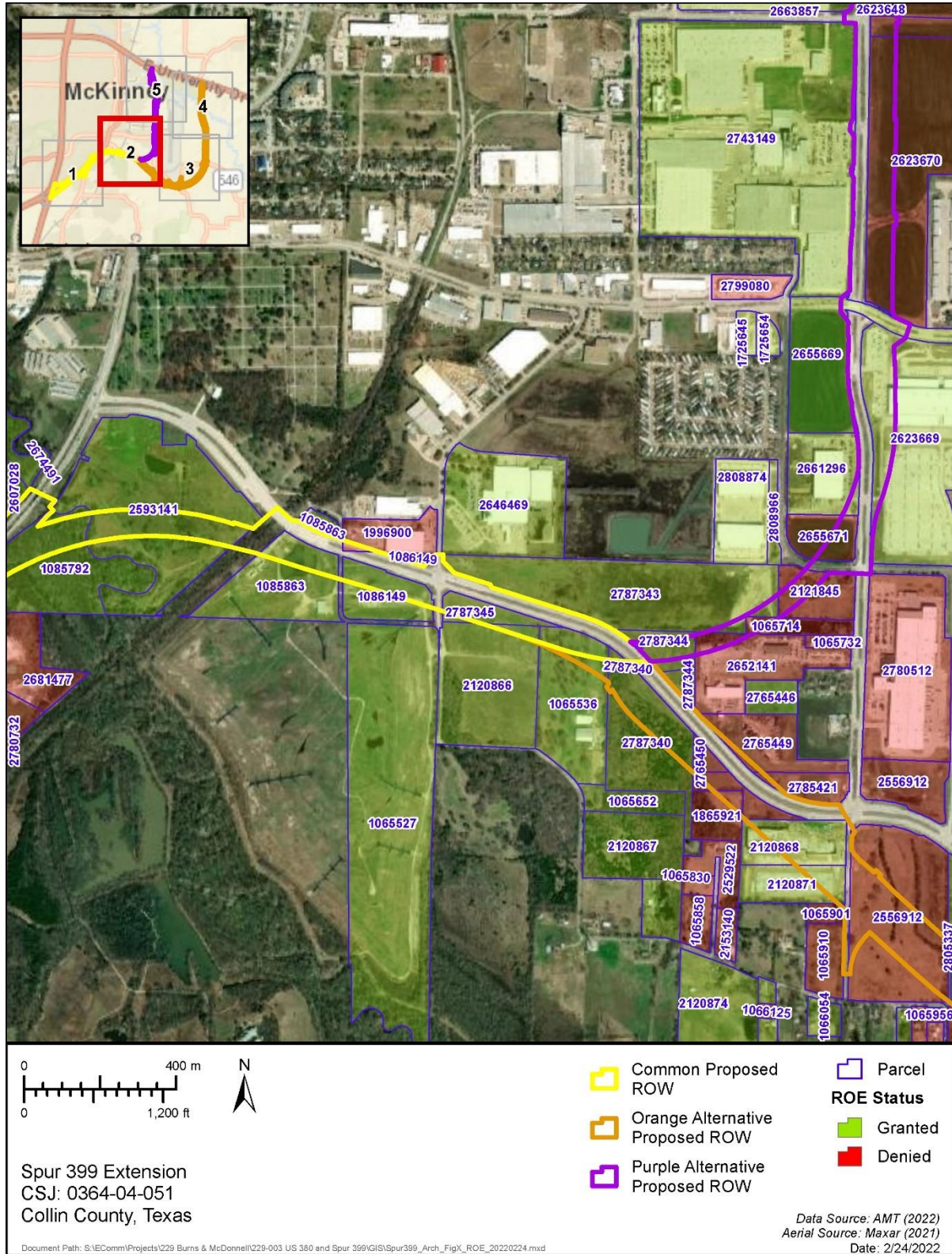
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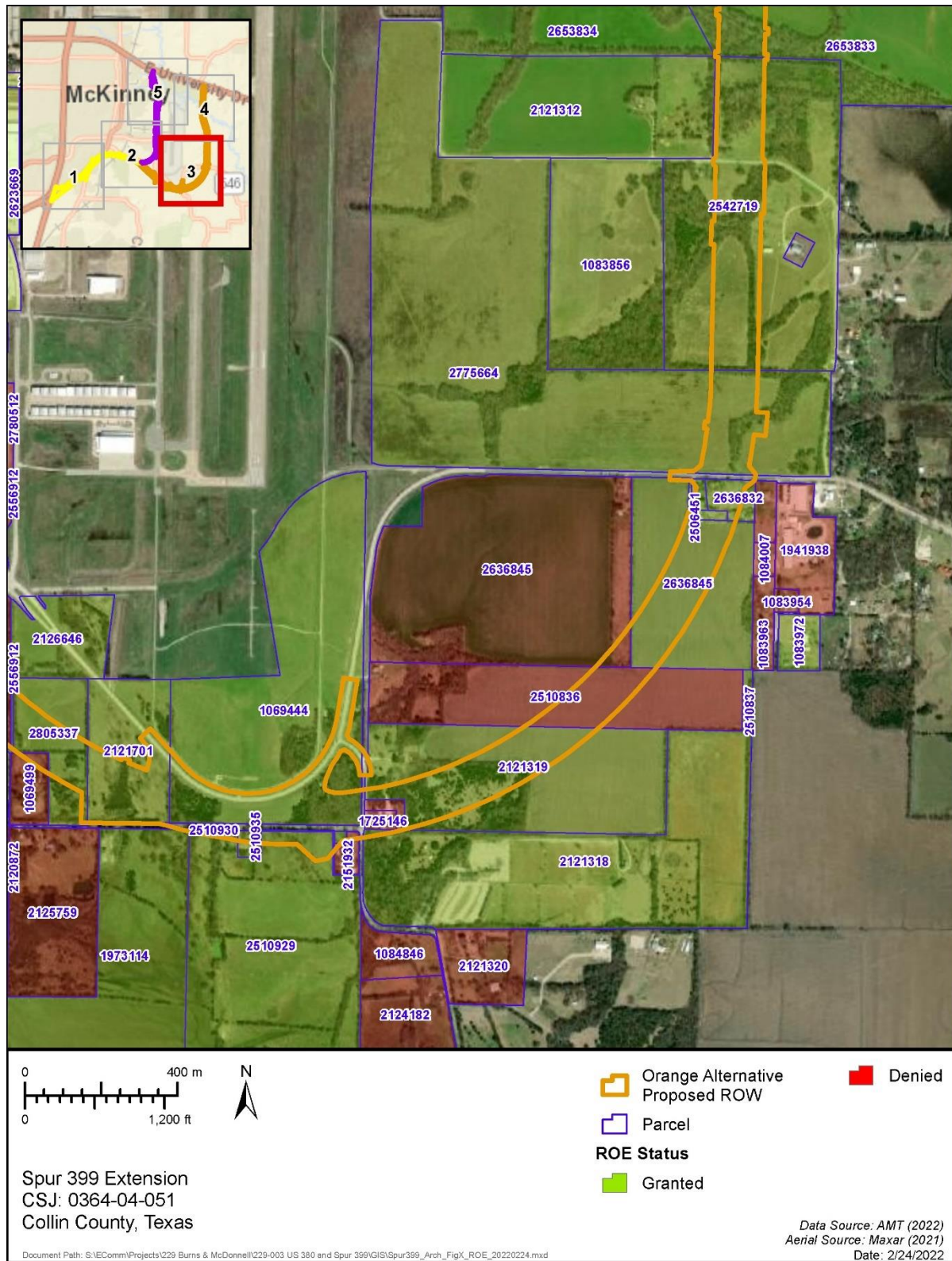
Attachment 3. Rights-of-Entry, Granted and Denied for the APE (1 of 5).



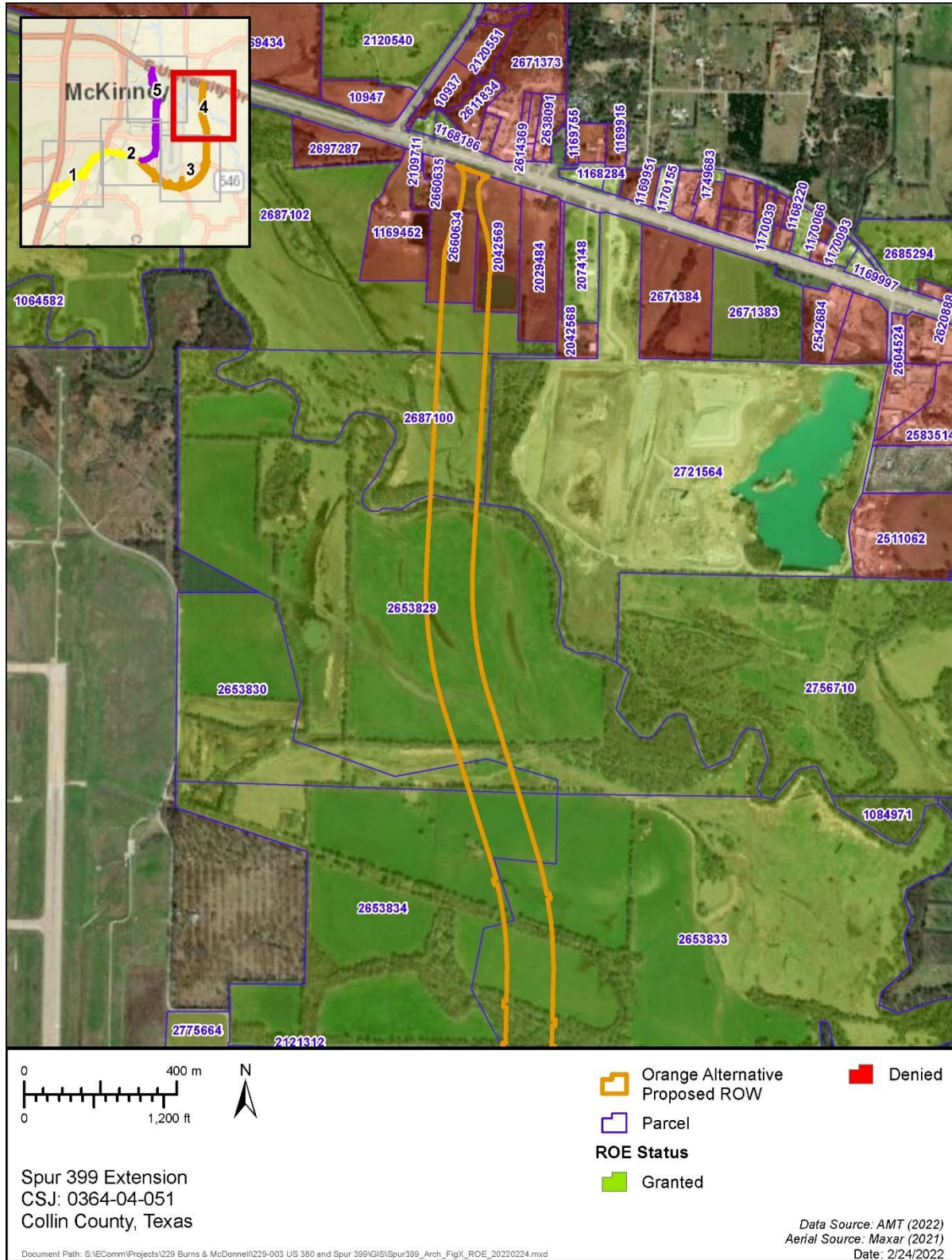
Attachment 3. Rights-of-Entry, Granted and Denied for the APE (2 of 5).



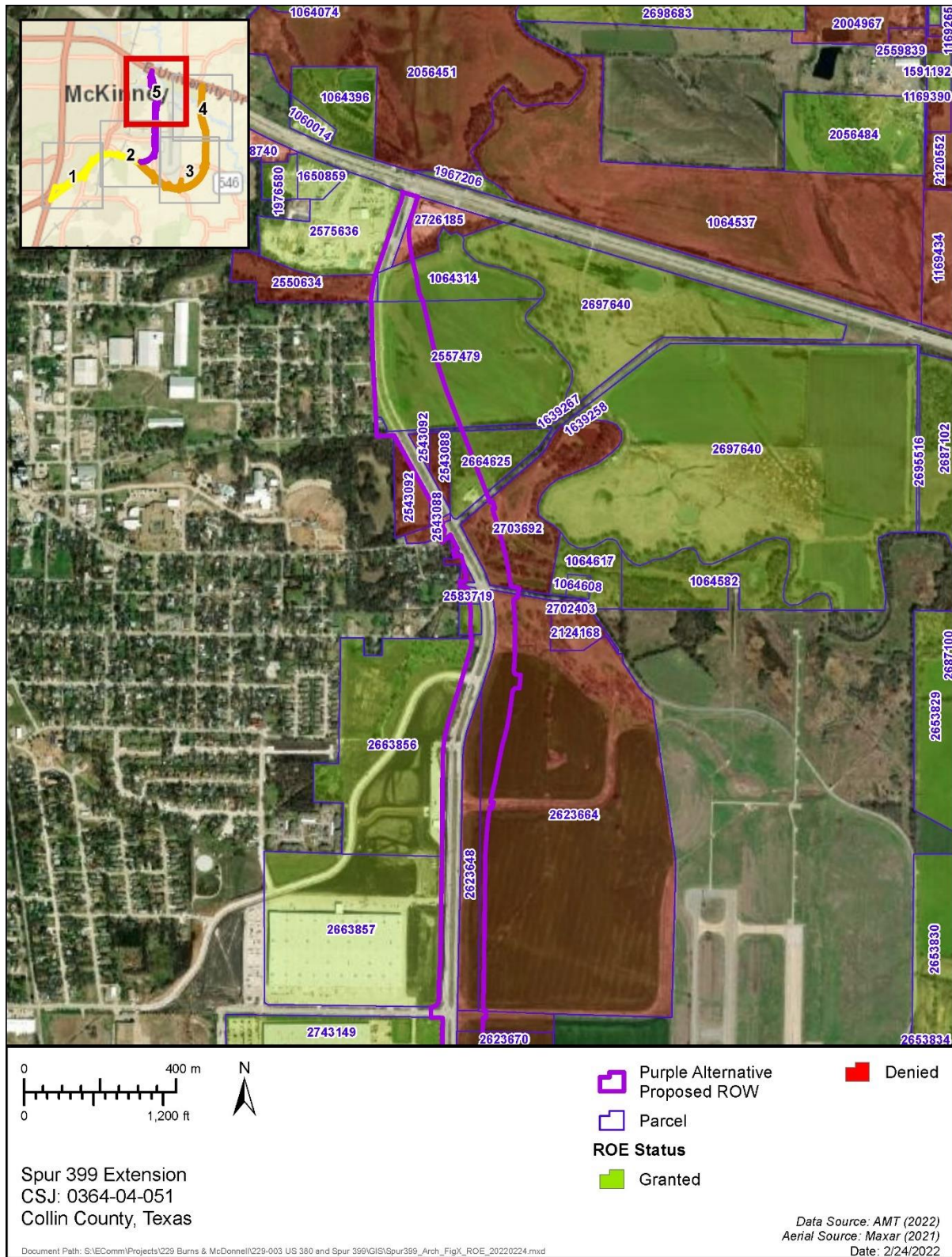
Attachment 3. Rights-of-Entry, Granted and Denied for the APE (3 of 5).



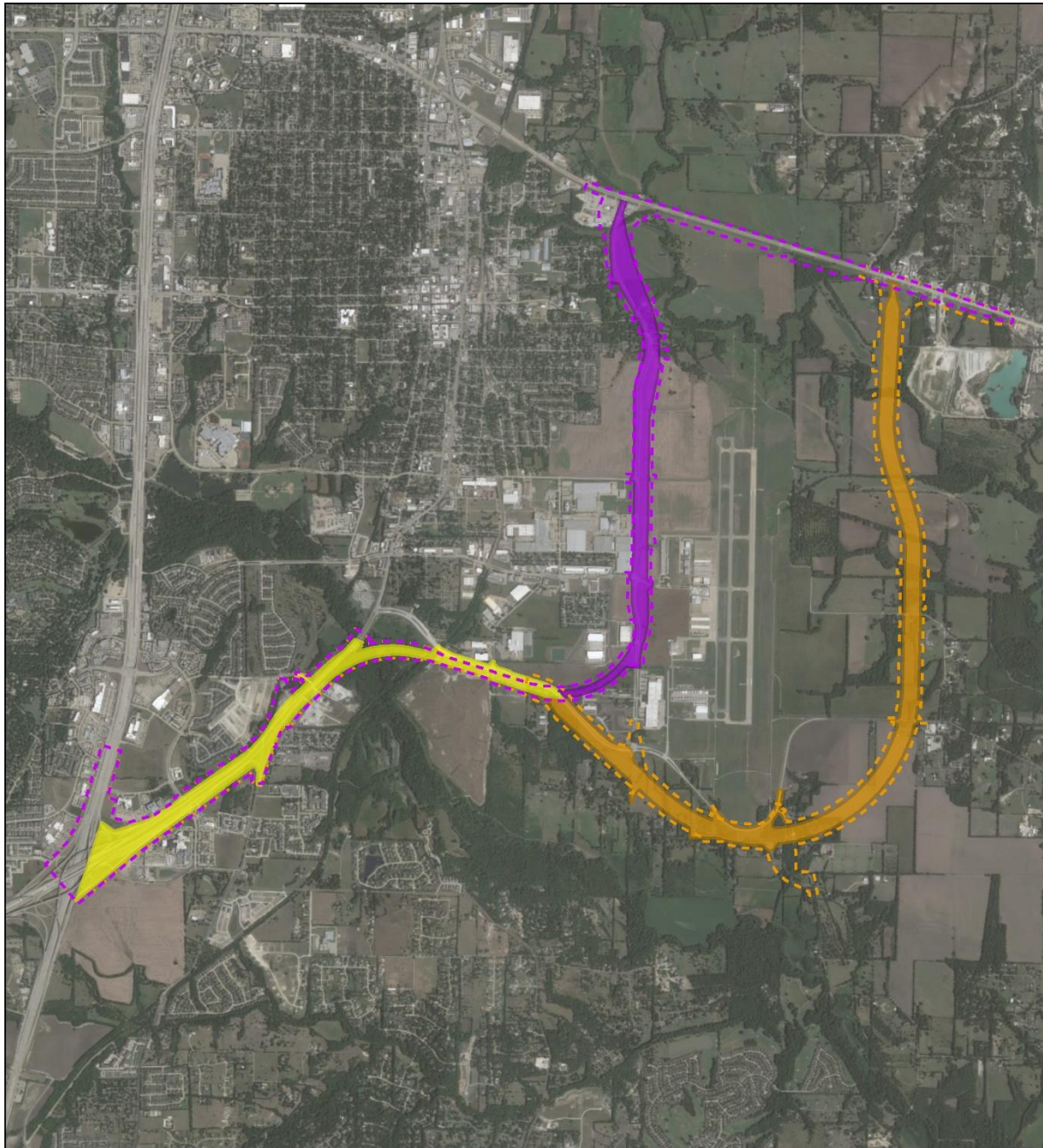
Attachment 3. Rights-of-Entry, Granted and Denied for the APE (4 of 5).




Attachment 3. Rights-of-Entry, Granted and Denied for the APE (5 of 5).

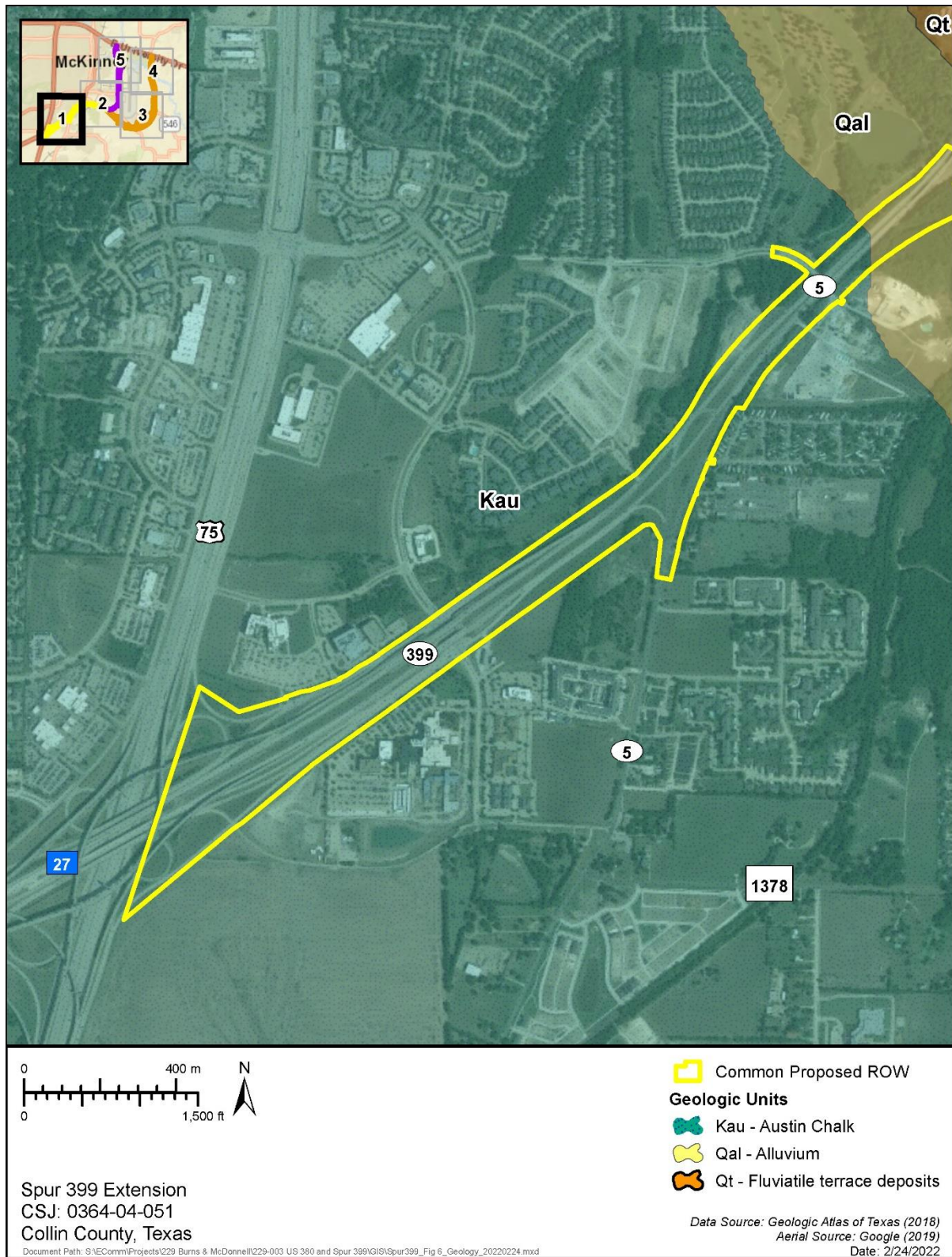


Attachment 4. Previous APE Detailed in Antiquities Permit and Current APE.

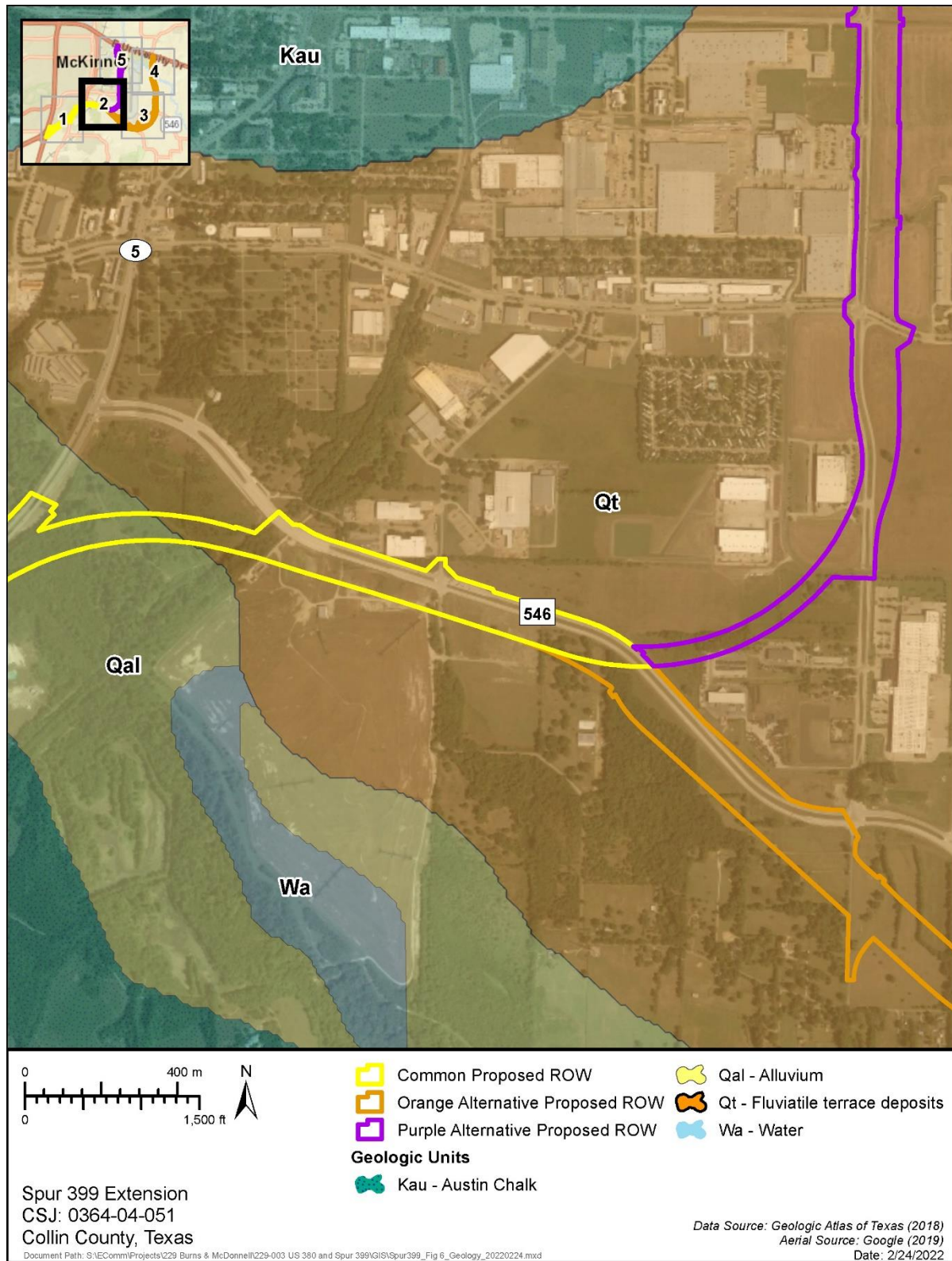


<p>0 1,200 m 0 4,000 ft</p> 	<p>Current Alignment</p> <ul style="list-style-type: none"> Common Proposed ROW Orange Alternative Proposed ROW Purple Alternative Proposed ROW 	<p>Previous Alignment</p> <ul style="list-style-type: none"> Spur 399 Orange Alt Spur 399 Purple Alt
<p>Spur 399 Extension CSJ: 0364-04-051 Collin County, Texas</p>		
<p><small>Document Path: S:\EComm\Projects\229 Burns & McDonnell\229-003 US 380 and Spur 399\GIS\Spur399_Arch_Fig 17_Differences_20220222.mxd</small></p>		<p><small>Aerial Source: Google (2019) Date: 2/24/2022</small></p>

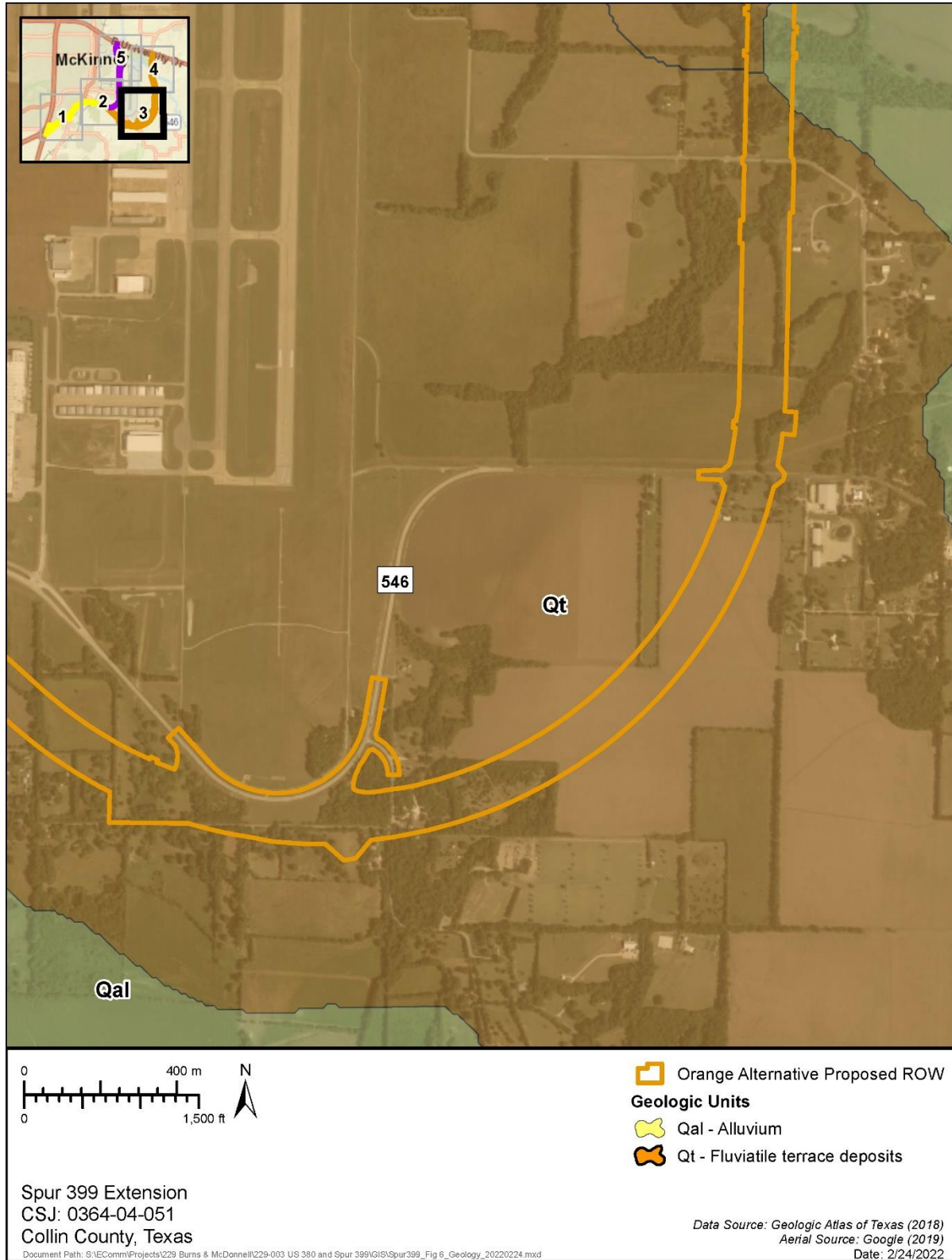
Attachment 5. Geological Map of the APE (1 of 5).



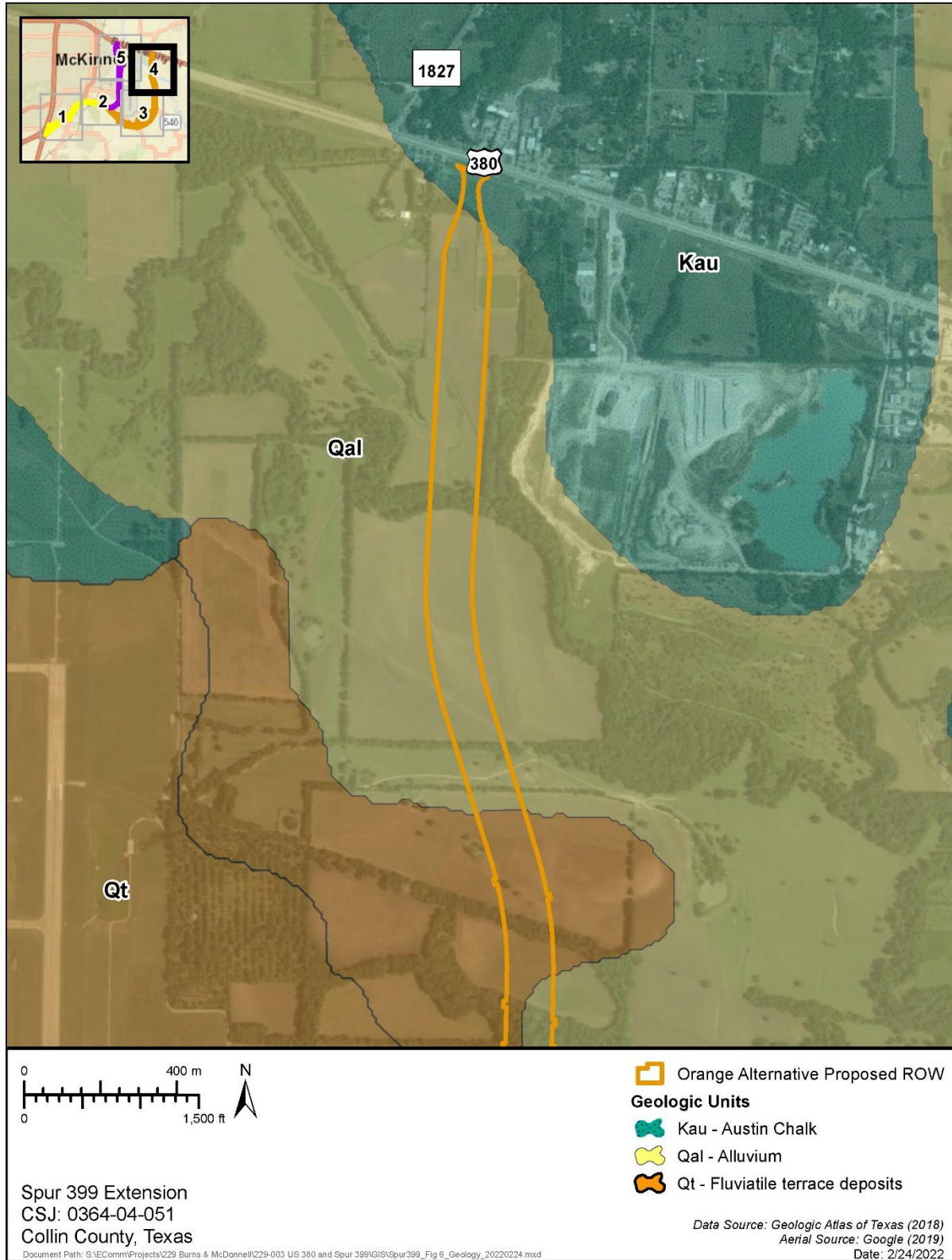
Attachment 5. Geological Map of the APE (2 of 5).



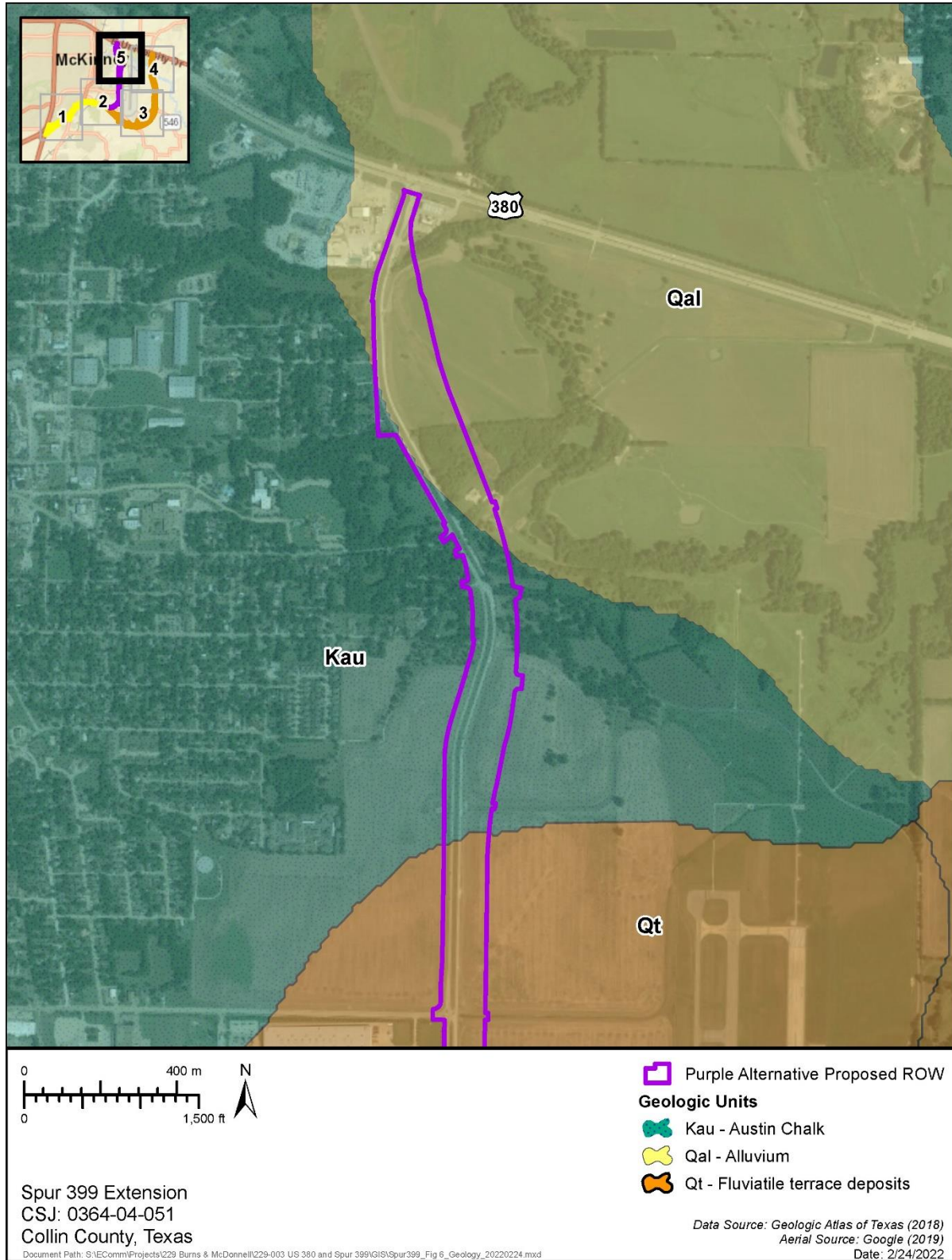
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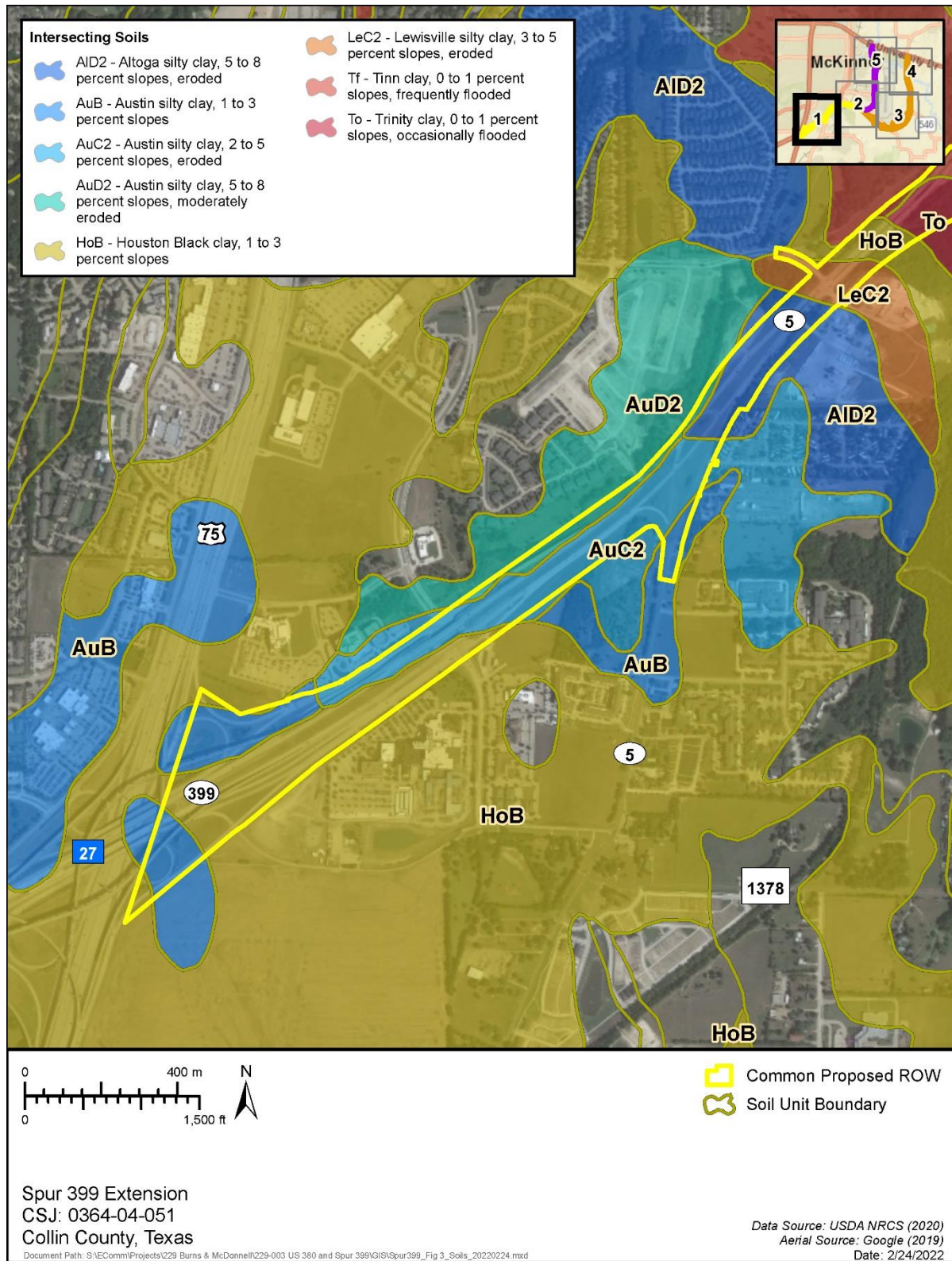
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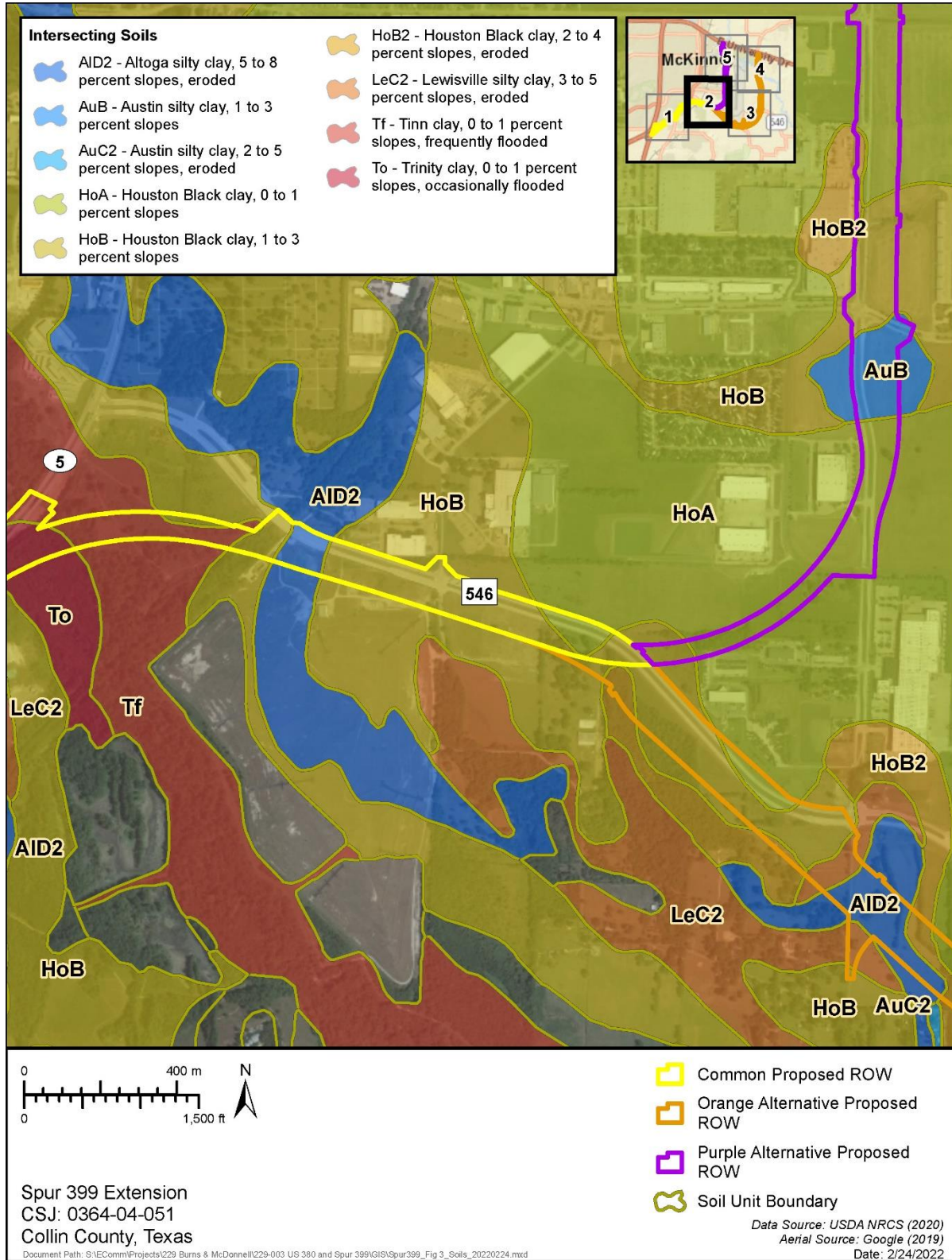
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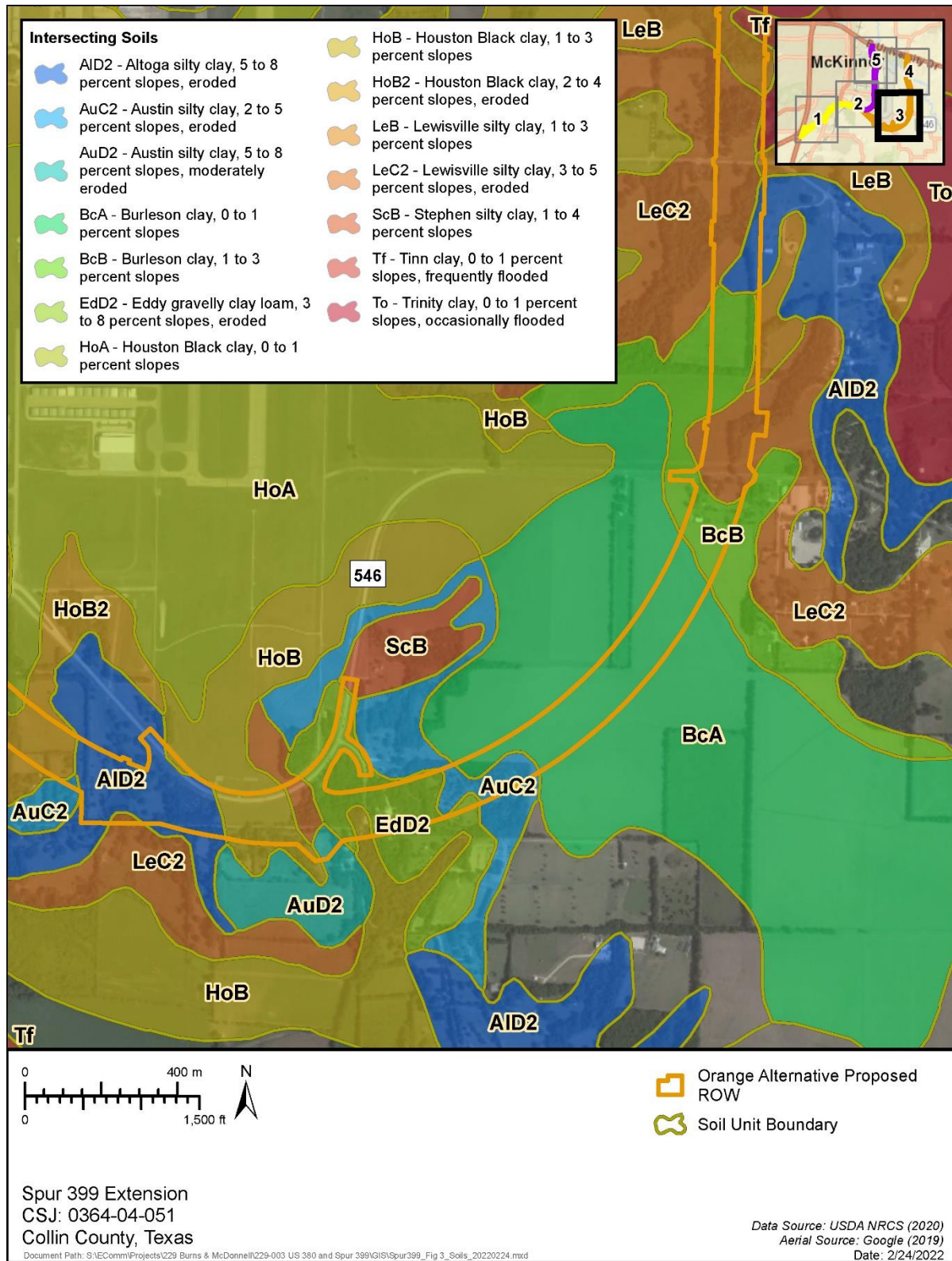
Attachment 6. Soils within the APE (1 of 5).



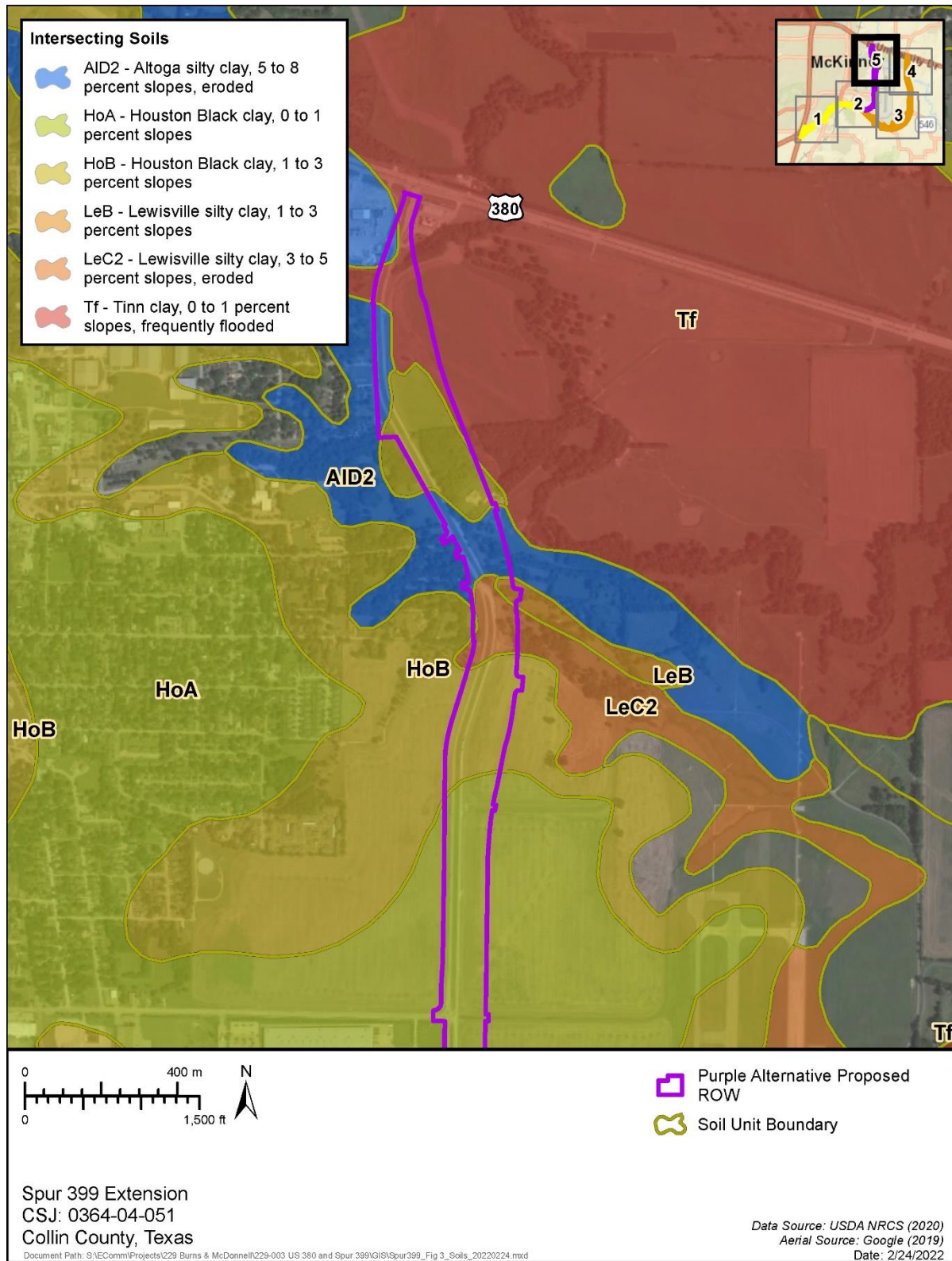
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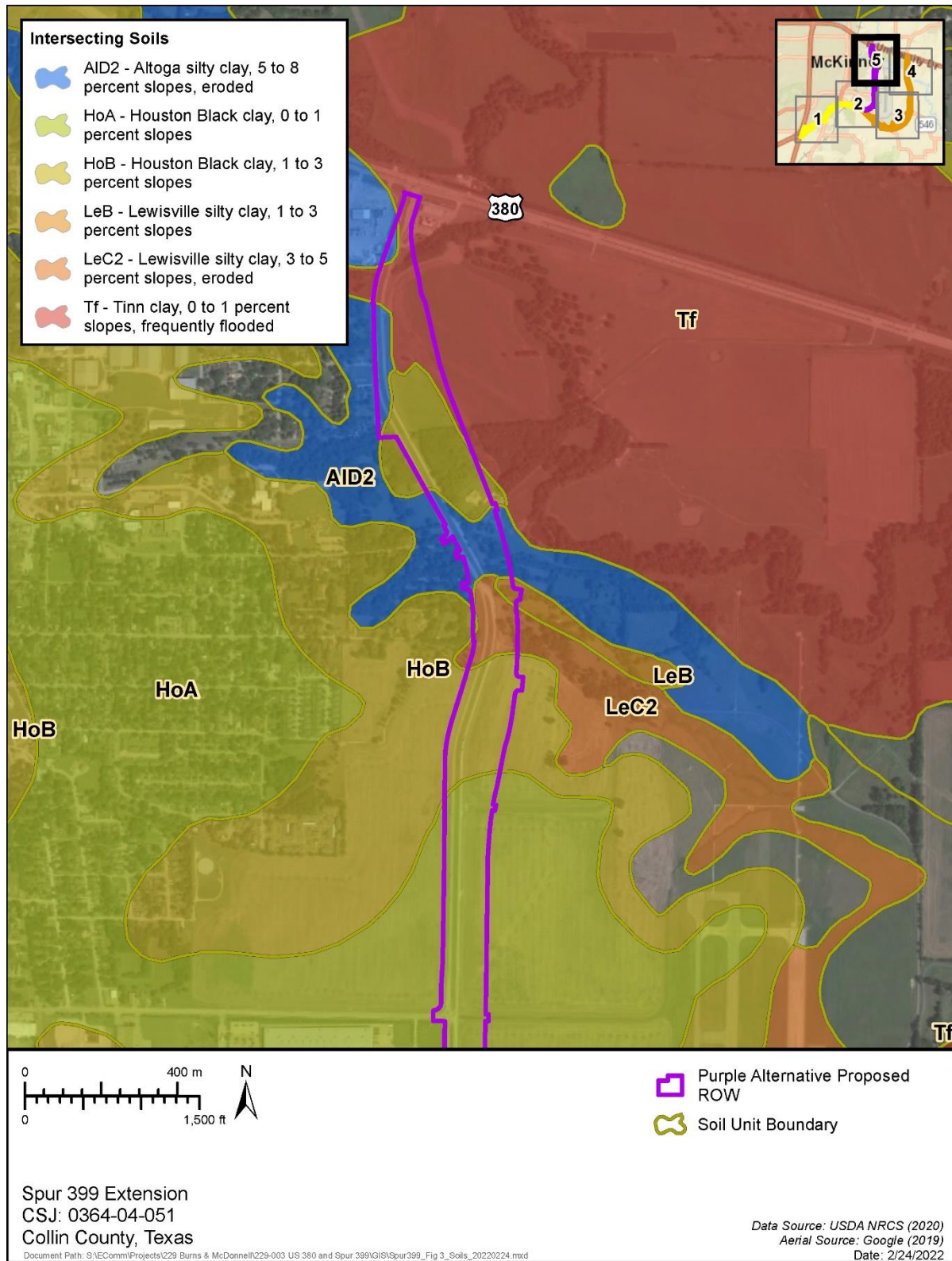
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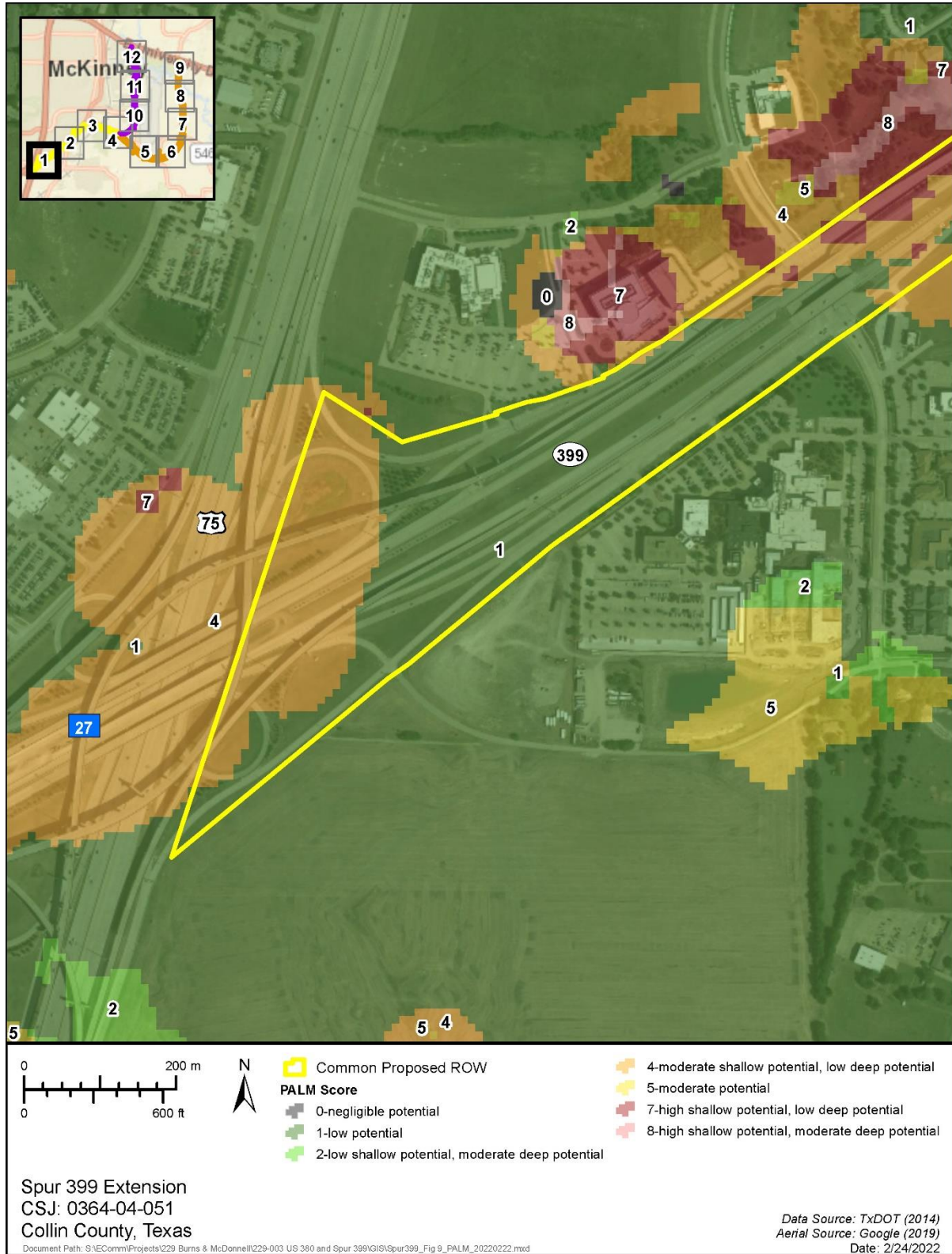
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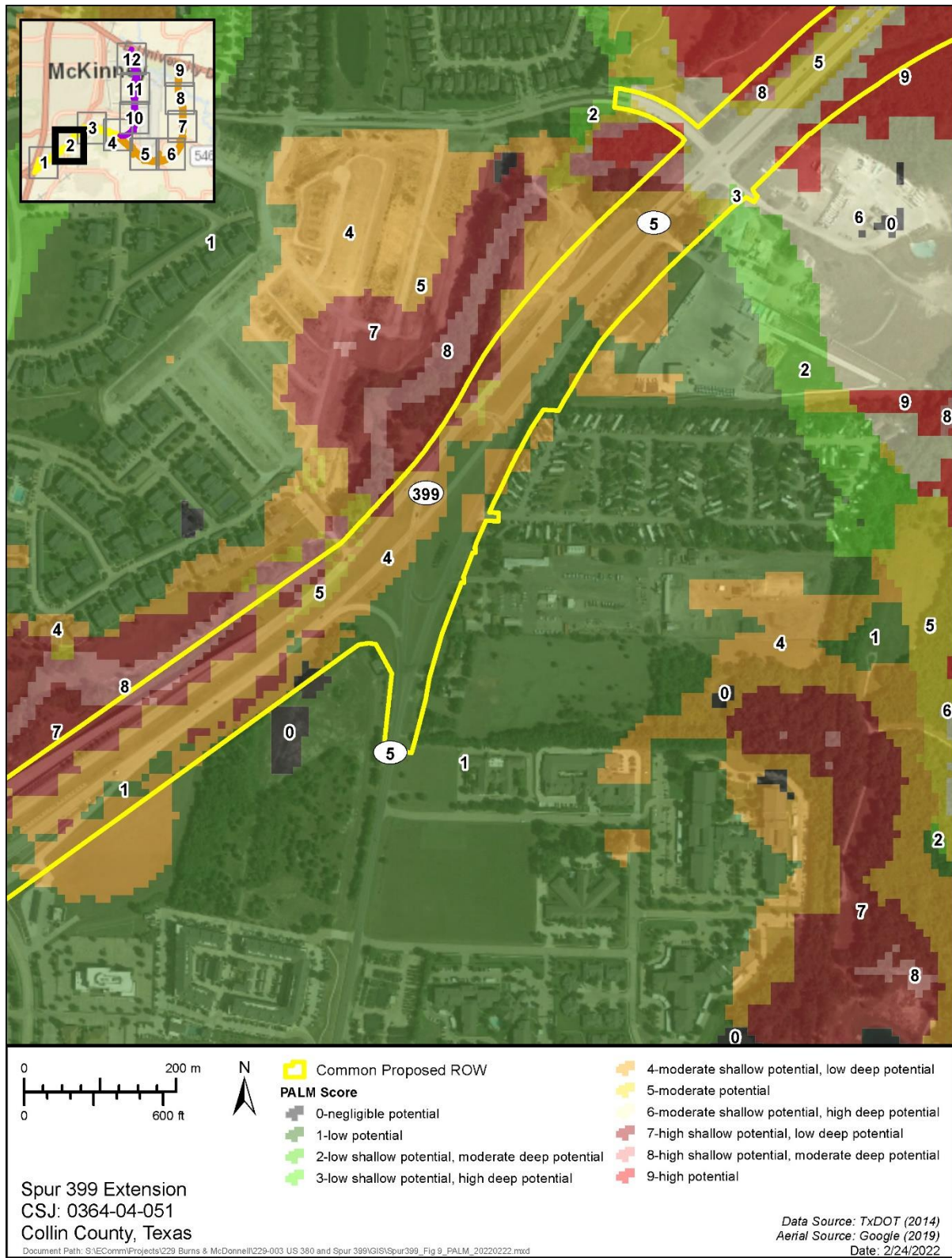
Attachment 6. Soils within the APE (5 of 5).



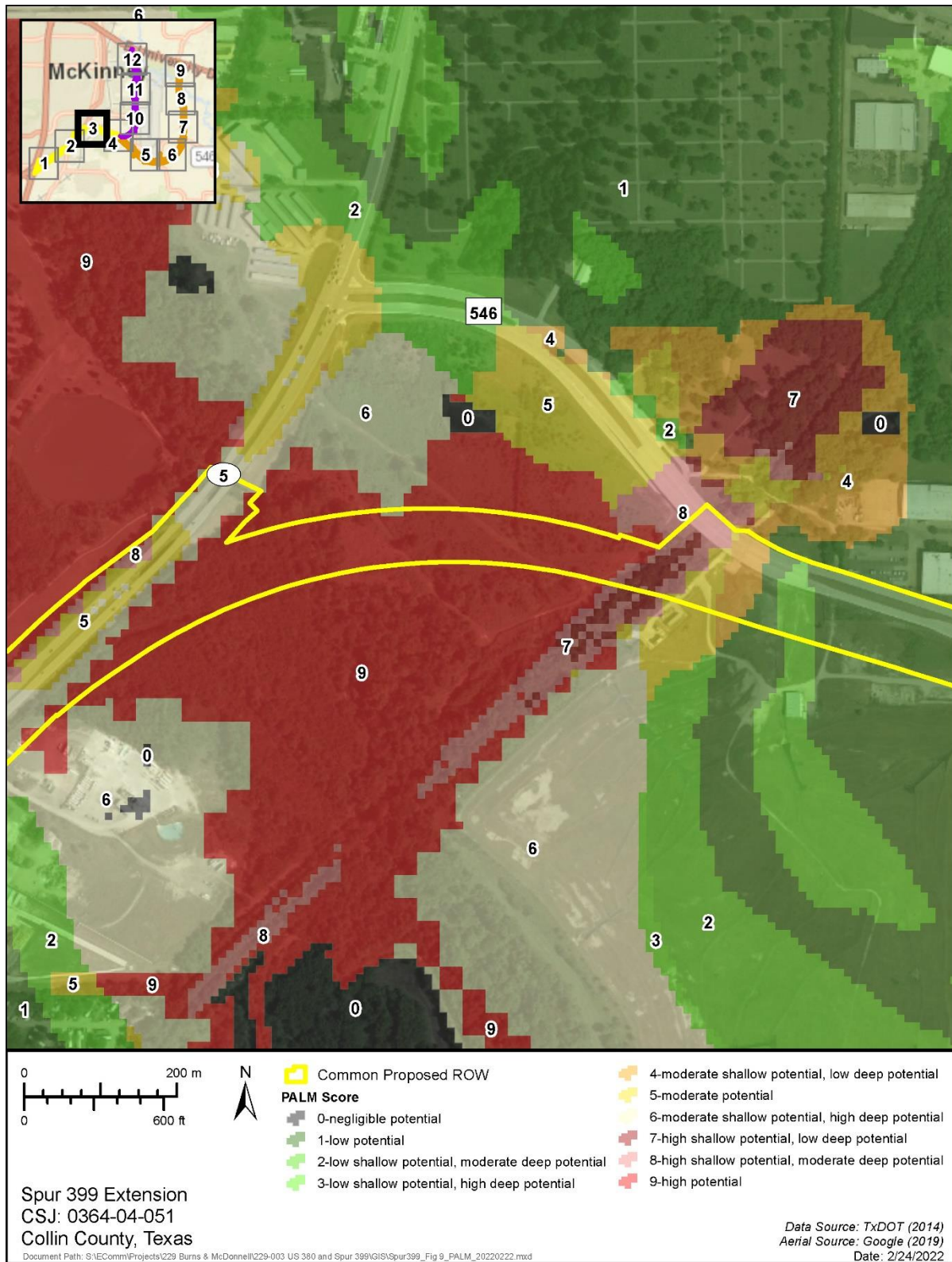
Attachment 7. PALM Map of the Project APE (1 of 12).



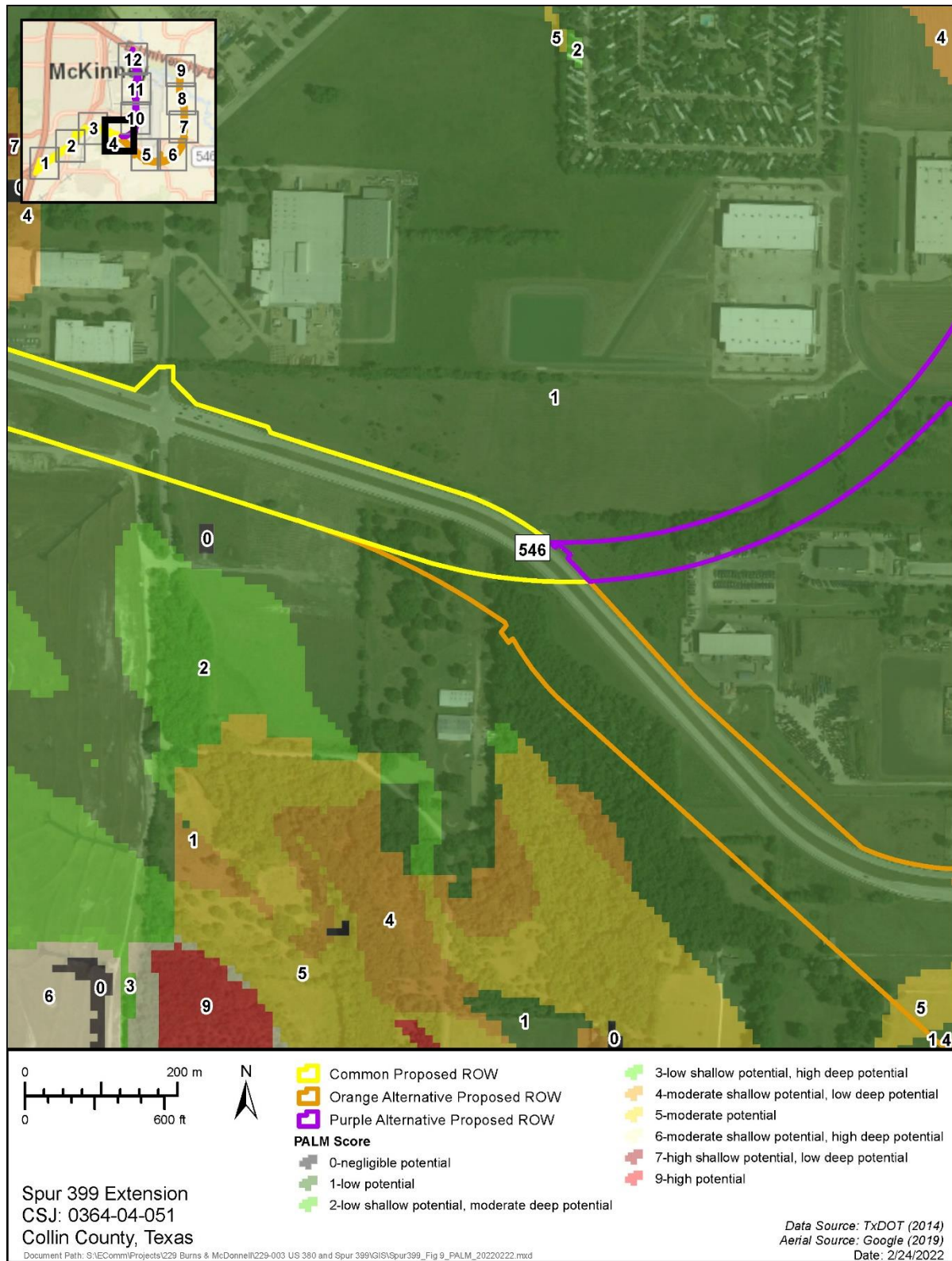
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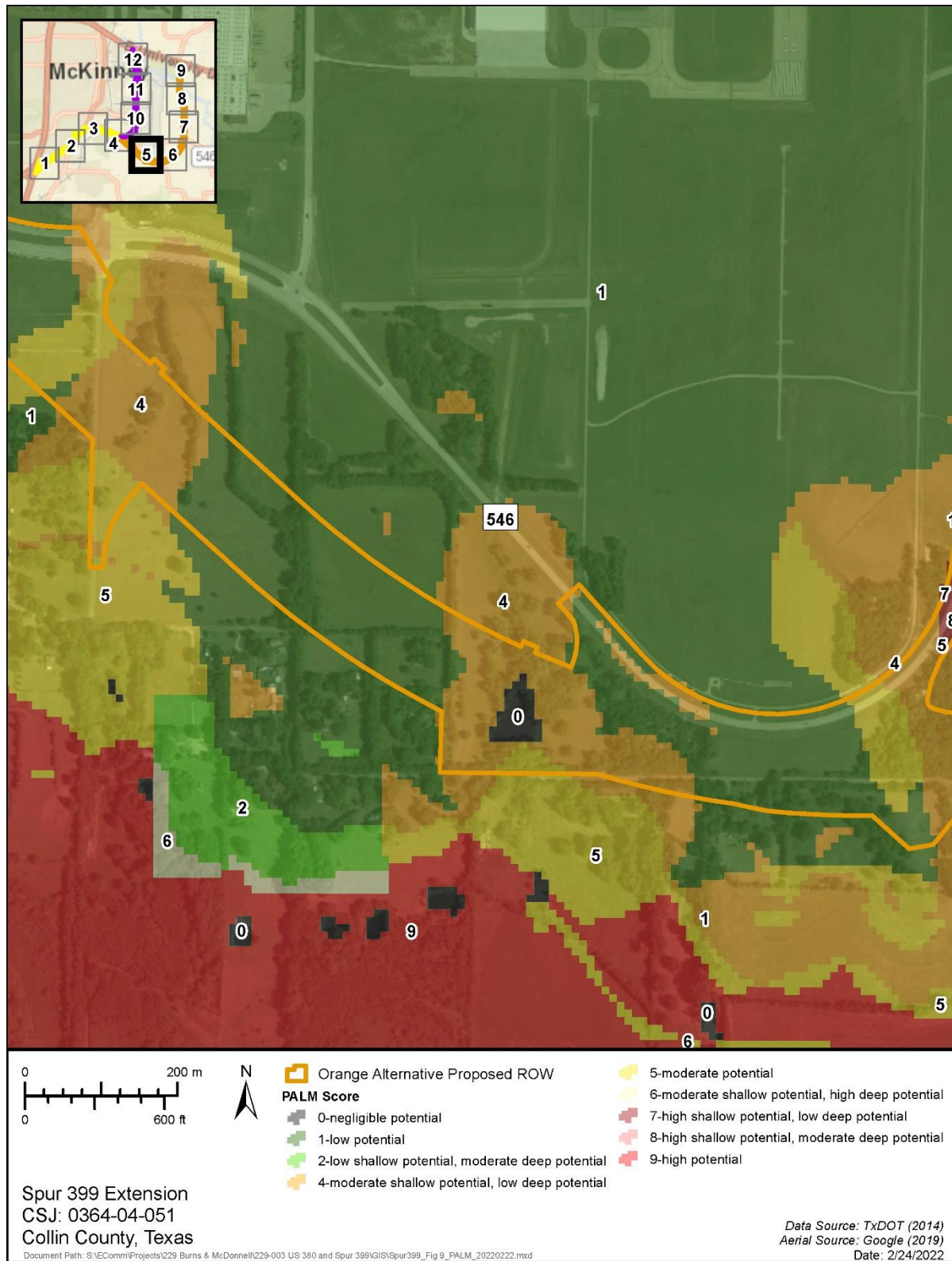
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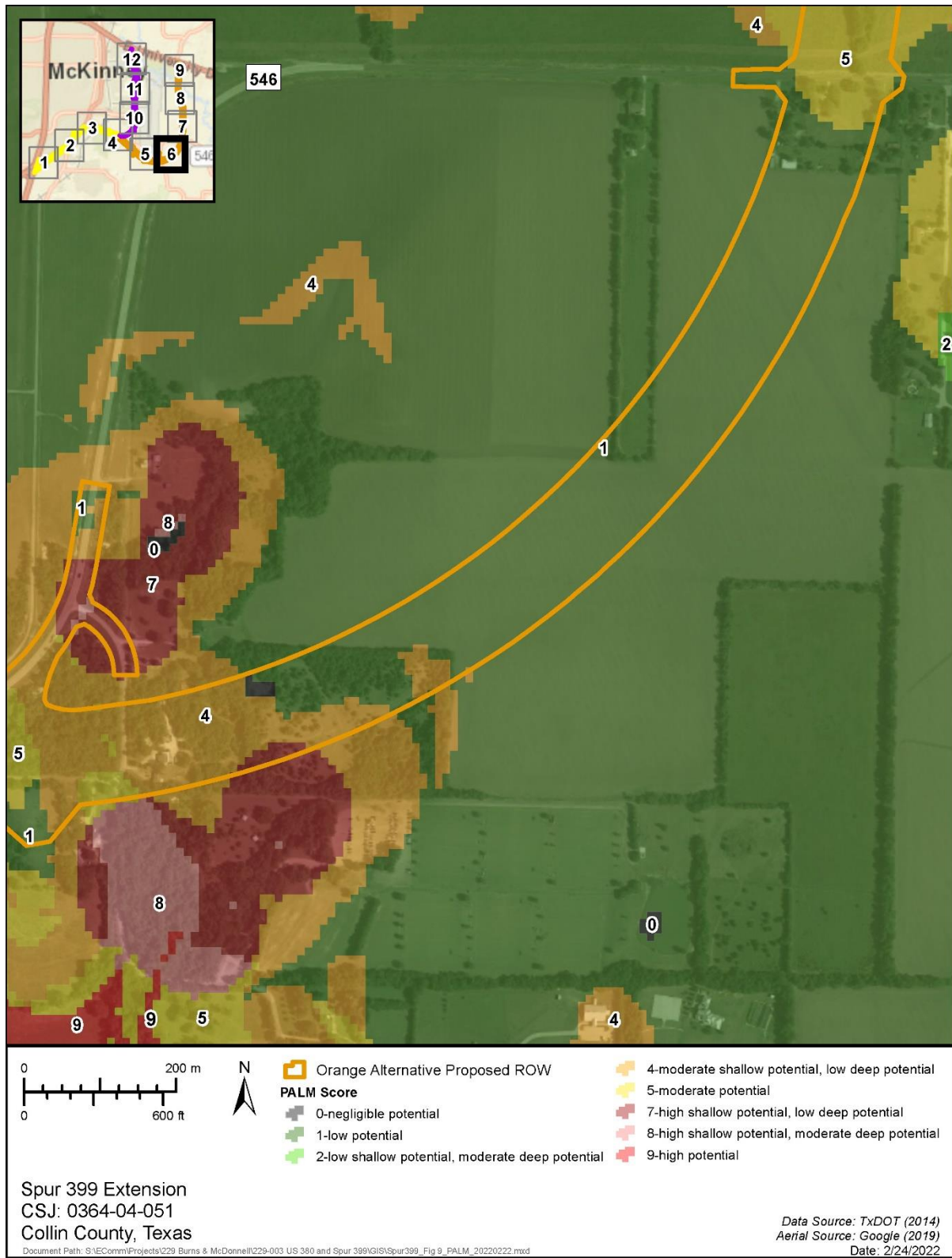
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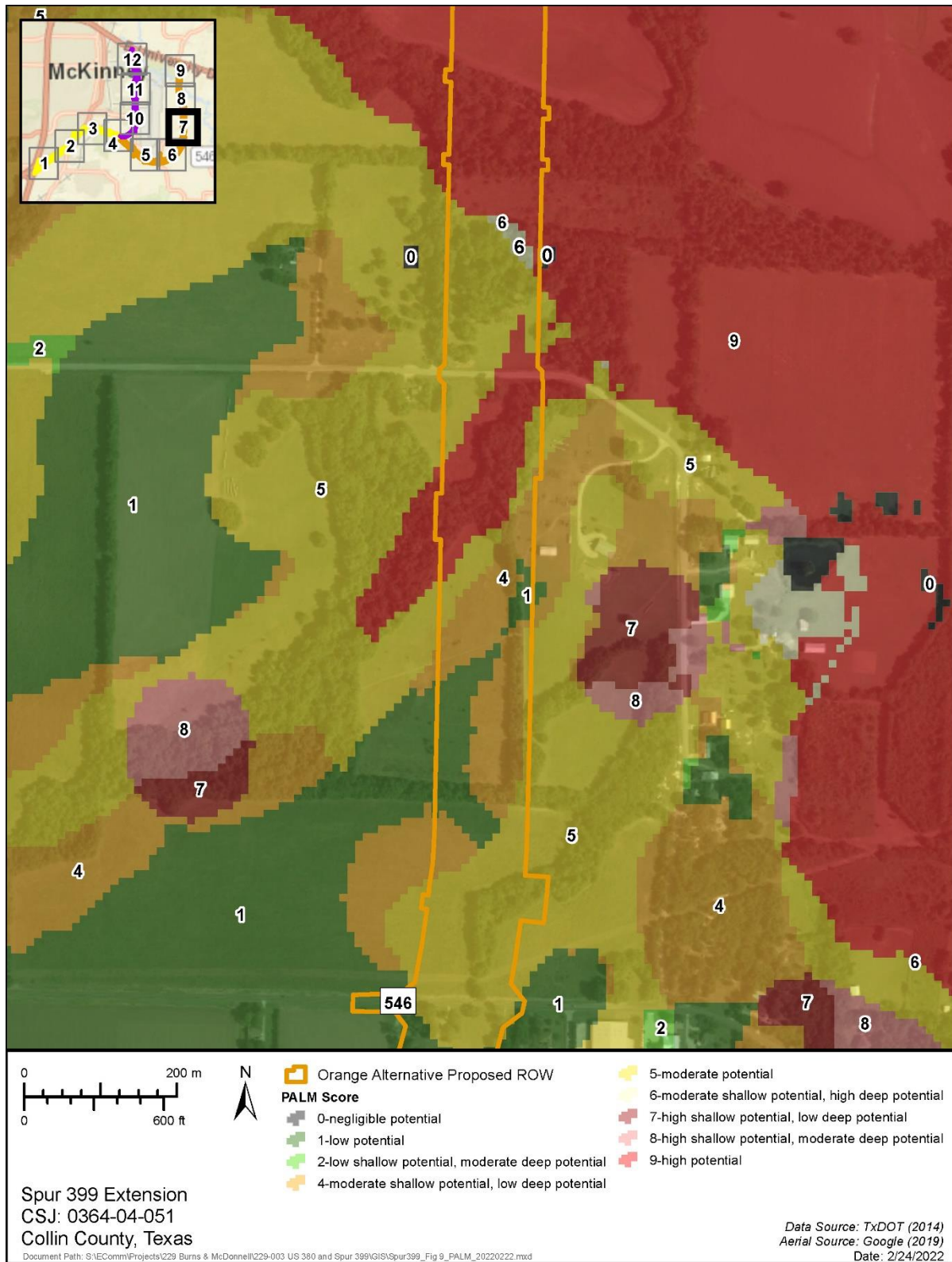
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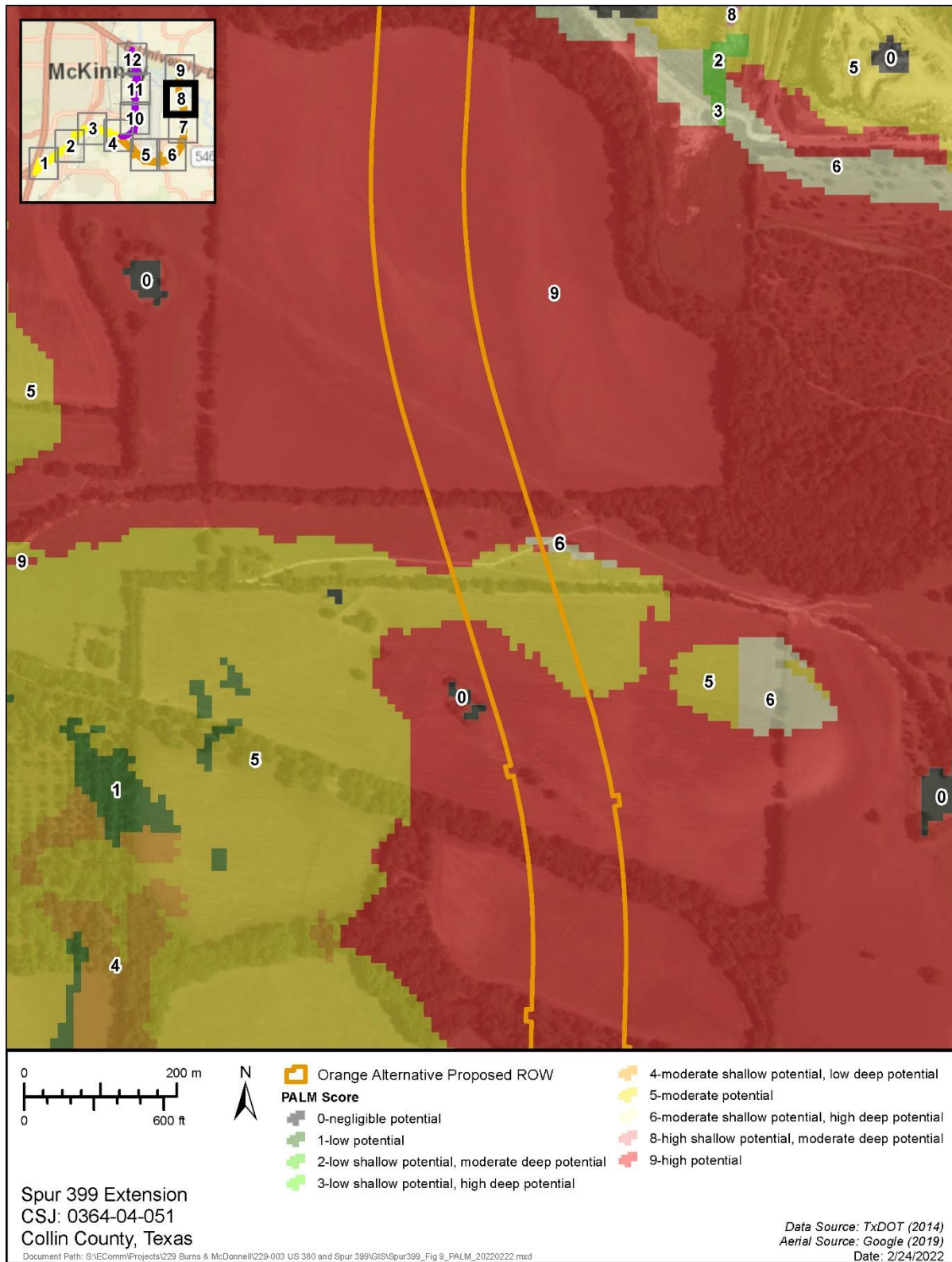
Attachment 7. PALM Map of the Project APE (6 of 12).



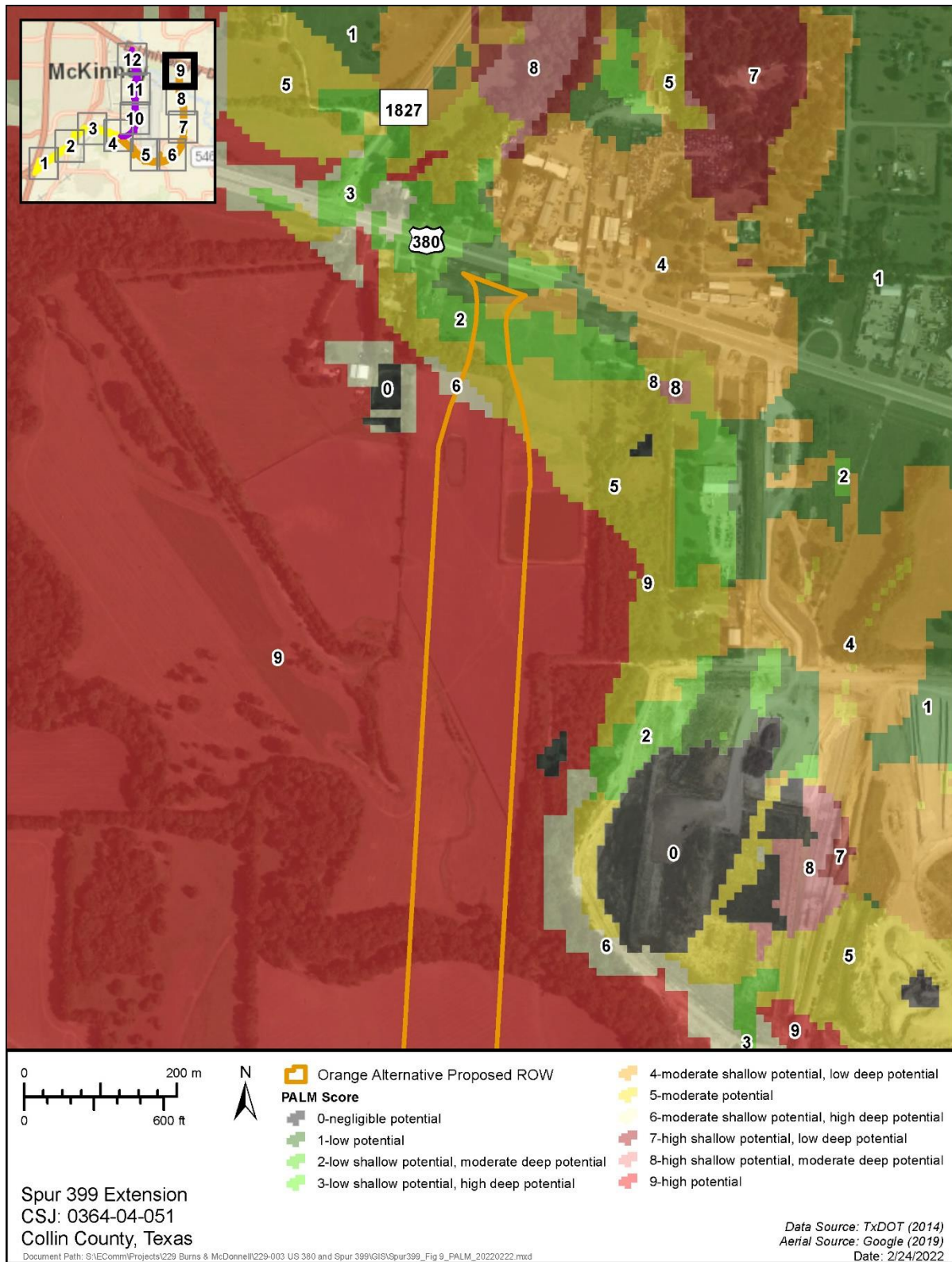
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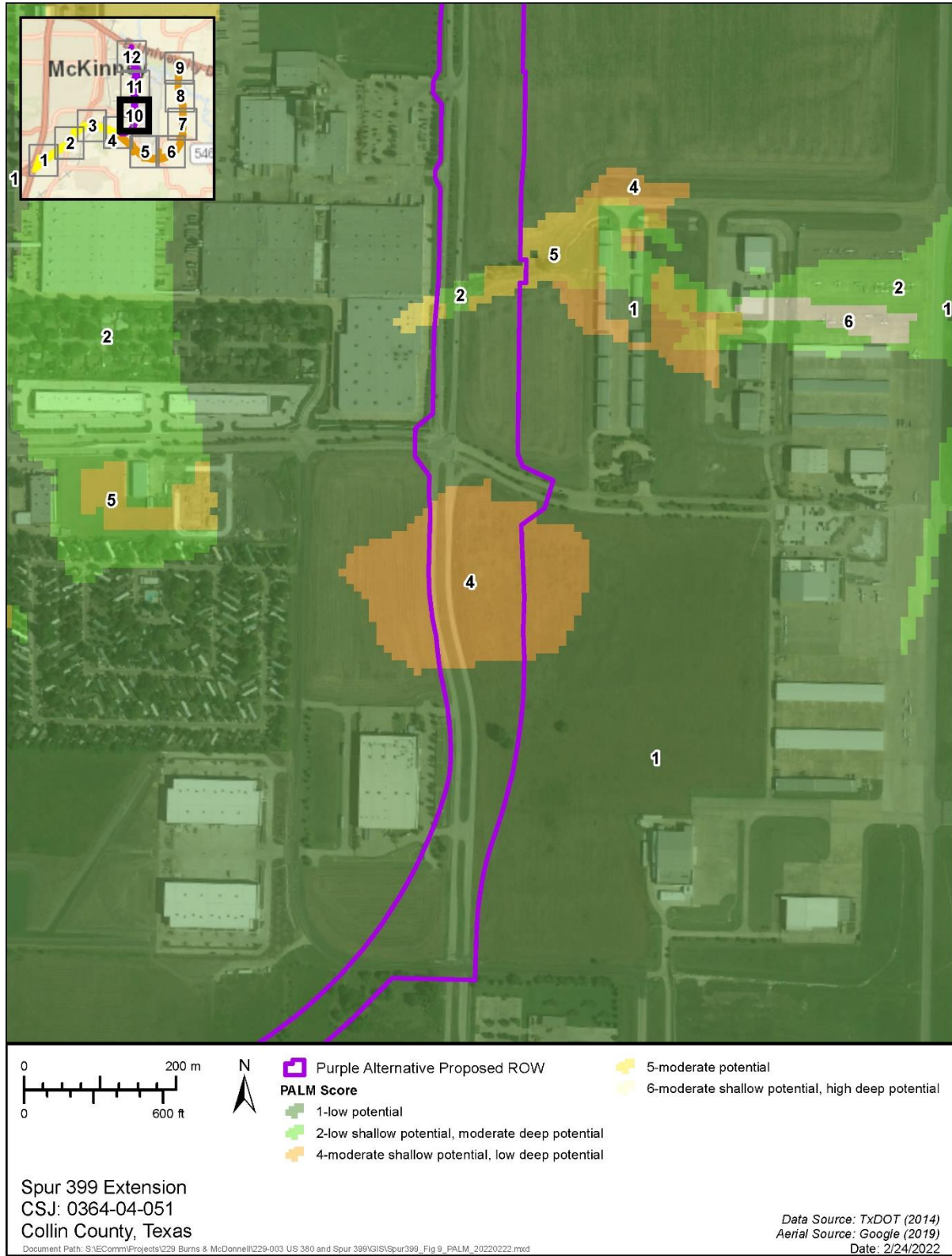
Attachment 7. PALM Map of the Project APE (8 of 12).



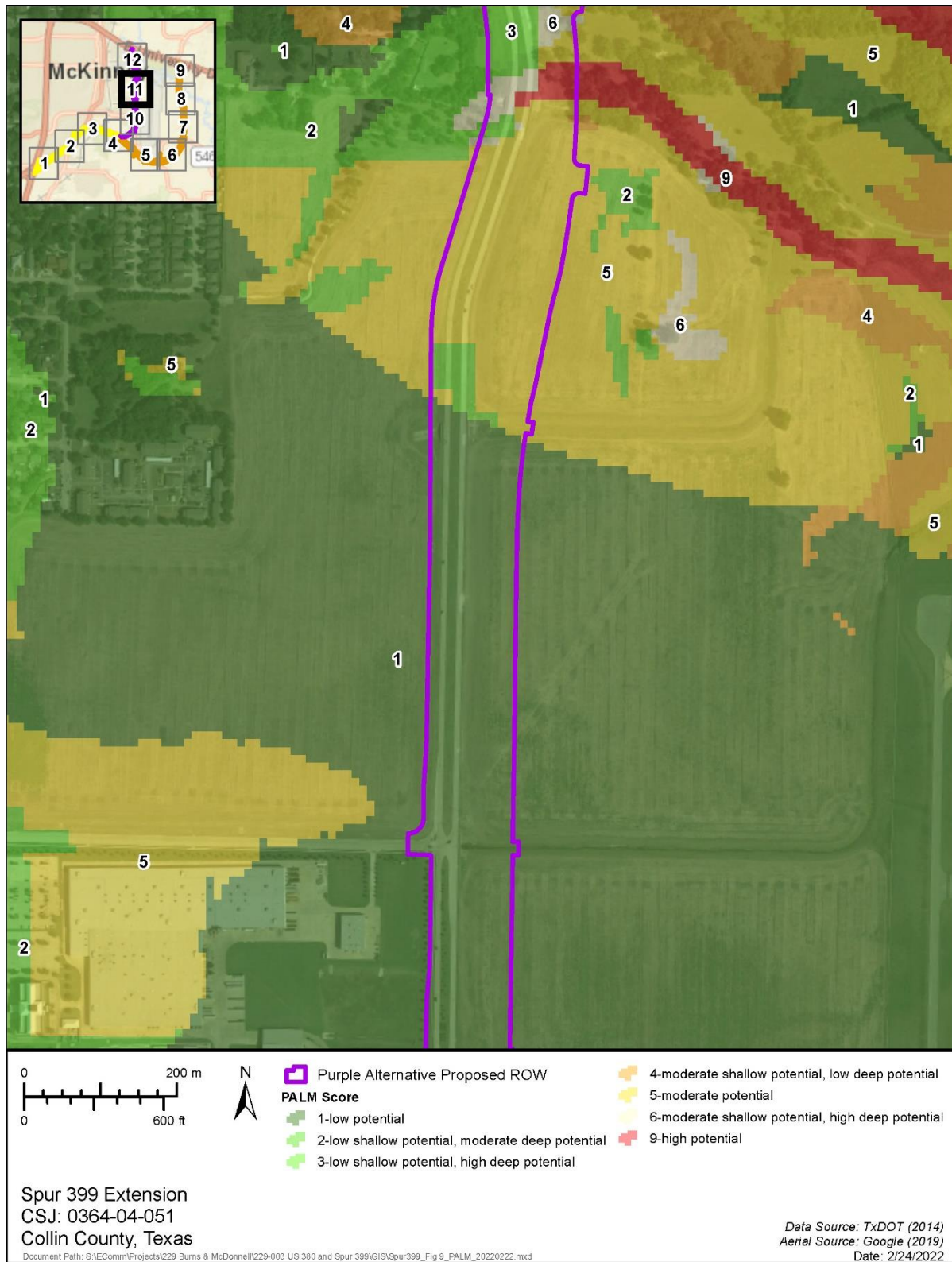
Attachment 7. PALM Map of the Project APE (9 of 12).



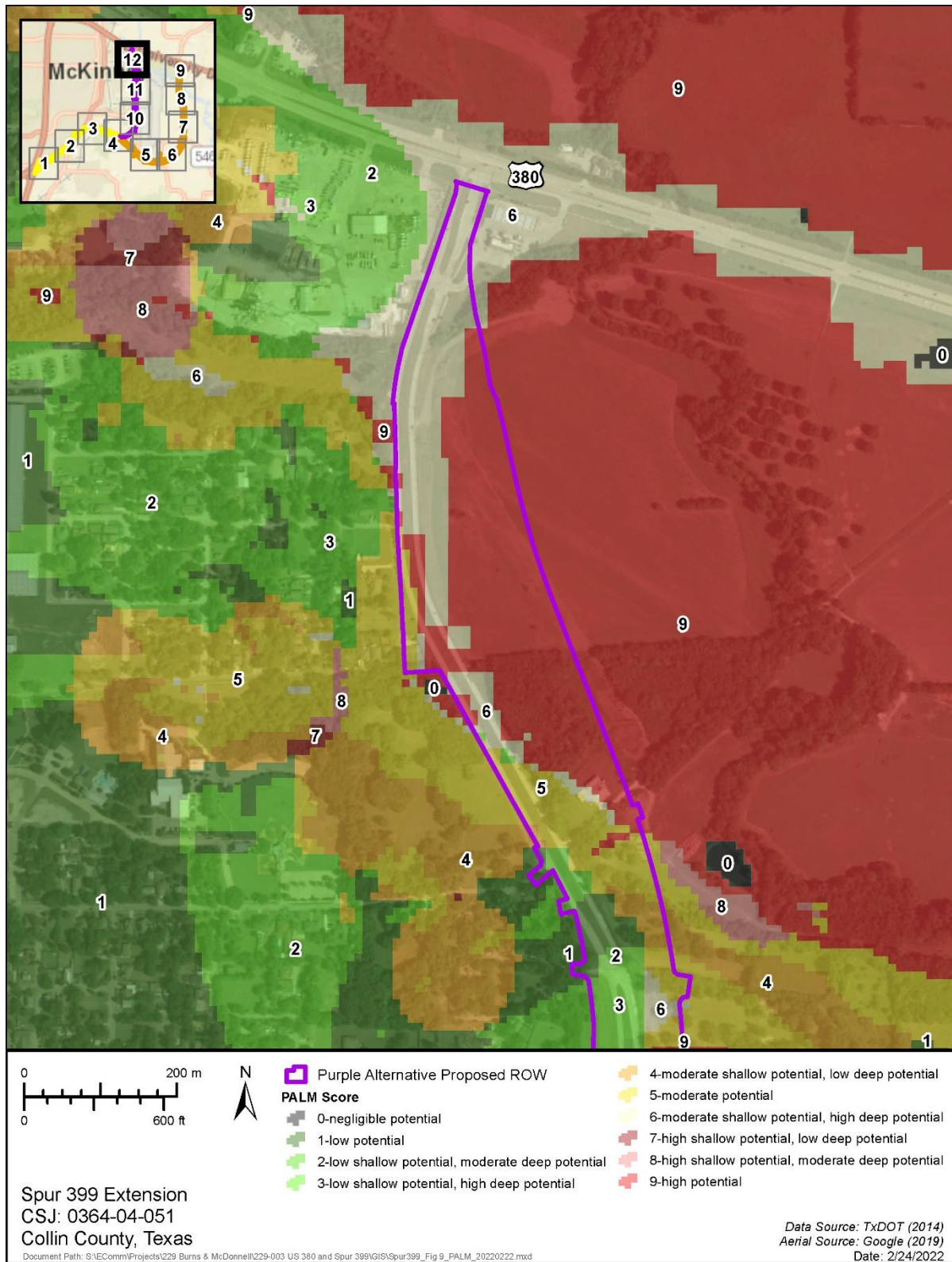
Attachment 7. PALM Map of the Project APE (10 of 12).



Attachment 7. PALM Map of the Project APE (11 of 12).



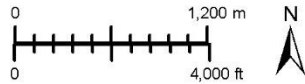
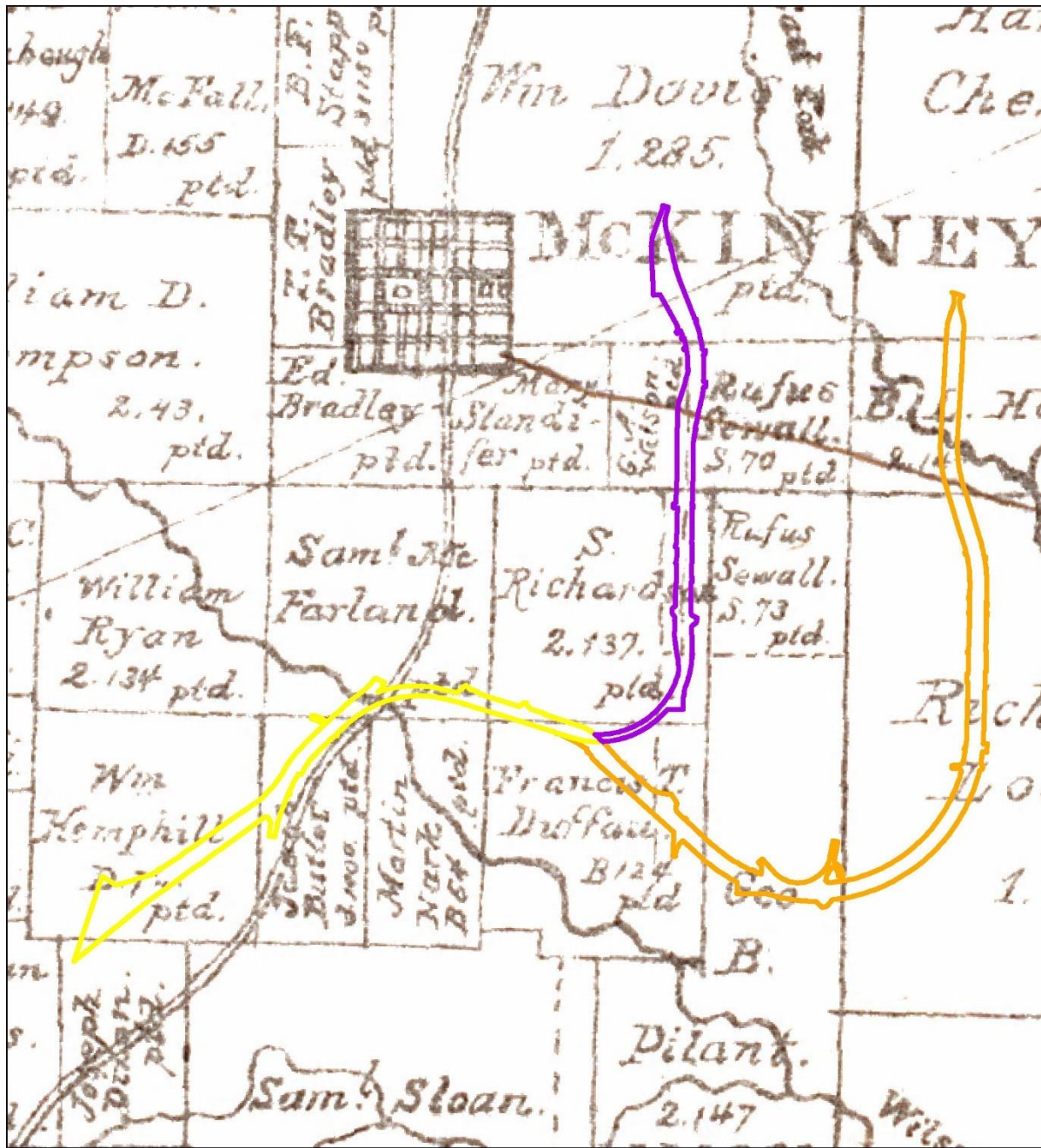
Attachment 7. PALM Map of the Project APE (12 of 12).






Attachment 8. APE Overlaid on an 1869 "Plot of Itinerary Map from Fort Griffin Texas to Greenville Texas".



Attachment 9. APE Overlaid on an 1881 General Land Office Map.



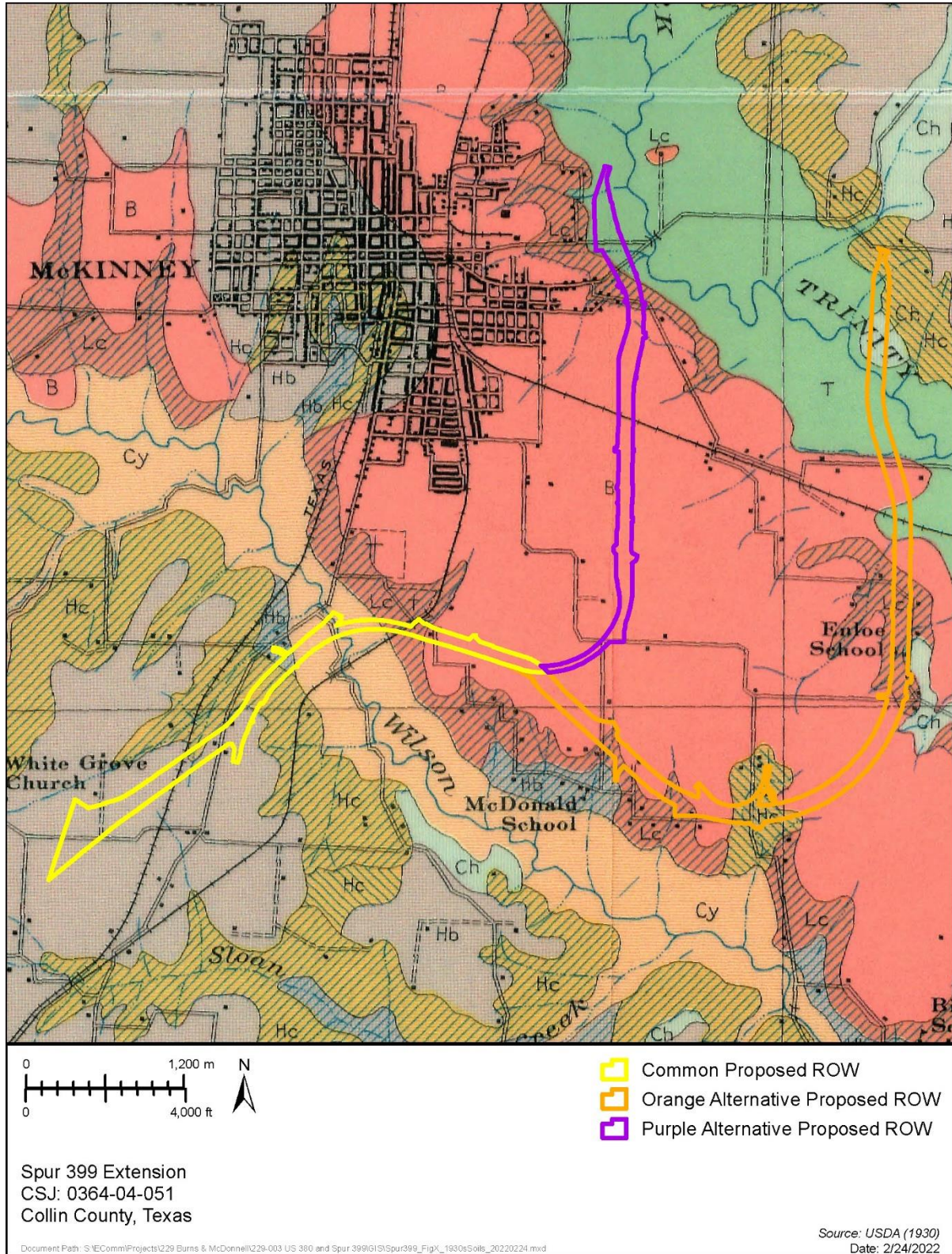
-  Common Proposed ROW
-  Orange Alternative Proposed ROW
-  Purple Alternative Proposed ROW

Spur 399 Extension
 CSJ: 0364-04-051
 Collin County, Texas

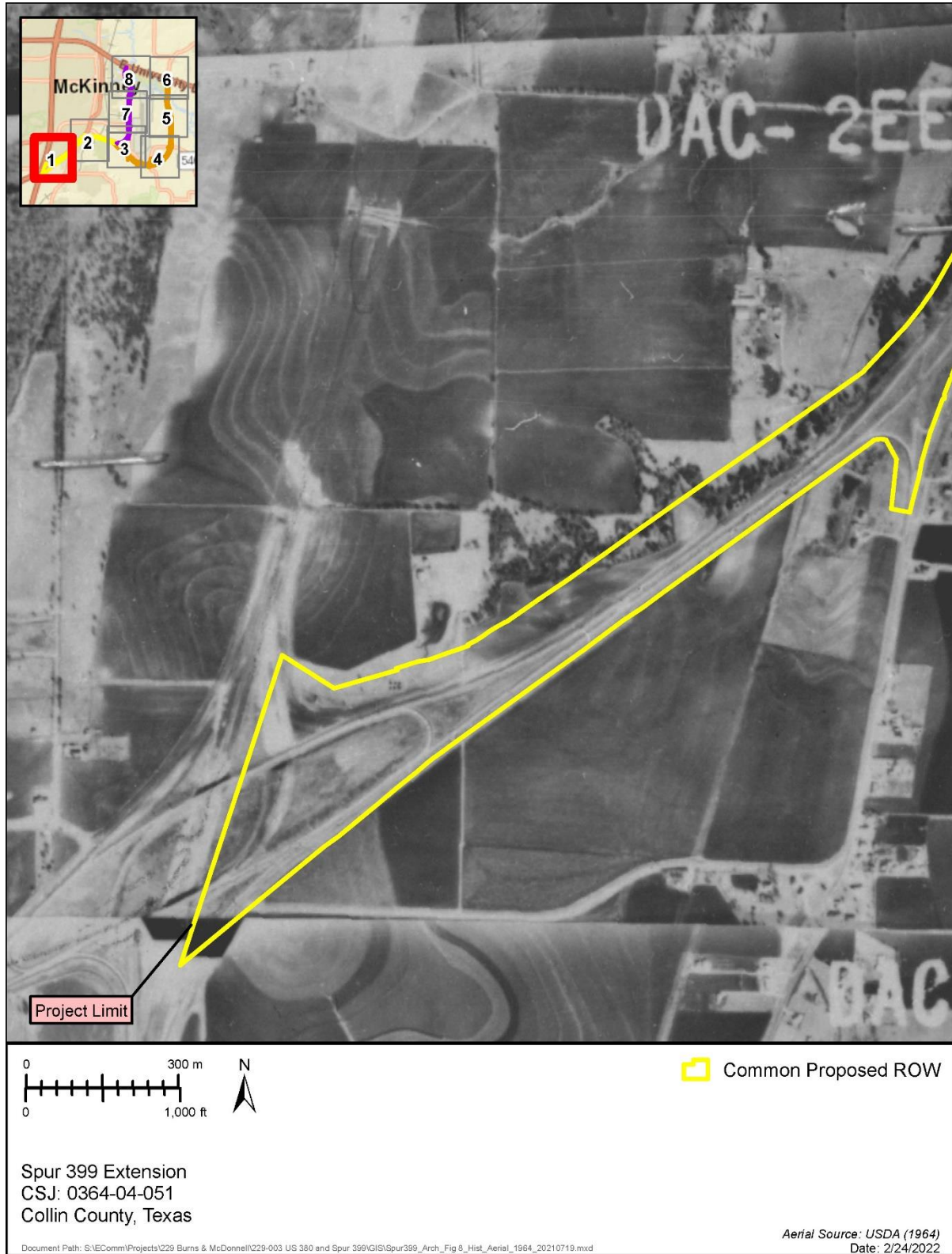
Source: McKinney Advocate (1881)
 Date: 2/24/2022

Document Path: S:\EComm\Projects\229 Burns & McDonnell\229-003 US 390 and Spur 399\GIS\Spur399_FigX_1930sSoils_20220224.mxd

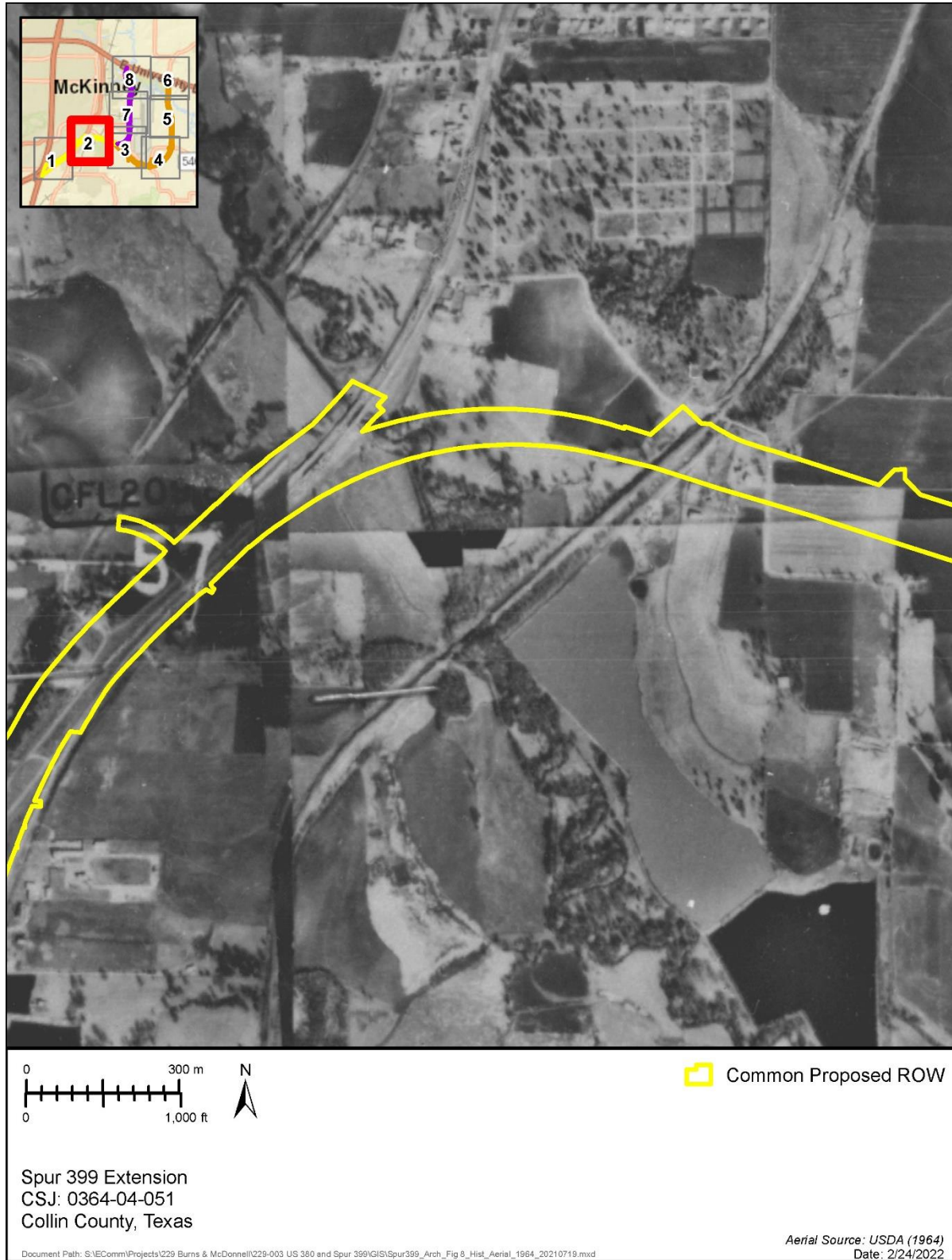
Attachment 10. APE Overlaid on a 1930 USDA Soil Map.



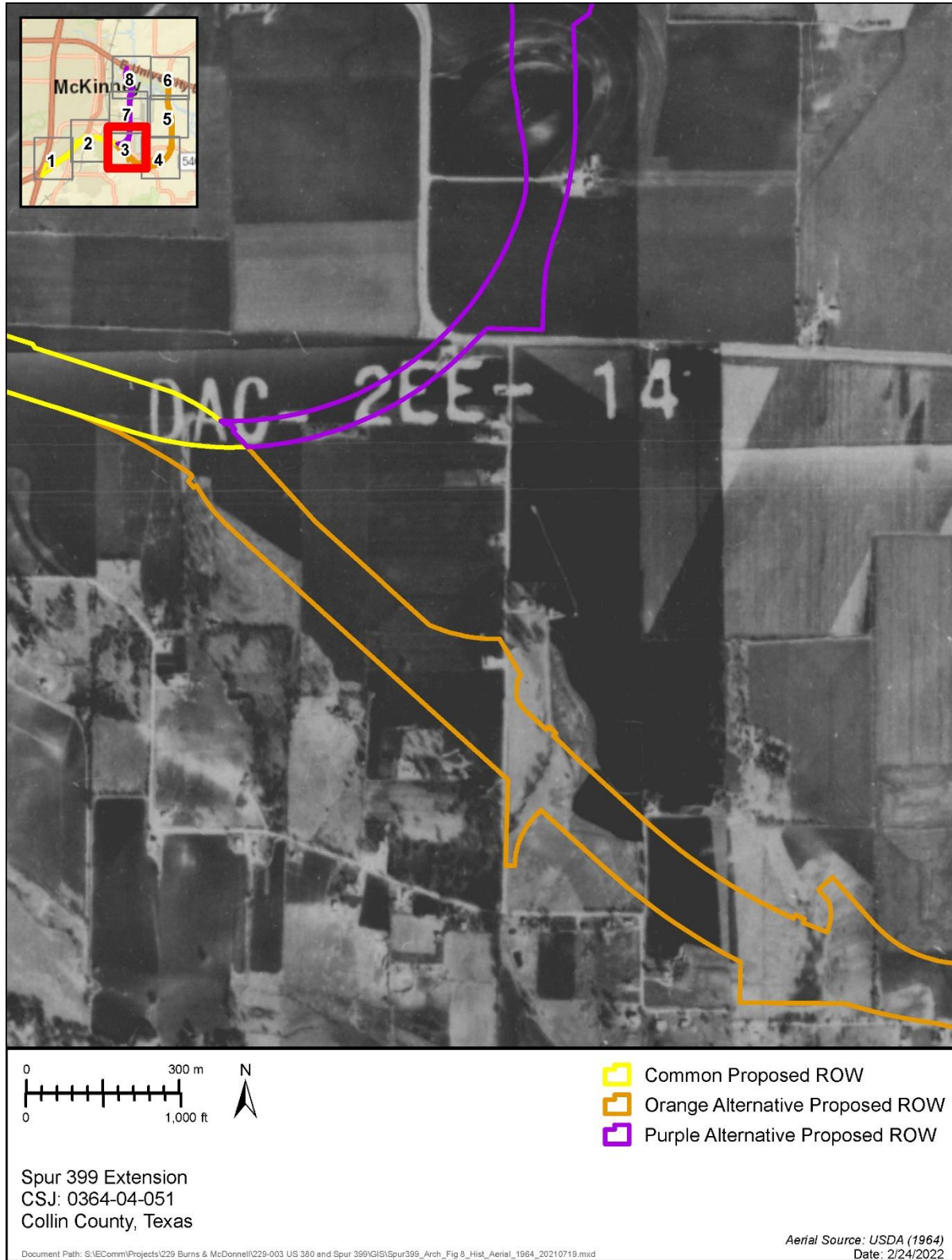
Attachment 11. APE Overlaid on a 1964 Aerial Photograph (1 of 8).



Attachment 11. APE Overlaid on a 1964 Aerial Photograph (2 of 8).



Attachment 11. APE Overlaid on a 1964 Aerial Photograph (3 of 8).



Attachment 11. APE Overlaid on a 1964 Aerial Photograph (4 of 8).



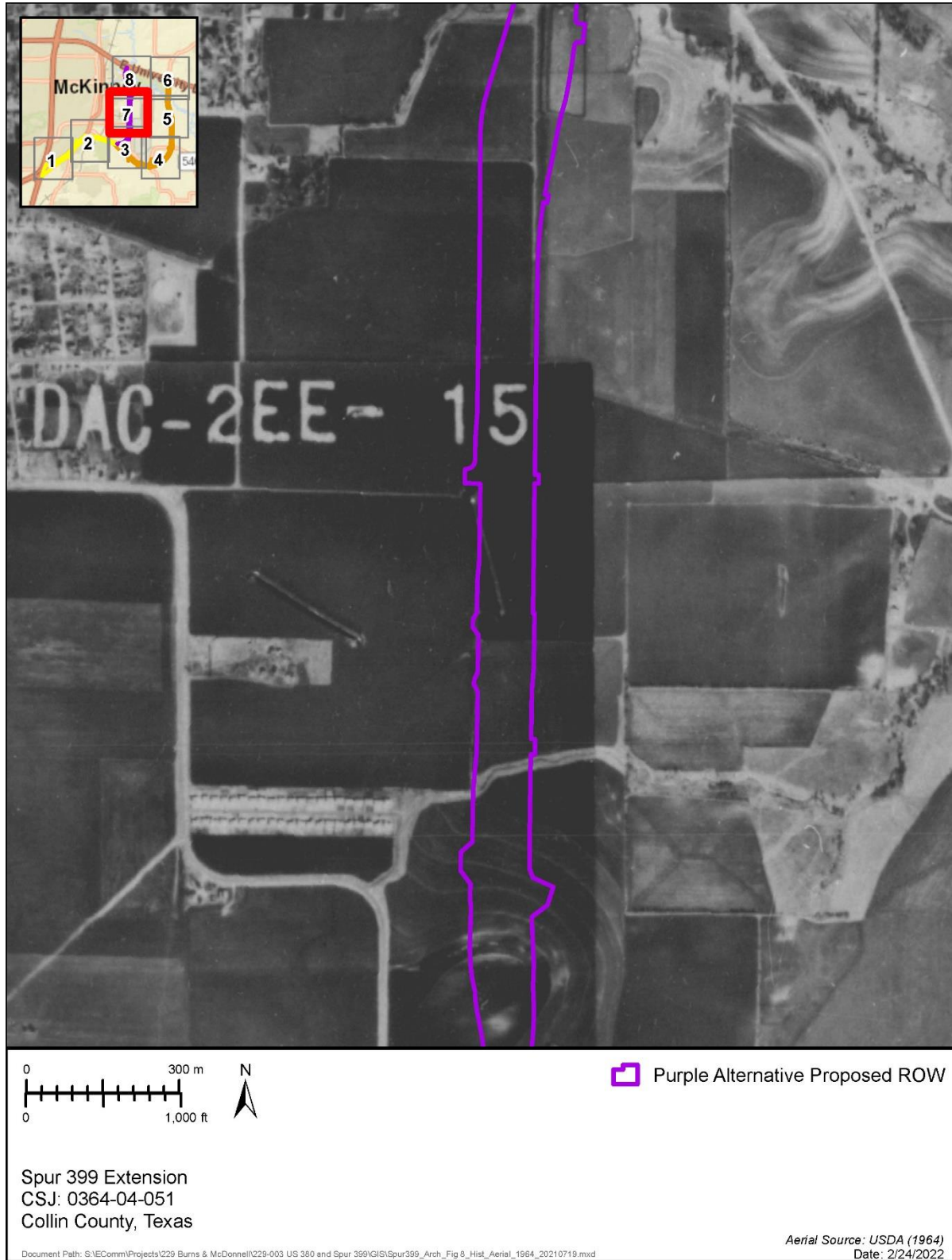
Attachment 11. APE Overlaid on a 1964 Aerial Photograph (5 of 8).



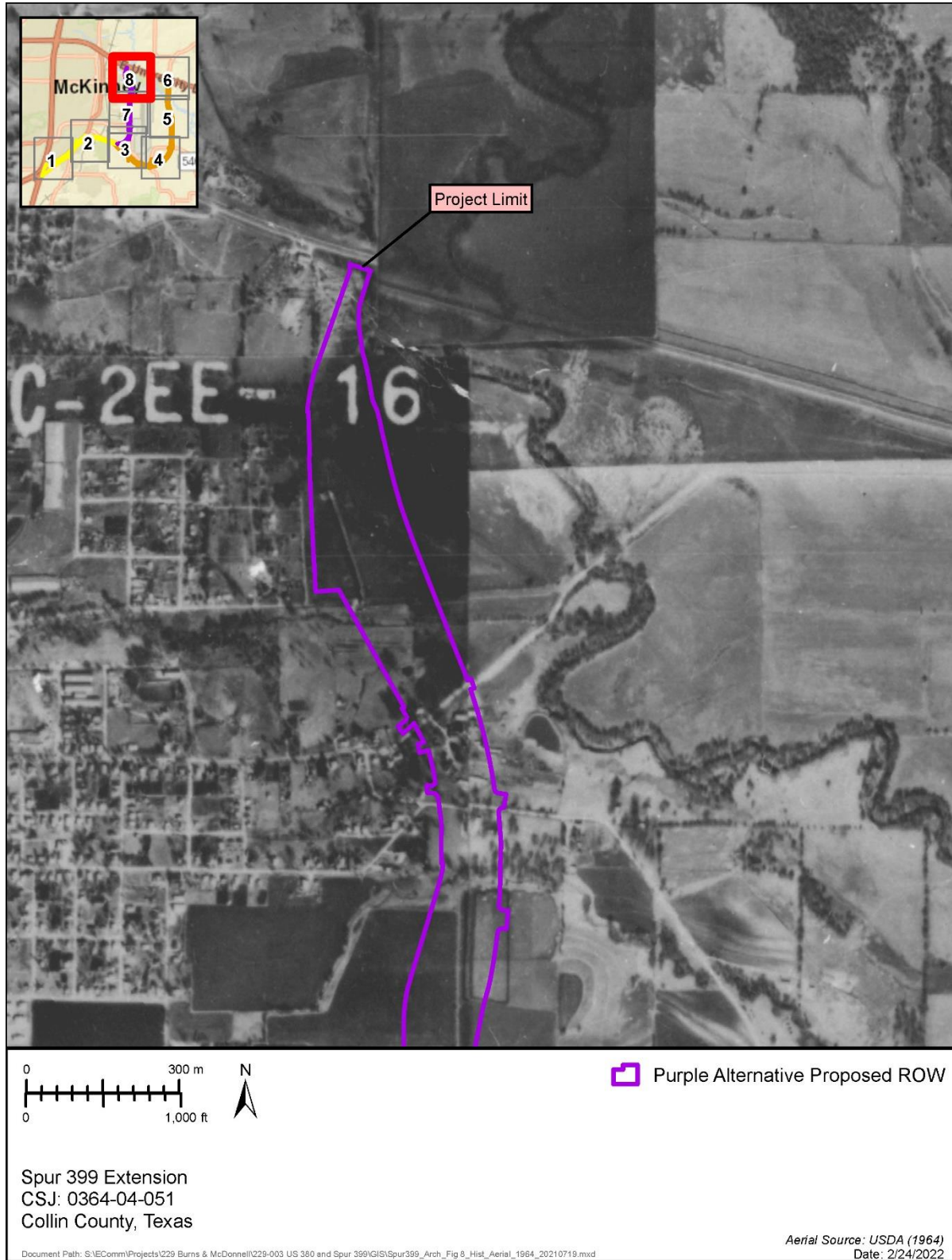
Attachment 11. APE Overlaid on a 1964 Aerial Photograph (6 of 8).



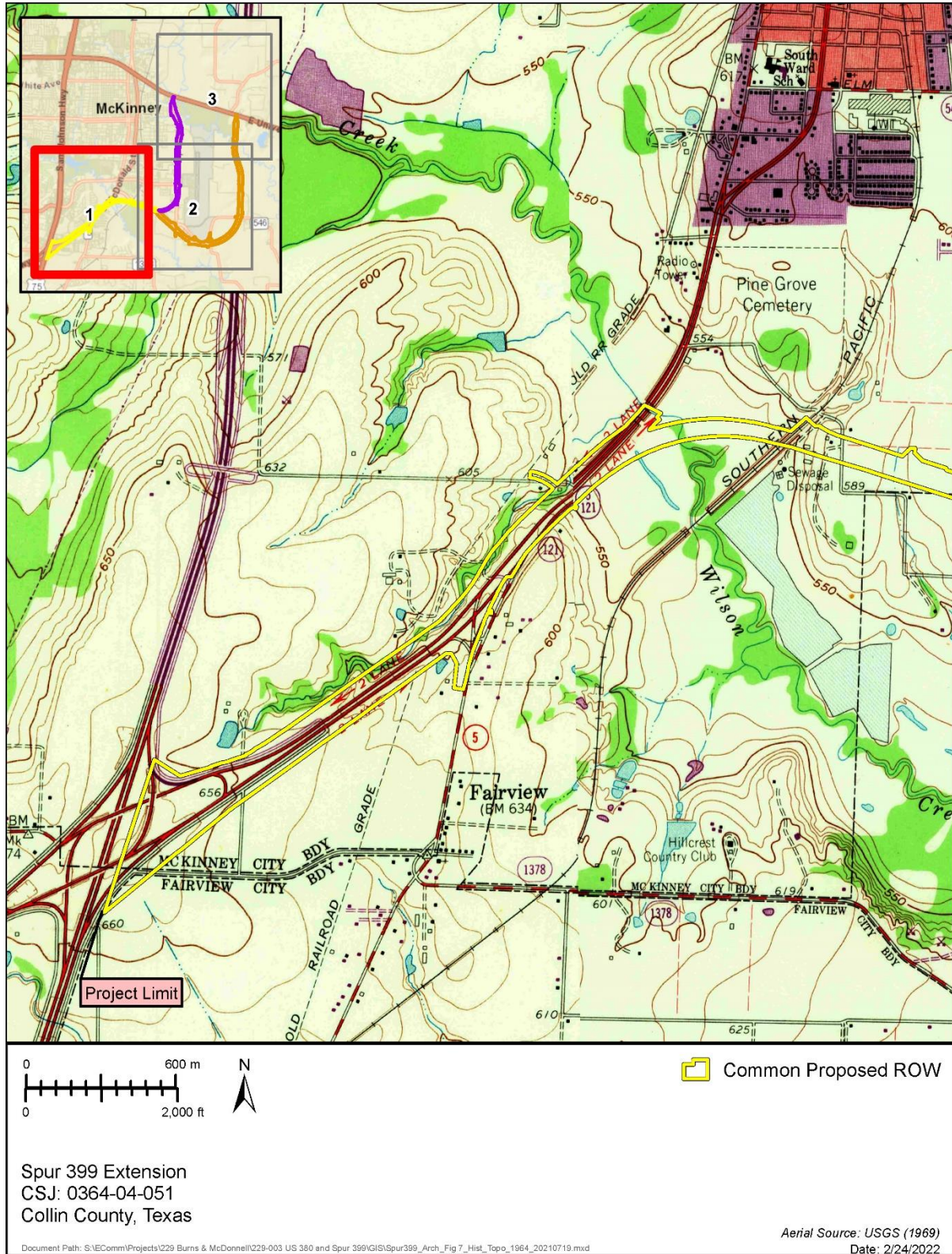
Attachment 11. APE Overlaid on a 1964 Aerial Photograph (7 of 8).



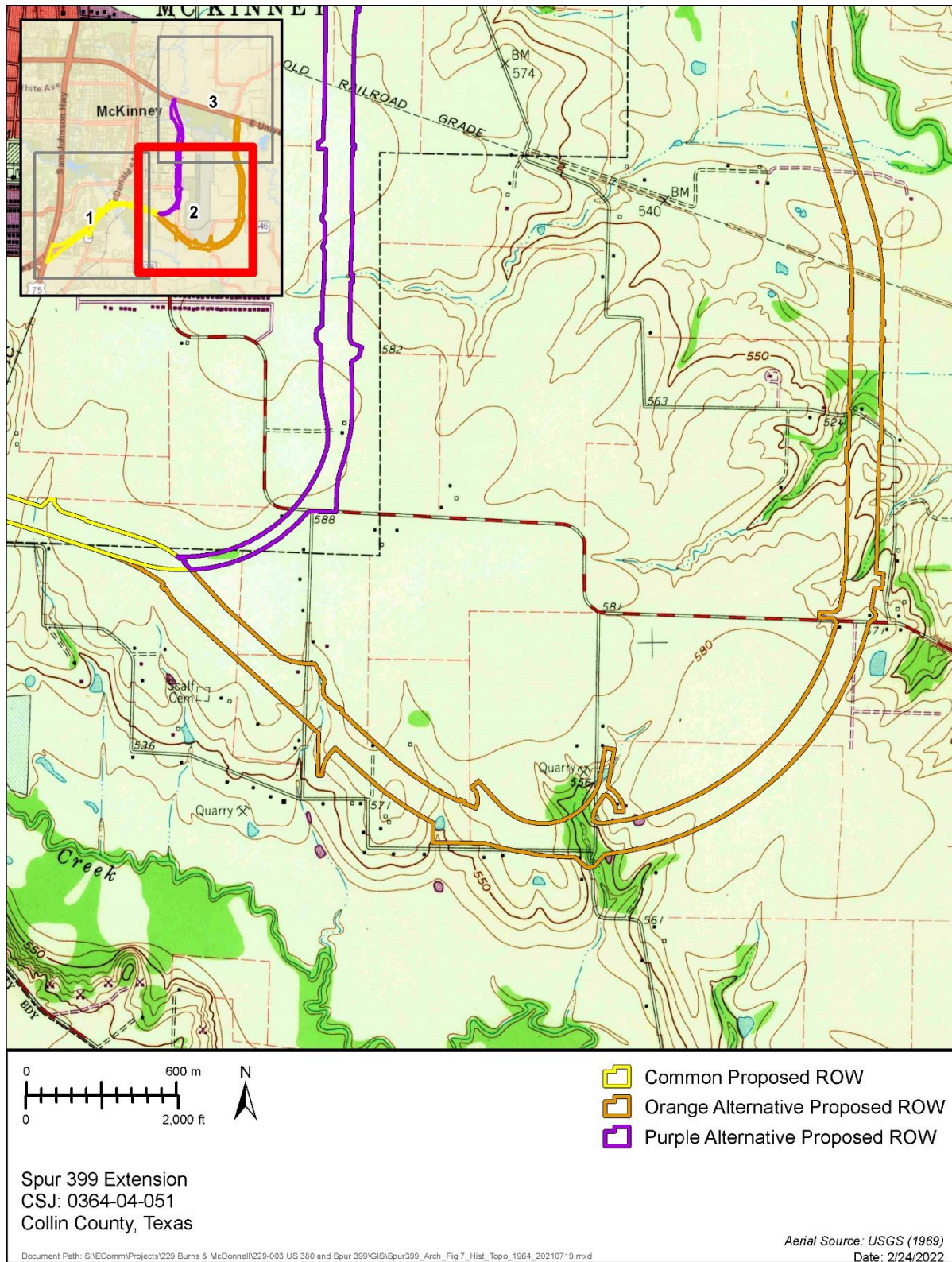
Attachment 11. APE Overlaid on a 1964 Aerial Photograph (8 of 8).



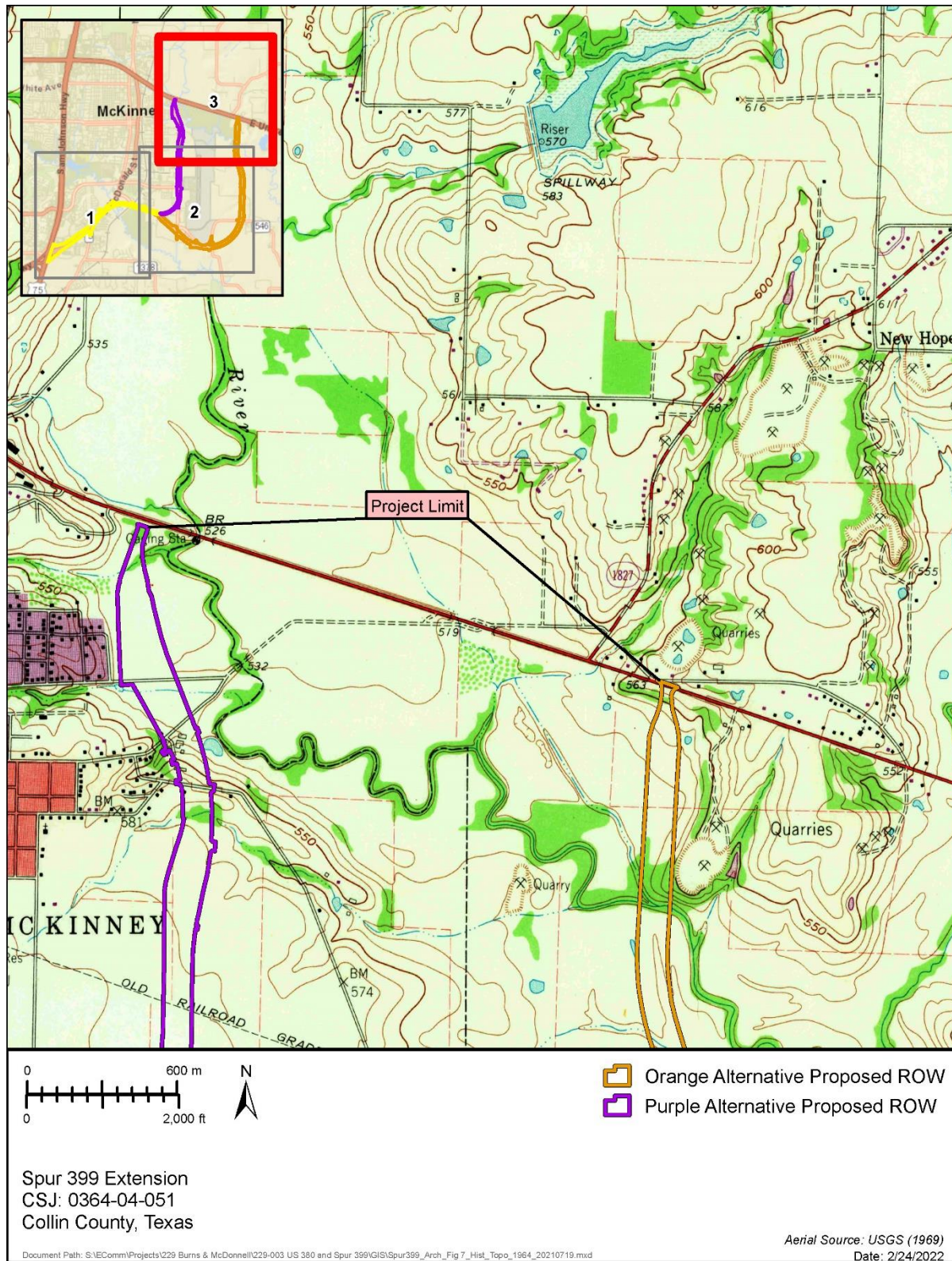
Attachment 12. APE on 1969 Topographic Map (1 of 3).



Attachment 12. APE on 1969 Topographic Map (2 of 3).



Attachment 12. APE on 1969 Topographic Map (3 of 3).



Attachment 22. Project Photographs.



Photograph 1. Shovel test within site 41COL358 showing compact, degraded limestone/chalk.



Photograph 2. Broad deposits of surface limestone/chalk within site 41COL358.



Photograph 3. Rectangular sardine can at site 41COL358.



Photograph 4. Brockway Glass Company bottle from 41COL358.



Photograph 5. Example aluminum top, ring top can from site 41COL358.



Photograph 6. Overview of site 41COL168, facing east.



Photograph 7. Overview of site 41COL176 within the APE, facing northeast.

Attachment 23. Tables Referenced in Text.

Table 3. Previous archeological surveys within a kilometer of the APE.

Year	TAC Permit	Investigator	Sponsor	Overlap APE
1979			Environmental Protection Agency	No
1979			Environmental Protection Agency	No
1986			National Parks Service	No
1987		FHWA	Federal Highway Administration	Yes
1987		FMHA	Farmers Home Administration	Yes
1990		SDHPT	State Department of Highways and Public Transportation	No
2003		TRC	Texas Department of Transportation	Yes
2003		TRC	Texas Department of Transportation	Yes
2004		Geo-Marine Inc.	General Services Administration	No
2005	3640	GMI, Inc	City of McKinney	Yes
2006	3992	GMI	Federal Aviation Administration	Yes
2008		Horizon Environmental Services	USDA - Rural Utilities Service	No
2009	5005	Geo-Marine	North Texas Municipal Water District	Yes
2009		Hardy Heck Moore	Housing and Urban Development	No
2009	5230	Geo-Marine, Inc.	North Texas Municipal Water District	Yes
2009	5294	AR Consultants, Inc.	North Texas Municipal Water District	No
2011	5976	AmaTerra Environmental, Inc.	Texas Department of Transportation	Yes
2013	6662	AR Consultants	North Texas Municipal Water District	Yes
2016	7561	SWCA Environmental Consultants	Lockwood, Andrews & Newman, Inc.	Yes
2016	7768	AR Consultants, Inc.	McKinney Independent School District (ISD)	No
2017	7561	SWCA Environmental Consultants	McKinney	Yes

Table 4. Previously Documented Archeological Sites within a Kilometer of the APE.

Site No.	Site type	Record date	Overlap APE	Eligibility Status
41COL49	Prehistoric lithic scatter	1979	No	Ineligible
41COL66	Late Prehistoric campsite	1987	No	Undetermined
41COL81	Prehistoric lithic scatter	1990	No	Undetermined
41COL168	Historic farmstead	2005	Yes	Ineligible
41COL175	Prehistoric campsite	2006	No	Undetermined
41COL176	Historic farmstead	2006	Yes	Ineligible

Table 5. Cemeteries within a Kilometer of the APE.

Cemetery No.	Cemetery Name	Dates	No. of Graves	Overlap APE
COL-C057	Scalf Cemetery	late 1800s - 1959	Approximately 37	No
COL-C103	Pecan Grove Memorial Park	1870 - Present	2000+	No
COL-C124	Ross Cemetery	1892 - Present	1116+	No

Table 6. NRHP Districts within a Kilometer of the APE.

Year Listed	Site Name	Criteria listed under	Overlap APE
1987	McKinney Cotton Mill District	Criteria A and C	No
1987	Hill-Webb Grain Elevator	Criterion A	No
1987	Collin County Mill and Elevator Company	Criteria A and C	No
1988	McKinney Cotton Compress Plant	Criterion A	No
2010	Fairview H&TC Railroad Historic District	Criterion A	No

Table 7. Historical Markers within a Kilometer of the APE.

Marker No.	Year Placed	Marker Name	RTHL	Overlap APE
6191	1976	Pecan Grove Memorial Park	No	No
1598	1982	First Baptist Church of McKinney at Drexel St.	No	No

Table 8. Shovel Test Pit Results for Each Level in the Shovel Test Pit.

Shovel Test Pit Number	Depth (cmbs) of level	Sediment color (Munsell)	Sediment Texture	Cultural Material
CR01	0-50	10YR 4/4	Cl Lo	
CR02		Data Missing		
CR03	0-40	10YR 4/4	Cl Lo	
CR04	0-50	10YR 4/4	Cl Lo	
CR06	0-20	10YR 6/4	Si Lo	
	20-50	10YR 4/4	Cl Lo	
CR07	0-50	10YR 2/2	Cl Lo	
CR08	0-50	10YR 2/2	Compact Lo	
CR09	0-15	10YR 4/4	Compact soil	
CR12	0-20	10YR 4/4	Compact Lo	
CR13	0-50	10YR 4/4	Compact Lo	
CR14	0-50	10YR 4/6	Compact Lo	
CR15	0-50	10YR 4/4	Soft Lo	
CR16	0-50	10YR 4/4	Soft Lo	
CR17	0-50	10YR 4/4	Soft Lo	
CR18	0-40	10YR 4/4	Compact Lo	
CR19	0-50	10YR 4/4	Soft Lo	
CR20	0-50	10YR 3/4	Si Lo	
CR21	0-50	10YR 4/4	Si Lo	
CR22	0-50	10YR 4/4	Si Lo	
CR23	0-50	10YR 4/4	Si Lo	
CR24	0-40	10YR 2/2	Si Lo	
CR25	0-40	10YR 2/2	Si Lo	
CR26	0-30	10YR 2/2	Si Lo	
CR27	0-30	10YR 4/4	Si Lo	
CR28	0-30	10YR 4/4	Cl Lo	

Shovel Test Pit Number	Depth (cmbs) of level	Sediment color (Munsell)	Sediment Texture	Cultural Material
CR29	0-20	10YR 2/2	Lo wet	
CR30	0-30	10YR 4/4	Compact Lo	
CR31	0-50	10YR 4/4	Si Lo	
CR32	0-40	10YR 4/4	Si Lo	
CR33	0-20	10YR 4/4	Si Lo	
CR34	0-30	10YR 6/4	Compact Lo	
CR36	0-50	10YR 4/6	Cl Lo	
CR37	0-50	10YR 4/6	Cl Lo	
CR38	0-50	10YR 4/6	Cl Lo	
CR39	0-50	10YR 4/6	Compact Lo	
CR40	0-40	10YR 4/6	Cl Lo	
CR44	0-20	10YR 4/6	Sa Lo	
	20-50	10YR 4/4	Cl Lo	
CR45	0-20	10YR 4/6	Sa Lo	
	20-40	10YR 4/4	Cl Lo	
CR46	0-40	10YR 4/4	Cl Lo	
CR47	0-40	10YR 4/6	Cl Lo	
CR64	0-40	10YR 4/4	Cl Lo	
CR65	0-40	10YR 4/4	Lo	
CR66	0-50	10YR 4/6	Soft Lo	
CR67	0-50	10YR 4/6	Soft Lo	
CR68	0-30	10YR 4/6	Soft Lo	
CR69	0-50	10YR 4/6	Soft Lo	
CR70	0-40	10YR 4/4	Cl Lo	
CR73	0-60	10YR 4/6	Si Lo	
CR74	0-20	10YR 4/6	Sa Lo	
	20-40	10YR 2/2	Cl Lo	
CR75	0-50	10YR 4/6	Sa Lo	
CR76	0-30	10YR 4/6	Sa Lo	

Shovel Test Pit Number	Depth (cmbs) of level	Sediment color (Munsell)	Sediment Texture	Cultural Material
DR01	0-20	7.5YR 3/1	Sa Cl Lo	
	20-30	7.5YR 3/2	Cl Lo	
DR02	0-20	7.5YR 3/1	Sa Cl Lo	
	20-35	7.5YR 3/2	Cl Lo	
DR03	0-20	7.5YR 3/1	Sa Cl Lo	
	20-30	7.5YR 3/2	Cl Lo	
DR04	0-20	7.5YR 3/1	Sa Cl Lo	
	20-30	7.5YR 3/2	Cl Lo	
DR05	0-20	7.5YR 3/1	Sa Cl Lo	
	20-30	7.5YR 3/2	Cl Lo	
DR06	0-20	7.5YR 3/2	Si Lo	
	20-40	7.5YR 3/2	Si Lo	
DR09	0-20	10YR 5/2	Si Cl	
	20-30	10YR 5/2	Si Cl	
DR10	0-20	10YR 5/2	Si Cl	
	20-30	10YR 5/2	Si Cl	
DR22	0-30	10YR 5/3	Si Lo	
DR23		10YR 4/3	Lo	
EN001	0-35	10YR 4/4	Cl Lo	
EN002	0-50	10YR 4/4	Lo Cl	
EN003	0-30	10YR 4/4	Si Lo	
	30-40	10YR 4/4	Lo Cl	
EN004	0-25	10YR 4/6	Lo Cl	
EN005	0-20	10YR 5/4	Si Lo	
	20-30	10YR 5/6	Si Lo	
EN006	0-35	10YR 4/4	Lo Cl	
EN007	0-30	10YR 4/4	Lo Cl	
EN011	0-30	10YR 4/4	Lo Cl	
EN013	0-30	10YR 7/6	Si Cl	

Shovel Test Pit Number	Depth (cmbs) of level	Sediment color (Munsell)	Sediment Texture	Cultural Material
EN017	0-40	10YR 4/4	Lo Cl	
EN018	0-30	10YR 4/4	Lo Cl	
EN019	0-30	10YR 4/4	Lo Cl	
EN021	0-10	10YR 4/4	Si Lo	
	10-30	10YR 4/4	Lo Cl	
EN022	0-10	10YR 4/4	Si Lo	
	10-30	10YR 4/4	Lo Cl	
EN023	0-20	10YR 4/4	Si Lo	
EN024	0-30	10YR 5/6	Lo Cl	
EN025	0-20	10YR 5/6	Si Lo	
	20-30	10YR 5/6	Lo Cl	
EN026	0-30	10YR 4/4	Lo Cl	
EN037	0-35	10YR 4/4	Lo Cl	
EN039	0-40	10YR 5/4	Si Lo	
EN040	0-30	10YR 4/4	Si Lo	
EN041	0-44	10YR 4/4	Lo Cl	
EN042	0-30	10YR 4/4	Lo Cl	
EN043	0-25	10YR 4/4	Si Lo	
EN044	0-30	10YR 5/4	Lo Cl	
EN045	0-30	10YR 4/4	Lo Cl	
EN046	0-30	10YR 4/6	Lo Cl	
EN047	0-30	10YR 4/6	Lo Cl	
EN048	0-30	10YR 4/6	Lo Cl	
EN050	0-30	10YR 4/4	Lo Cl	
EN051	0-40	10YR 4/4	Lo Cl	
EN052	0-35	10YR 4/4	Lo Cl	
EN053	0-30	10YR 4/4	Lo Cl	
EN054	0-30	10YR 4/4	Lo Cl	
EN055	0-30	10YR 4/4	Lo Cl	

Shovel Test Pit Number	Depth (cmts) of level	Sediment color (Munsell)	Sediment Texture	Cultural Material
EN056	0-50	10YR 4/4	Lo Cl	
EN057	0-40	10YR 4/4	Lo Cl	
OA001	0-40	10YR3/2	Sticky compact Cl	
	40-80	10YR4/2		
OA004	0-10	10YR4/3	Friable Si Lo, light amount of gravel presented	
OA005	0-50	10YR4/2	Compact friable Sa Cl gravel presented	
OA008	0-30	10YR6/2	Sticky compact Cl	
OA009	0-40	10YR3/2	Sticky compact Cl	
OA010	0-30	10YR4/2	Sticky compact Cl	
OA011	0-30	10YR6/2	Sticky compact Cl mottled	
OA012	0-60	10YR3/4	Friable compact mottled Cl	
OA013	0-30	10YR3/2	Sticky compact Cl	
OA016	0-40	10YR5/4	Sticky compact Cl	
OA022	0-30	10YR3/2	Compact friable Si Cl	
	30-50	10YR4/2	Sticky compact Cl	
OA029	0-30	10YR3/2	Compact friable Si Cl	
	30-40	10YR4/2	Sticky compact Cl	
OA030	0-40	10YR3/2	Compact friable Si Cl	
	40-50	10YR4/2	Sticky compact Cl	
OA031	0-40	10YR3/2	Compact friable Si Cl	
	40-50	10YR4/2	Sticky compact Cl	
OA032	0-30	10YR3/2	Compact friable Si Cl	
	30-40	10YR4/2	Sticky compact Cl	
OA033	0-30	10YR3/2	Compact friable Si Cl	
	30-40	10YR4/2	Sticky compact Cl	
OA034	0-40	10YR3/2		
	40-50	10YR4/2		
OA035	0-30	10YR 5/2	Sticky compact Cl	

Shovel Test Pit Number	Depth (cmts) of level	Sediment color (Munsell)	Sediment Texture	Cultural Material
OA036	0-60	10YR 5/2	Compact friable Si Cl chalk begins to appear after 30 cm and increases with depth	
OA037	0-50	10YR 5/2	Compact friable Si Cl	
	50-60	10YR7/5	Compact slightly friable Si Cl	
OA038	0-30	10YR 5/4	Compact friable Si Cl	
	30-60		Compact slightly friable Si Cl	
OA040	0-5	10YR 3/2	Compact friable Si Cl abundant chalk	
OA041	0-80	10YR 4/2	Friable, Sticky, Cl Lo	
OA042	0-80	10YR 4/2	Friable, Sticky, Cl Lo	
OA043	0-20	10YR 3/2	Sticky compact Cl friable	
	20-30	10YR 3/3	Sticky compact Cl	
OA044	0-10	10YR 4/2	Sticky compact Cl friable	
	10-20	10YR 3/2	Sticky compact Cl	
OA045	0-20	10YR 7/5	Sticky compact Cl friable	
	20-30	2.5YR 7/4	Sticky compact Cl	
OA046	0-30	10YR 3/2	Sticky compact Cl	
OA047	0-10	10YR 5/2	Sticky compact Cl friable	
	10-40	10YR 4/2	Sticky compact Cl	
OA048	0-20	10YR 5/4	Sticky compact Cl friable	
	20-40	10YR 6/3	Sticky compact Cl slightly friable	
OA049	0-10	10YR 5/4	Sticky compact Cl friable	
	10-30	10YR 6/3	Sticky compact Cl slightly friable	
OA050	0-20	10YR 3/2	Sticky compact Cl friable	
OA052	0-30	10YR 4/2	Sticky compact Cl slightly friable	
	30-40	10YR 6/4	Sticky compact Cl slightly friable mottled	
OA053	0-40	10YR 4/2	Sticky compact Cl slightly friable	
	40-50	10YR 4/2	Sticky compact Cl	
OA054	0-40	10YR 3/2	Sticky compact Cl slightly friable	

Shovel Test Pit Number	Depth (cmbs) of level	Sediment color (Munsell)	Sediment Texture	Cultural Material
	40-50	10YR 4/2	Sticky compact CI	
OA055	0-10	10YR 3/2	Sticky compact CI slightly friable	
	10-40	10YR 4/2	Sticky compact CI	
OA056	0-10	10YR 3/2	Sticky compact CI slightly friable	
	10-40	10YR 4/2	Sticky compact CI	
OA057	0-10	10YR 2/2	Compact, sticky, blocky CI	
	10-30	10YR 3/2	Sticky compact CI	
OA058	0-5	10YR 2/2	Compact, sticky, blocky CI	
	5-30	10YR 3/2	Sticky compact CI	
OA059	0-30	10YR 3/2	Sticky compact CI mottled	
OA060	0-80	10YR 3/2	Friable. Sticky, CI Lo	
RA022	0-40	10YR 4/2	CI	
RA027	0-30	10YR 4/2	CI	
RA028	0-30	10YR 4/2	CI	
RA029	0-30	10YR 4/2	CI	
RA071	0-40	10YR 4/2	CI	
RA072	0-40	10YR 4/2	CI	
RA073	0-40	10YR 4/2	CI	
RA074	0-40	10YR 4/2	CI	
RB007	0-5	10YR 4/4	CI Lo	
RB008	0-5	10YR 4/4	CI Lo	
RB009	0-5	10YR 4/4	CI Lo	
RB14	0-10	10YR 4/8	CI Lo	
RB018	0-40	10YR 4/3	CI	
RB019	0-45	10YR 4/3	CI	
RB020	0-50	10YR 4/3	CI	
RB021	0-30	10YR 4/2	CI Lo	
	30-50	10YR 4/3	CI	
RB022	0-40	10YR 4/2	CI Lo	

Shovel Test Pit Number	Depth (cmbs) of level	Sediment color (Munsell)	Sediment Texture	Cultural Material
	40-50	10YR 4/3	Cl	
RB023	0-35	10YR 4/2	Cl Lo	
	35-45	10YR 4/3	Cl	
RB024	0-20	10YR 4/2	Cl Lo	
	20-30	10YR 4/4	Cl	
RB025	0-30	10YR 4/4	Cl	
RB31	0-30	10YR 2/1	Cl	
RB033	0-30	10YR 2/1	Cl	
RB34	0-30	10YR 2/1	Clay	
RB035	0-45	10YR 2/1	Cl	
RB036	0-40	10YR 2/1	Cl	
RB037	0-20	10YR 4/4	Si Lo	
	20-30	10YR 4/3	Cl Lo	
	30-40	10YR 2/1	Cl	
RB042	0-45	10YR 2/1	Cl	
RB043	0-35	10YR 2/1	Cl	
RB044	0-35	10YR 2/1	Cl	
RB045	0-35	10YR 2/1	Cl	
RB046	0-40	10YR 2/1	Cl	
RB047	0-40	10YR 2/1	Cl	
RB050	0-30	10YR 4/3	Cl	
	30-40	10YR 4/4	Cl	
RB051	0-20	10YR 4/3	Cl Lo	
	20-30	10YR 4/4	Cl	
RB052	0-30	10YR 4/3	Cl	
RB053	0-30	10YR 4/3	Cl	
RB070	0-20	10YR 4/3	Cl	
RB071	0-30	10YR 4/3	Si Cl Lo	
	30-40	10YR 4/3	Cl Lo	

Shovel Test Pit Number	Depth (cmbs) of level	Sediment color (Munsell)	Sediment Texture	Cultural Material
RB072	0-10	10YR 4/2	Cl	
	10-30	10YR 4/3	Cl	
RB074	0-30	10YR 4/3	Cl Lo	
RB075	0-10	10YR 4/4	Cl Lo	
	10-30	10YR 4/3	Cl	
RB076	0-20	10YR 4/6	Sa Cl Lo	
	20-30	10YR 4/4	Cl Lo	
	30-50	10YR 4/3	Cl	
RB078	0-10	10YR 4/6	Sa Cl Lo	
	10-30	10YR 4/4	Cl Lo	
	30-50	10YR 4/3	Cl	
RB077	0-30	10YR 4/4	Cl Lo	
	30-40	10YR 4/3	Cl	
RB079	0-10	10YR 4/3	Cl Lo	
	10-30	10YR 4/4	Cl	
RB080	0-30	10YR 4/3	Cl Lo	
RB081	0-30	10YR 4/6	Cl Lo	
RB082	0-30	10YR 4/6	Cl Lo	
SNT001	0-15	10YR 7/8	Compact limestone gravel	
SNT002	0-20	10YR 2/2	Lo	
	20-26	10YR 6/8	Sa	
	26-35	N/A	1-2 in angular gravel	
SNT003	0-25	10YR2/2	Cl	
SNT009	0-10	10YR4/2	Cl	
	10-23	10YR2/1	Cl	
SNT011	0-18	10YR2/1	Cl	
SNT012	0-8	10YR5/3	Si Cl	
	8-20	10YR5/3	Cl	

Shovel Test Pit Number	Depth (cmts) of level	Sediment color (Munsell)	Sediment Texture	Cultural Material
SNT017	0-20	10YR3/2	Si Cl with fragments of chalk	
SNT018	0-21	10YR2/1	Cl	
SNT019	0-29	10YR2/1	Cl	
SNT020	0-25	10YR2/1	Cl	
SNT021	0-10	10YR5/1	Cl dry	
	10-20	10YR2/1	Cl moist	
SNT022	0-10	10YR5/1	Cl dry	
	10-20	10YR2/1	Cl moist	
SNT023	0-15	10YR5/1	Si Cl	
	15-30	10YR2/1	Si Cl	
SNT024	0-10	10YR5/3	Silty clay	
	10-20	10YR4/3	Silty clay	
	20-23	10YR4/4	Silty clay	
SNT025	0-10	10YR5/3	Si Cl	
	10-29	10YR5/1	Si Cl	
SNT026	0-50	10YR5/2	Si Cl	
	50-55	10YR4/2	Cl	
SNT027	0-19	10YR4/2	Si Cl	
	19-25	10YR4/2	Cl	
SNT028	0-10	10YR5/2	Si Cl	
	10-20	10YR4/2	Si Cl	
SNT029	0-7	10YR4/2	Si Cl	
	7-20	10YR2/1	Si Cl	
SNT030	0-10	10YR4/2	Si Cl	
	10-27	10YR2/1	Si Cl	
SNT031	0-10	10YR5/2	Si Cl	
	10-30	10YR2/1	Si Cl	
SNT032	0-14	10YR5/2	Si Cl	

Shovel Test Pit Number	Depth (cmbs) of level	Sediment color (Munsell)	Sediment Texture	Cultural Material
	14-25	10YR2/1	Si Cl	
SNT033	0-5	10YR5/2	Si Cl	
	5-24	10YR2/1	Cl	
SNT034	0-4	10YR5/2	Si Cl	
	4-17	10YR2/1	Cl	
SNT035	0-4	10YR5/2	Si Cl	
	4-20	10YR2/1	Si Cl	
	20-25	10YR2/1	Cl	
SNT036	0-15	10YR3/2	Cl Lo	
SNT041	0-12	10YR3/1	Cl Lo with roots	
	12-26	10YR2/1	Cl	
SNT042	0-33	10YR8/1	Degraded chalk	
SNT043	0-20	10YR2/1	Cl	
SNT044	0-11	10YR2/1	Cl with roots	
	11-20	10YR2/1	Cl	
SNT052	0-10	10YR5/1	Si Cl	
	10-25	10YR2/1	Si Cl	
SNT056	0-30	10YR4/2	Si	
	30-31	10YR3/1	Si Cl	
	35-45		Gravel	
	45-50	10YR 3/4	Very Compact Si Cl	
ZM011	0-45	10YR 3/4	Si Cl	
	45-55	5YR 4/4	Cl	
ZM013	0-5	10YR 4/6	Si Cl with road gravel and 10YR3/3 Si	
ZM017	0-45	10YR 3/4	Very compact Si Cl	
ZM018	0-50	10YR 3/4	Compact Si Cl	
ZM019	0-35	10YR 3/3	Very compact Si Cl	
ZM020	0-45	10YR 3/3	Compact Si Cl	
ZM021	0-40	10YR 3/3	Compact Si Cl	

Shovel Test Pit Number	Depth (cmbs) of level	Sediment color (Munsell)	Sediment Texture	Cultural Material
ZM022	0-45	10YR 3/3	Compact Si Cl	
	45-50	10YR 6/4	Cl	
ZM023	0-40	10YR 3/3	Compact Si Cl	
	40-56	10YR 6/4	Cl	
ZM024	0-35	10YR 3/3	Very compact Si Cl	
ZM025	0-40	10YR 3/3	Very compact Si Cl	
ZM026	0-50	10YR 3/3	Compact Si Cl	
	50-60	10YR 6/4	Cl	
ZM027	0-35	10YR 3/3	Compact Si Cl	
ZM028	0-20	10YR 4/4	Si Cl with 50% road gravel	
ZM029	0-60	10YR 2/2	Compact Si Cl	
ZM030	0-40	10YR 3/3	Si Cl with 40% small limestone gravel	
ZM031	0-40	10YR 2/2	Compact Si Cl	
ZM032	0-50	10YR 2/2	Very compact Si Cl	
	50-60	10YR 6/4	Cl	
ZM033	0-45	10YR 3/3	Compact Si Cl	
ZM034	0-35	10YR 4/4	Si Cl-muddy	
ZM035	0-45	10YR 4/4	Compact Si Cl with gravel	
ZM036	0-50	10YR 3/4	Compact Si Cl	
	50-65	10YR 6/4	Cl	
ZM037	0-30	10YR 3/3	Compact Si Cl	
ZM038	0-40	10YR 3/3	Compact Si Cl with limestone gravel	
ZM039	0-50	10YR 2/2	Compact Si Cl	
ZM040	0-45	10YR 3/3	Compact Si Cl	
ZM041	0-40	10YR 3/3	Compact Si Cl	
ZM042	0-35	10YR 3/3	Very compact Si Cl	
ZM043	0-56	10YR 3/3	Compact Si Cl	
ZM044	0-40	10YR 3/3	Compact Si Cl	
ZM045	0-55	10YR 3/4	Compact Si Cl	

Shovel Test Pit Number	Depth (cmbs) of level	Sediment color (Munsell)	Sediment Texture	Cultural Material
ZM048	0-35	10YR 4/4	Compact Si Cl	
ZM049	0-30	10YR 2/2	Compact Si Cl	
ZM050	0-45	10YR 3/3	Compact Si Cl	
ZM051	0-40	10YR 3/3	Very compact Si Cl	
ZM067	0-70	10YR 3/3	Compact Si Cl	

Table 9. Recommendations of Each Parcel in the APE.

Parcel ID	ROE	Existing ROW Acres	New ROW Acres	Recommendation
		158.5		
1051300	Yes		0.3	No Further Work
1064314	Yes		2.4	Trenching Only
1065536	Yes		3.4	No Further Work
1065714	No		0.6	Shovel Testing Only
1065901	No		0.0	Shovel Testing Only
1069444	Yes		16.1	Trenching Only
1069499	No		0.6	Shovel Testing Only
1069541	Yes		0.2	Trenching Only
1083927	Yes		0.7	Trenching Only
1085792	Yes		7.1	Trenching Only
1085863	Yes		3.1	No Further Work
1086149	Yes		3.3	No Further Work
1725146	No		1.0	Shovel Testing Only
1865921	No		0.6	Shovel Testing Only
1973114	Yes		0.0	No Further Work
1996900	No		0.3	No Further Work
2042569	No		2.2	Shovel Testing and Trenching
2071030	No		0.0	No Further Work
2071031	No		0.0	No Further Work
2076245	No		1.0	Shovel Testing Only
2120866	Yes		0.9	No Further Work
2120868	Yes		5.9	No Further Work
2120870	No		2.7	Shovel Testing Only
2120871	Yes		1.8	No Further Work
2121318	Yes		0.3	Trenching Only
2121319	Yes		15.0	No Further Work
2121701	Yes		9.8	Trenching Only

Parcel ID	ROE	Existing ROW Acres	New ROW Acres	Recommendation
2121845	No		1.8	Shovel Testing Only
2126646	Yes		0.3	Shovel Testing Only
2137027	Yes		0.0	No Further Work
2151932	No		0.2	Shovel Testing and Trenching
2506451	Yes		0.7	No Further Work
2510836	Yes		6.9	Shovel Testing Only
2510929	Yes		2.7	Trenching Only
2510930	Yes		0.1	No Further Work
2510930	Yes		0.2	Trenching Only
2510935	Yes		0.5	No Further Work
2542719	Yes		25.2	Trenching Only
2543088	No		0.1	No Further Work
2543088	No		2.1	Shovel Testing and Trenching
2543092	No		0.7	Shovel Testing and Trenching
2543092	No		0.0	Shovel Testing Only
2556912	No		11.5	Shovel Testing and Trenching
2557479	Yes		14.4	Trenching Only
2566422	No		0.2	Shovel Testing Only
2575636	Yes		0.0	No Further Work
2583719	Yes		0.3	Trenching Only
2593141	Yes		6.9	Trenching Only
2607028	Yes		1.4	Trenching Only
2607051	No		0.0	No Further Work
2623648	Yes		9.8	Shovel Testing and Trenching
2623664	Yes		10.2	Shovel Testing and Trenching
2623669	Yes		8.2	No Further Work
2623670	Yes		12.5	Shovel Testing and Trenching
2623671	Yes		0.9	Shovel Testing Only
2636832	Yes		2.2	Trenching Only
2636845	Yes		12.4	No Further Work

Parcel ID	ROE	Existing ROW Acres	New ROW Acres	Recommendation
2636845	Yes		1.2	Shovel Testing Only
2647033	No		0.1	Shovel Testing Only
2652141	No		1.3	Shovel Testing Only
2653829	Yes		21.1	Trenching Only
2653830	Yes		2.5	Trenching Only
2653833	Yes		14.5	Trenching Only
2653834	Yes		6.3	Trenching Only
2655669	Yes		1.7	No Further Work
2655671	Yes		2.1	Shovel Testing Only
2660634	No		5.6	Shovel Testing and Trenching
2661296	Yes		0.7	No Further Work
2663856	Yes		0.0	Shovel Testing Only
2663856	Yes		0.5	Trenching Only
2664625	Yes		3.5	Trenching Only
2681477	No		1.0	Shovel Testing and Trenching
2687100	Yes		11.5	Trenching Only
2687102	Yes		3.8	Trenching Only
2703692	No		3.9	Shovel Testing and Trenching
2703692	No		0.2	Shovel Testing Only
2726185	No		0.8	Shovel Testing and Trenching
2728287	No		0.0	No Further Work
2743149	Yes		0.5	No Further Work
2765449	No		0.5	Shovel Testing Only
2765450	No		1.2	Shovel Testing Only
2775664	Yes		9.0	Trenching Only
2780731	No		0.7	Shovel Testing and Trenching
2780733	No		0.4	Shovel Testing Only
2785421	No		0.2	Shovel Testing Only
2787340	Yes		5.9	No Further Work
2787340	Yes		0.7	No Further Work

Parcel ID	ROE	Existing ROW Acres	New ROW Acres	Recommendation
2787343	Yes		1.2	No Further Work
2787344	Yes		1.9	No Further Work
2787344	Yes		0.0	No Further Work
2787345	Yes		3.0	No Further Work
2805337	Yes		6.8	No Further Work
		158.5	326.0	

This report was written on behalf of the Texas Department of Transportation by:



11842 Rim Rock Trail
Austin, Texas 78737

512.329.0031

Appendix L-4: Project Coordination Request (PCR)



Project Coordination Request for Historical Studies Project

Main CSJ: 0364-04-051

District personnel should complete this form with all appropriate documentation attached. ENV-HIST staff review is contingent on provision of an active CSJ (or equivalent if the project is not a construction project) against which environmental work can be charged. District personnel shall ensure project description information in ECOS is complete and accurate prior to submitting the PCR to ENV-HIST. District-provided responses should reflect known data about the project and identify any limitations that hindered provision of the requested information. ENV-HIST staff will review the PCR form and attached information per established Documentation Standards. This review will result in:

- ENV-HIST environmental clearance of the project; OR
- ENV-HIST identification of additional technical studies required for clearance; OR
- ENV-HIST rejection of the PCR for failure to meet specific Documentation Standards and instructions on how to address the rejection.

This form specifies minimally required information needed to properly facilitate ENV-HIST's review process. Please submit all relevant documentation with this PCR at one time.

NOTE: * If this project information changes over the course of design OR if the funding source changes, then HIST requires re-coordination.

 No If FHWA funded, does the project conform to the type listed in Appendix 4 and the Historic Resources Toolkit?
 OR
 Does this historic coordination apply to the Antiquities Code as referenced in the Historic Resources Toolkit?

Information Required to Process Historic Resources Coordination and Consultation

1. Targeted ENV clearance date: May 1, 2023
2. *Anticipated letting date: January 2025
3. "Historic-age" date (let date minus 45 years): 1980
4. Yes *The proposed action is subject to federal permitting (i.e. Corps of Engineers, Coast Guard, IBWC, etc.).

Describe:

It is anticipated that the project will require permitting through the U.S. Army Corps of Engineers (USACE).

5. Yes *The proposed action requires additional ROW (purchased or donated) or easements?

Parcel ID	Required New ROW (acres)	Required New Easements	
		Temporary	Permanent
Refer to Table 1: Approximate Required New ROW	380.42	0	0
Total:	380.42	0	0



Project Coordination Request for Historical Studies Project

6. The following maps, tables or equivalents been uploaded to ECOS?

Yes/No/NA	Map Type	ECOS File Name:	
Yes	Existing and proposed ROW boundaries.	ECOS File Name:	Figure 1: Project Location Map Spur 399 Extension
Yes	Area of Potential Effects (APE) appropriate for project type.	ECOS File Name:	Figure 1: Project Location Map Spur 399 Extension
Yes	Parcel boundaries for properties within the APE.	ECOS File Name:	Figure 2: Previously Recorded Resources Spur 399 Extension
Yes	Results of the Texas Historic Sites Atlas search, identifying NHL, NRHP, SAL, and RTHL resources located within one-quarter mile of the project area listed in a table format and identified on color aerial map(s) or equivalent.	ECOS File Name:	Figure 2: Previously Recorded Resources Spur 399 Extension
Comments:		<p>A review of the Texas Historic Sites Atlas identified three historic-age cemeteries and three Official State of Texas Historical Markers (OTHMs) within the 1/4-mile Study Area. All are outside the project APE:</p> <ul style="list-style-type: none"> Pecan Grove Memorial Park Cemetery Ross Cemetery Scalf Cemetery OTHM - Pecan Grove Memorial Park (in Pecan Grove Cemetery) OTHM - Governor James Webb Throckmorton (in Pecan Grove Cemetery) OTHM - Old Settlers' Park (in Old Settlers Park at 1201 E. Louisiana) <p>Refer to Figure 2: Previously Recorded Resources Spur 399 Extension and Appendix A: Previously Identified Resources Photographs.</p>	
Yes	Results of Google Earth search with HIST- provided eligibility and historic bridge layers.	ECOS File Name:	Figure 2: Previously Recorded Resources Spur 399 Extension
Comments:		<p>A review of TxDOT's Historic Districts and Properties of Texas and TxDOT's NRHP Listed and Eligible Bridges of Texas GIS layers revealed no previously designated or evaluated properties or bridges within the APE or Study Area.</p>	

7. Yes Representative and dated photographs of the project area are uploaded to ECOS.

Note: Photographs should include the following elements:

1. Buildings/structures in the APE and those adjacent.
2. Road Features (culverts, bridges, landscaping, etc).
3. Areas of proposed construction.

File Name in ECOS: Figure 3: Photo Key Spur 399 Extension. Refer to Appendix B: Representative Project Area Photographs.

8. Yes Preliminary plans are uploaded to ECOS.



Project Coordination Request for Historical Studies Project

File Name in ECOS: 0364-04-051 etc. Spur 399 - 30% Schematic.pdf

9. Yes Historic-age bridges are within the project area.

Location	NBI #	Year Built	Eligibility
SH 5 northbound approx. 2.7 miles south of US 380 over Wilson Creek	180430004705081	1957	Not Eligible
SH 5 southbound approx. 2.7 miles south of US 380 over Wilson Creek	180430004705082	1957	Not Eligible
SH 5 northbound approx. 2.8 miles south of US 380 over Wilson Creek relief	180430004705083	1957	Not Eligible
SH 5 southbound approx. 2.8 miles south of US 380 over Wilson Creek relief	180430004705084	1957	Not Eligible

9.1 Yes Aerial map(s) or equivalent with bridge location(s) identified are uploaded to ECOS.

File Name in ECOS: A review of the National Bridge Inventory (NBI) database identified four bridges of historic-age (built in or prior to the historic cut-off date of 1980) within the project area. The four bridges are typical examples of post-1945 concrete highway bridge construction and are not NRHP eligible.

9.2 No CHC consultation required (contact HIST if needed).

10. No Rock masonry features (culverts, ditches, walls, etc.) are within the project area.

11. No Historic-age rest area(s) are located within the project area.

12. No The proposed action involves the relocation of historical markers.

13. No The project roadway is a known former historic highway alignment.

14. Yes Additional consulting parties (other than the THC) may be involved in this project.

Consulting Party Name	Representing	Contact Information
Collin County Historical Commission Paula Ross, Chair	CHC	7117 County Road 166 McKinney, TX 75071 CCHCmail@yahoo.com 972-548-4792 (Myers Park) 972-424-1460 ext. 4792 (Metro) 972-547-5743 (Fax) 972-740-8017



Consulting Party Name	Representing	Contact Information
City of McKinney Historic Preservation Office (no contact person listed)	City of McKinney	221 N. Tennessee St. McKinney, TX 75069 Contact- HistoricPreservation@mckinney texas.org 972-547-7500
Collin County History Museum (no contact person listed)	County Museum	300 East Virginia St. McKinney, TX 75069 info@collincountyhistoricalsoci ety.org 972-542-9457
Collin County Farm Museum Jennifer Rogers, Museum Coordinator	County Museum	7117 County Road 166 McKinney, TX 75071 972-547-5752 972-547-5743 (Fax) ccfm@collincountytx.gov

Additional Project Comments:

The APE is anticipated to be 300 feet beyond the proposed ROW for areas of new location roadway and 150 feet beyond the proposed ROW for areas along existing transportation corridors.

Although the City of McKinney has a Historic Preservation Office, it is not identified through the Texas Historical Commission (THC) as a Certified Local Government (CLG) community. Collin County is also not identified as a CLG community.

In addition to the three cemeteries and three OTHMs identified through the THC Atlas within the Study Area, information from the Collin County Historical Commission's website indicated the presence of a former school, Enloe School, within the current project APE (Orange Alignment) on County Road 722 (CR 722/Enloe Road). It is unclear at this time whether or not the school building remains extant, but a small building currently at this location may have been the former school (refer to photographs B-23 through B-25 in Appendix B).

Additional public information submitted by area property owners and family members noted the presence of the Enloe Farm on CR 722 (Enloe Road) (Orange Alignment). The approximately 83.42-acre property includes an extant farmhouse, reportedly constructed ca. 1859 for early area settler Abe Enloe (although preliminary research suggests a slightly later construction date ca. 1870s), as well as active agricultural lands (refer to Figure 3 [page 5] and photographs B-30 through B-41 in Appendix B). The property was honored as a Family Land Heritage Program recipient in 1984 through the Texas Department of Agriculture. Assessment of the property's NRHP eligibility will be conducted during the historic resources survey for the Project. Members of the Enloe family own additional adjacent property (approximately 119.73 acres) (Figure 3 [page 5]); however, it does not contain associated historic-age resources.

District Personnel Certification

 Yes I reviewed all submitted documents for quality assessment and control.

CPOLITO

Digitally signed by CPOLITO
Date: 2021.05.17 15:31:24 -05'00'

 May 17, 2021

District Personnel Name

Date:



The following table shows the revision history for this document.

Revision History	
Effective Date Month, Year	Reason for and Description of Change
December 2013	Version 1 released.
June 2015	Version 2 released. The form was converted to a PDF format. Form level validations were installed to ensure that all certified forms contained the minimum required information. Various questions were modified to accommodate the improved functionality of the PDF format.
August 2015	Version 3 released. Revised the form to make it compatible with Adobe Acrobat Reader DC. No changes were made to the question sequence or form logic.
June 2019	Version 4 released. The form was updated to include a separate section for Appendix 4. Additional questions were added for form logic.
January 2021	Version 5 released. The form was updated to include a question pertaining to historic roadway alignments. The form was updated to include the ability to use a digital signature to certify the form.

Appendix L-5: Historical Resources Research Design



Historical Studies Research Design

Reconnaissance Survey

Project Name: Spur 399 Extension

Project Limits: US 75 to US 380

District(s): Dallas

County(s): Collin

CSJ Number(s): 0364-04-051, 0047-05-058, 0047-10-002

Principal Investigator: Elizabeth Porterfield, Burns & McDonnell

Report Completion Date: June 2021

This historical studies research design is produced for the purposes of meeting requirements under Section 106 of the National Historic Preservation Act, the Antiquities Code of Texas, and other cultural resource legislation related to environmental clearance as applicable.

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Project Identification

▪ Report Completion Date:	06/17/2021
▪ Anticipated Date(s) for Fieldwork:	07/19/2021 to 07/20/2021
▪ Anticipated Survey Type:	<input type="checkbox"/> Windshield <input checked="" type="checkbox"/> Reconnaissance <input type="checkbox"/> Intensive
▪ Research Design Version:	<input type="checkbox"/> Draft <input checked="" type="checkbox"/> Final
▪ Regulatory Jurisdiction:	<input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> State
▪ TxDOT Contract Number:	18-9SDP5002
▪ District or Districts:	Dallas
▪ County or Counties:	Collin
▪ Highway or Facility:	Spur 399 (new location roadway)
▪ Proposed Project Limits:	US 75 to US 380
▪ Main CSJ Number	0364-04-051
▪ Anticipated Report Author(s):	Elizabeth Porterfield, Burns & McDonnell Lydia Costello, Burns & McDonnell
▪ Anticipated Principal Investigator:	Elizabeth Porterfield, Burns & McDonnell
▪ Anticipated List of Preparers:	Elizabeth Porterfield, Burns & McDonnell Lydia Costello, Burns & McDonnell Jay Claussen, Burns & McDonnell (GIS)

Recommended Area of Potential Effects (APE):

- Existing ROW
- 150' from Proposed ROW and Easements

	<input checked="" type="checkbox"/> 300' from Proposed ROW and Easements	
	<p>The proposed project would extend existing Spur 399 primarily on new location from U.S. Highway 75 (US 75) south of McKinney (including existing sections of State Highway 5 [SH 5], and Spur 399) north and east to intersect with US 380 east of McKinney following one of two build alternatives (Purple and Orange). The segment from US 75 along SH 5 to FM 546 would use the existing highway right-of-way. The remaining roadway would be constructed on new location. The two build alternatives (Purple and Orange) would be the same from US 75 to approximately 500 feet west of Couch Drive/Old Mill Road. In the areas of proposed new location roadway for both alternatives, the Area of Potential Effects (APE) will be 300 feet from the proposed ROW and will include all parcels partially or wholly therein. In limited areas of existing roadway where new ROW acquisition is required, the APE will be 150 from the proposed ROW and will include all parcels partially or wholly therein (refer to Appendices B and C).</p>	
<ul style="list-style-type: none"> ▪ Anticipated Historic-Age Survey Cut-Off Date: 	1980	
<ul style="list-style-type: none"> ▪ Study Area Scope: 	1,300 feet from edge of existing or proposed new ROW	
<p>Project Setting/Study Area</p>		
<ul style="list-style-type: none"> ▪ Current Land Use 		
	<p>The Study Area is located in central Collin County on the southeast side of McKinney, Texas, and comprises developed commercial, industrial, and residential areas primarily along the Purple Alternative to the west and large tracts of undeveloped wooded and agricultural land along the Orange Alternative to the east. The southern end of the Study Area along the existing US 75/Sam Rayburn Tollway (SH 121)/SH 5 and existing Spur 399 corridor includes mixed suburban development associated with the community of McKinney, including large medical facilities, apartment complexes, a mid- to late-twentieth-century manufactured home community, and three historic-age cemeteries. The northern end of the Study Area at US 380 includes primarily non-historic-age scattered commercial development.</p> <p>The Purple Alternative generally aligns with existing Airport Drive, a major industrial corridor that provides access to the McKinney National Airport (operated by the City of McKinney) to the east and large industrial developments to the west. The airport is a major feature located between the two alternatives and occupies most of the land within the central portion of the Study Area. Residential neighborhoods to the west of Airport Drive reflect mid- to late-twentieth century development. Scattered mid- to late twentieth century residential development and large agricultural parcels of cultivated fields and</p>	

	<p>pasturage characterize much of the Orange Alternative along Old Mill Road, County Road 317 (CR 317), and CR 722 (Enloe Road).</p> <p>Additional resources within the Study Area include a former quarry now operating as a municipal landfill east of the Orange Alternative at US 380, and a nature center, nature preserve, soccer complex, and a group home community south of the airport near Wilson Creek. Additionally, the Study Area includes large open areas of floodplain and mapped wetlands.</p>
<ul style="list-style-type: none"> ▪ Natural Environment 	
	<p>Much of the Study Area east of the McKinney National Airport consists of wooded areas associated with land management by the U.S. Army Corps of Engineer (USACE) around Lake Lavon or cleared fields in active agricultural use as cultivated fields or pastureland. Both alternatives cross the East Fork of the Trinity River and its tributaries, its floodplain and floodway, and the USACE flowage easement along the river. Vegetation types include maintained lawn and landscaped areas associated with residential, industrial, and commercial development, as well as unmaintained grasslands and woodlands in undeveloped and floodplain areas.</p>
<p>Anticipated Section 106 Consulting Parties</p>	
<ul style="list-style-type: none"> ▪ Proposed Public Involvement Outreach Efforts: 	
	<p>The potential consulting parties identified below will be notified of the proposed project via email or regular mail by the Texas Department of Transportation (TxDOT). A copy of the draft Historic Resources Survey Report (HRSR) may be provided to consulting parties by TxDOT, and comments may be solicited regarding the identification of historic properties, evaluation of their significance, and assessment of the undertaking’s effect upon them. In coordination with TxDOT Environmental Affairs Division (ENV), consulting parties may be provided an opportunity, if applicable, to express their views on resolving any adverse effects during the review of the HRSR.</p> <p>Related public involvement and outreach efforts conducted to date include the following:</p> <ul style="list-style-type: none"> • The City of McKinney and Collin County were engaged in the US 380 Feasibility Study (the precursor to the Spur 399 Ext EIS) in 2017-2020 • The City of McKinney, Collin County, THC, and other state and Federal agencies participated in an Agency Scoping Meeting for the Spur 399 Extension EIS on December 12, 2020

- The Notice of Intent (NOI) for the Spur 399 Extension EIS was published in the Federal Register on January 11, 2021
- A Public Scoping Meeting (virtual) for the Spur 399 Extension EIS was conducted February 23 through March 10, 2021.

▪ **Potential Consulting Parties:**

Paula Ross, Chair, Collin County Historical Commission, 7117 County Road 166 McKinney, TX 75071, CCHCmail@yahoo.com, 972-548-4792 (Myers Park), 972-424-1460 ext. 4792 (Metro), 972-547-5743 (fax), 972-740-8017

Guy R. Geirsch, Historic Preservation Officer, City of McKinney Historic Preservation Office, 221 N. Tennessee St. McKinney, TX 75069, ggiersch@mckinneytexas.org, 972-547-7416

Deborah Kilgore, Collin County History Museum, 300 East Virginia St. McKinney, TX 75069, info@collincountyhistoricalsociety.org, 972-542-9457

Jennifer Rogers, Museum Coordinator, Collin County Farm Museum, 7117 County Road 166, McKinney, TX 75071, ccfm@collincountytexas.gov, 972-547-5752, 972-547-5743 (fax)

Anticipated Project Stakeholders

The principal investigator conducting the survey, with TxDOT Dallas District approval, may contact stakeholders prior to conducting field investigations to aid historic property identification efforts. Any results of the contact will be incorporated into the HRSR.

Paula Ross, Chair, Collin County Historical Commission, 7117 County Road 166 McKinney, TX 75071, CCHCmail@yahoo.com, 972-548-4792 (Myers Park), 972-424-1460 ext. 4792 (Metro), 972-547-5743 (fax), 972-740-8017

Guy R. Geirsch, Historic Preservation Officer, City of McKinney Historic Preservation Office, 221 N. Tennessee St. McKinney, TX 75069, ggiersch@mckinneytexas.org, 972-547-7416

Deborah Kilgore, Collin County History Museum, 300 East Virginia St. McKinney, TX 75069, info@collincountyhistoricalsociety.org, 972-542-9457

Jennifer Rogers, Museum Coordinator, Collin County Farm Museum, 7117 County Road 166, McKinney, TX 75071, ccfm@collincountytexas.gov, 972-547-5752, 972-547-5743 (fax)

Affected landowners and interested members of the public, as applicable.

Previously Designated Historic Properties and Evaluated Resources

▪ Previously Evaluated Historic Resources

The review of the Texas Historical Commission (THC) Historic Sites Atlas and TxDOT's Historic Districts and Properties of Texas and National Register of Historic Places (NRHP) Listed and Eligible Bridges of Texas GIS maps revealed no previously designated resources within the APE (see **Figure 2** in **Appendix B**).

A review of the National Bridge Inventory (NBI) database identified 4 bridges of historic-age (built in or prior to the historic cut-off date of 1980) within the APE. The four bridges are typical examples of post-1945 concrete highway bridge construction and are not NRHP eligible.

- 180430004705081 - SH 5 northbound approx. 2.7 miles south of US 380 over Wilson Creek
- 180430004705082 - SH 5 southbound approx. 2.7 miles south of US 380 over Wilson Creek
- 180430004705083 - SH 5 northbound approx. 2.8 miles south of US 380 over Wilson Creek relief
- 180430004705084 - SH 5 southbound approx. 2.8 miles south of US 380 over Wilson Creek relief

Additional public information submitted by area property owners and family members noted the presence of the Enloe Farm on CR 722 (Enloe Road) within the APE (Orange Alternative). The property includes an extant farmhouse, reportedly constructed ca. 1859 (although preliminary research suggests a slightly later construction date ca. 1870s), as well as active agricultural lands under ownership of Enloe family members. The original Enloe Farm included approximately 84 acres. Through subsequent acquisition of adjacent parcels by later family members, the Enloe family property now encompasses over 200 acres (**Appendix B: Figure 2**). The property was honored as a Family Land Heritage Program recipient in 1984 through the Texas Department of Agriculture. Assessment of the property's NRHP eligibility will be conducted during the historic resources survey for the project.

▪ Previously Designated Historic Properties

The review of the THC Historic Sites Atlas, TxDOT's Historic Districts and Properties of Texas, and TxDOT's NRHP Listed and Eligible Bridges of Texas GIS maps revealed the

	<p>following previously designated and identified resources within the 0.25-mile (1,300-foot) Study Area. None intersect the project APE (see Figure 2 in Appendix B).</p> <ul style="list-style-type: none"> • Scalf Cemetery – southeast of McKinney on the north side of Old Mill Road • Ross Cemetery – southeast of McKinney on the east side of TX-75 • Pecan Grove Memorial Park Cemetery and Official State of Texas Historic Marker (OTHM) (in Pecan Grove Cemetery) – at the southeast corner of South McDonald Street and Eldorado Parkway • Governor James Webb Throckmorton OTHM (in Pecan Grove Cemetery) – at the southeast corner of South McDonald Street and Eldorado Parkway • Old Settlers' Park OTHM – in Old Settlers Park at 1201 East Louisiana
<ul style="list-style-type: none"> ▪ Previously Designated Historic Districts 	
	<p>A review of the THC Historic Site Atlas and TxDOT's Historic Districts and Properties of Texas revealed no previously designated or evaluated historic districts within the APE or Study Area.</p>
<p>Preliminary Assessment of Impacts to Historic Properties</p>	
<ul style="list-style-type: none"> ▪ Description of Impacts 	
	<p>No previously designated or determined eligible resources are located within the APE. If NRHP-eligible resources are identified within the APE during the historic resources survey for the proposed improvements, the potential effects of the proposed project activities to Section 4(f) properties would be evaluated.</p>
<p>Anticipated Survey Methods</p>	
<ul style="list-style-type: none"> ▪ Anticipated Surveyors: 	<p>Elizabeth Porterfield, Burns & McDonnell Lydia Costello, Burns & McDonnell</p>
<ul style="list-style-type: none"> ▪ Methodology Description 	
	<p>Following TxDOT ENV approval of the HSRD, the Secretary of the Interior (SOI)-qualified principal investigator and anticipated surveyor (collectively, historians), will conduct additional research and perform a reconnaissance-level survey, conforming to TxDOT</p>

standards, of historic-age resources (constructed in or before the historic-age cut-off date of 1980) on parcels within or intersecting the APE.

- A 300-foot APE applies to areas of proposed new location roadway and includes all parcels partially or wholly therein;
- A 150-foot APE applies to those areas of existing roadway where new ROW is proposed and includes all parcels partially or wholly therein (see **Figure 3** in **Appendix B**).

A reconnaissance survey is appropriate to identify and document historic-age resources (buildings, structures, objects, districts, etc.) and would facilitate evaluation of NRHP eligibility and potential project effects to historic (NRHP-listed or eligible) properties within the APE. The survey will be performed under the requirements of Section 106 of the National Historic Preservation Act and in accordance with 36 CFR 800 and the Antiquities Code of Texas. The proposed project is anticipated to require the acquisition of new ROW and temporary easements (see **Figure 3** in **Appendix B**).

Prior to conducting the historic resources survey, Burns & McDonnell historians conducted a site visit on March 23 and March 24, 2021, for preliminary documentation and evaluation of potentially NRHP-eligible properties and to assess the overall character of the APE for preparation of the Project Coordination Request (PCR). Although no previously determined eligible resources were identified within the APE, the preliminary site visit confirmed the presence of historic-age resources within the APE, including the Enloe Farm. The principal investigator reviewed central appraisal district (CAD) data and historic period aerial imagery, as available, to further determine the presence of resources of historic age within the APE. While not entirely comprehensive or up-to-date, CAD data are useful in understanding development trends and in generating preliminary construction dates for resources.

Burns & McDonnell GIS staff will produce aerial maps of the project area with parcel boundaries for all properties within the APE. Historic-age properties within the APE will be photo-documented and assessed from the public ROW. At least two photographs of all historic-age resources will be taken in conformance with TxDOT's digital photography standards. Historians will confirm approximate construction dates for historic-age resources with CAD data, a review of historic period map and aerial imagery, and knowledge of regional architectural history, using 1980 as the historic-age cut-off date. Surveyed properties will be evaluated for NRHP eligibility based on integrity and significance.

The principal investigator will compile the research and survey results into a historic narrative and will evaluate the identified resources within relevant historic contexts. Historians will evaluate rural and agricultural properties using both TxDOT's *Agricultural Theme Study for Central Texas*, and the National Park Service's *National Register Bulletin Guidelines for Evaluating and Documenting Rural Historic Landscapes*, as applicable.

Draft and final reports conforming to TxDOT standards will be prepared. The reports will include figures identifying the APE and locations of surveyed resources; a table summarizing the surveyed resources with locations, NRHP eligibility recommendations, and assessments of project effects; and photo sheets for each resource.

▪ **Compliance with TxDOT Standards Statement**

This HSRD has been prepared in compliance with TxDOT Standards as identified in the *Documentation Standard Historical Studies Research Design*. The proposed HRSR will be prepared in compliance with TxDOT’s *Documentation Standard and Template for Preparing an Historic Resources Survey Report*; TxDOT’s guidance documents including, *Agricultural Theme Study for Central Texas*, as applicable; and the TxDOT publication standards as outlined by the *TxDOT Brand Guidelines*.

Literature Review and Methodology

▪ **Research to Date**

Historians utilized numerous resources during the initial research phase to anticipate historic-age resource types and potentially NRHP eligible resources, to develop a preliminary historic context, and to establish anticipated periods of significance. Historians reviewed the THC Historic Sites Atlas, TxDOT’s Historic Districts and Properties, and the TxDOT’s NRHP Listed and Eligible Bridges GIS maps. In addition, historians consulted historic U.S. Geological Survey (USGS) maps (topographic maps) to determine the presence of former and existing communities within the Study Area. The maps, available online through topoView and USGS Historical Topographic Map Explorer, included the 1920 McKinney quadrangle and the McKinney East and West quadrangles from 1958, 1960, 1968, 1973, and 1985. Historians consulted available online Collin County highway maps from 1930 and 1939 as well as a 1935 soils map from the U.S. Bureau of Chemistry and Soils available via the Texas Historic Overlay. Historians also reviewed Google Earth, Google Maps, and historic period aerial imagery available online to determine historic land use patterns and development trends within the Study Area.

Based on the review of historic period maps and aerial imagery, historians reviewed sources relevant to the Study Area regarding the history of Collin County, the city of McKinney, and the community of New Hope. The *Handbook of Texas Online* provided an initial framework for review of additional resources through the Collin County Historical Commission, the Collin County History Museum, and the Family Land Heritage Program that will be referenced in the HRSR. Historic-age newspaper articles from the *McKinney Daily Courier Gazette* provided further information about the Enloe family farm and the former Enloe community along CR 722 (Enloe Road).

	<p>Historians also reviewed TxDOT Highway Designation Files and Texas State Highway Department meeting minutes, available online, for the historic-age transportation corridors of US 380, SH 5 (formerly US 75), and FM 546 within the APE and Study Area. The THC Atlas provided information about the Ross Cemetery, Scalf Cemetery, and the Pecan Grove Memorial Park Cemetery.</p> <p>Finally, historians consulted a 2019 master plan for the McKinney National Airport, a 2016 master plan for Lake Lavon, and additional online resources for information on the history of Collin County, including the 1958 publication <i>A History of Collin County, Texas</i> by J. Lee and Lillian J. Stambaugh. Investigation of these sources supported preparation of the research design and will provide a framework for more in-depth research as needed to make NRHP eligibility and effect recommendations for historic-age resources recorded during the survey effort.</p>
<ul style="list-style-type: none"> ▪ Proposed Literature Review 	
	<p>Along with the resources already consulted, historians will consult additional resources that could provide information about historical development patterns in the Study Area and inform assessment of historic-age properties recorded during the survey effort. Such resources could include newspaper archives, population and agricultural census records, deed or other vital records as relevant, and information received from the consulting parties or stakeholders on extant historic-age resources within the APE that may have significant historical associations.</p> <p>Historians will conduct additional research during and after the survey effort, including but not limited to review of materials at local repositories such as the Collin County History Museum and the McKinney Public Library. Additional references may include TxDOT's <i>Agricultural Theme Study for Central Texas</i> and the National Register Bulletin <i>Guidelines for Evaluating and Documenting Rural Historic Landscapes</i>, if applicable, to assess historic-age agricultural resources identified during the field survey.</p>
<p>Preliminary Historical Context Outline</p>	
	<p>Collin County</p> <p>Collin County, located thirty-four miles northeast of Dallas in the fertile Blackland Prairie, encompasses approximately 851 square miles in northeast Texas. Prior to the arrival of Euroamerican settlers in the 1840s, bands of Caddo Indians inhabited the region. In 1848, Collin County was created from a portion of Fannin County. McKinney became the county seat in 1849. Early settlers established small subsistence farms raising wheat and corn, but the lack of transportation and connectivity to distant markets curtailed the transport of crops. While slavery was present, the prevalence of subsistence agriculture not reliant on enslaved labor was a distinctive aspect of early Collin County settlement</p>

that persisted through the antebellum period. Limited settlement occurred within the county until the 1870s with the arrival of the railroads (Miner n.d.-a). Preliminary research and information provided by stakeholders suggests at least one property within the APE (the Enloe Farm) maintains associations with this early Euroamerican settlement period.

The Houston and Texas Central Railway reached McKinney in 1872 heralding several decades of growth. Additional rail lines followed, and by the mid-1890s, six railroads crossed Collin County. Agricultural production of cotton, wheat, and corn increased significantly with railroads connecting communities to markets across the state. Farming operations expanded to portions of east and central Collin County. With large numbers of tenant farmers countywide, Collin County experienced continued population and economic growth throughout the early twentieth century until the Great Depression of the 1930s (Miner n.d.-a; Stambaugh 1958).

The agricultural economy revived, however, by the mid-1950s with improvements in mechanization and farming practices through the Collin County Soil Conservation District and the Texas Research Foundation and an improved and expanded road system countywide (Miner n.d.-a; Stambaugh 1958). Farms decreased in number but increased in size, and tenant farming diminished considerably (Miner n.d.-a).

By the 1980s, light industry played an important role in the local economy, and over half of the county's population worked outside of its boundaries in the Dallas metropolitan area (Miner n.d.-a). Additional adjacent development within the county (outside of the Study Area) included the creation of Lake Lavon in 1953-1954 by the USACE, with subsequent enlargements in 1974-1975 through the acquisition of additional land (USACE 2016).

McKinney

McKinney was established in 1849 when area landowner William Davis donated acreage for the establishment of a townsite and county seat. Incorporated in 1859, McKinney served as the county's central agricultural and commercial hub for over 120 years. By the 1860s, amenities included a grocery store, dry goods store, and hotel (Stambaugh 1958). The arrival of the Houston and Texas Central Railway in 1872 and the Missouri, Kansas, and Texas Railroad in 1881 secured the community's position as a central shipping point for area farmers and manufacturers (Miner n.d.-b; Stambaugh 1958).

By the late nineteenth and early twentieth centuries, McKinney included numerous mills (flour, corn, and cotton), cotton gins, a cotton compress, an ice company, a textile mill, and a dairy, as well as numerous stores, banks, schools, and churches. The population increased from 4,714 in 1912 to over 10,000 by 1953. McKinney remained an important county agricultural center until the late 1960s. By the 1980s, however, the city transitioned into a bedroom community for commuters working in Dallas and Plano. As of 2000, the population exceeded 54,000 residents (Miner n.d.-b). Within the Study Area, the City of McKinney began property acquisition and construction of the McKinney

National Airport in 1977, and the airport officially opened in 1979 (Coffman Associates 2019).

New Hope

The small community of New Hope, located at the northern end of the Study Area slightly north of today's US 380 along New Hope Road (FM 1827), developed in the early 1850s with the establishment of a church and school serving local farmers. The population remained below 100 residents until the mid-twentieth century. Today, the unincorporated community of approximately 660 people includes scattered residences and agricultural parcels, a small number of commercial businesses, and the New Hope Baptist Church (Miner n.d.-c).

Existing Transportation Corridors (US 380, SH 5, and FM 546)

US 380

A review of historic-era maps indicates that in 1930, SH 39 functioned as the corridor extending east from McKinney in the general area of today's US 380 alignment at the northern project terminus (TSHD 1930). By 1939, the roadway operated as SH 24 in an alignment nearly identical to the present US 380 corridor (TSHD 1939). Topographic maps from 1958 through 1973 also depict the same alignment of SH 24 (USGS 1958; 1973). By 1985, however, the alignment featured its current designation of US 380 (USGS 1985).

Although the alignment of US 380 has remained largely unchanged since the late 1930s, development along the corridor within the Study Area has increased since the mid-twentieth century. Historic aerial imagery in 1956 and 1968 reflects very little development with primarily large agricultural parcels along both sides of US 380 within the current Study Area (NETR n.d. [1956, 1968]). A small number of buildings are visible along today's County Road 330 (CR 330) on the north side of US 380 in 1968 (NETR n.d. [1968]). By 1981, additional commercial and residential development within the same area and at the Airport Drive intersection reflects the general character of the corridor today (NETR n.d. [1981]).

SH 5

On a 1930 highway map, the portion of SH 5 (S. McDonald Street and Spur 399) within the current Study Area appears as part of the alignment of SH 6, one of the 25 original state highways proposed in 1917, and extending slightly northeast-southwest through McKinney (TSHD 1930; TxDOT [1917] n.d.-b). By 1939, the same alignment was part of US 75, one of the US highways initially proposed in 1927 (TSHD 1939; TxDOT n.d.-a). Topographic maps in 1960 depict the alignment through the east side of McKinney as US 75 at that time, with a new alignment of US 75 southwest of McKinney under construction (USGS 1960a-b). By 1968, the new alignment of US 75 had been extended north along the west side of McKinney as a divided highway (outside of the current APE), but the

former alignment through the eastern portion of McKinney retained the same US 75 designation (and SH 121 along today's Spur 399). In 1973, the current designation of SH 5 (and dual designation as SH 121) is depicted on topographic maps.

Historic period aerial imagery reflects the same development with the new alignment of US 75 established west of McKinney by 1968 (NETR 1968). Today, the portion of SH 5 (and part of Spur 399) within the APE and Study Area includes non-historic-age commercial development, with medical facilities, apartment complexes, and a manufactured home community, as well as small areas of undeveloped wooded land.

FM 546

FM 546, between McKinney and Biggers in Collin County, was approved as a new designation roadway in 1945, although the general corridor appears on maps as early as 1939 (TSHD 1939). The original alignment extended in a northwesterly direction toward McKinney from slightly east of the CR 722 (Enloe Road) intersection. Topographic maps from the 1960s and 1970s reflect the original alignment (USGS 1960, 1968, 1973). Aerial imagery indicates a change in the alignment by 1995 with expansion of McKinney National Airport, and an additional alignment change by 2012 due to further airport improvements (NETR n.d. [1995, 2012]). The western portion of FM 546 within the Study Area was realigned and constructed as Harry McKillop Boulevard after 2016 (NETR n.d. [2016]). The portions of FM 546/Harry McKillop Boulevard within the current APE and Study Area reflect non-historic-age commercial and industrial development near Airport Drive and primarily undeveloped cropland, pastureland, and wooded areas east of the airport.

Enloe Farm

During the public scoping meeting conducted virtually in February-March 2021, current owners and family members identified the Enloe Farm at 2142 CR 722 (Enloe Road) within the APE of the Orange Alternative. The property includes a farmhouse, reportedly constructed ca. 1859 for early area settler Abe Enloe (although research suggests a later construction date of in the late 1870s), as well as the remains of a former barn, two extant sheds, and active agricultural fields under the continued ownership of Enloe descendants. The original Enloe Farm included approximately 84 acres, but subsequent acquisition of adjacent parcels by later family members has increased the Enloe family property to over 200 acres (see **Figure 3** in **Appendix B**). In 1984, the property received honorary designation through the Family Land Heritage Program of the Texas Department of Agriculture for its continuous family ownership and agricultural operation for over 100 years (Family Land Heritage Program 1984).

According to a 1921 newspaper article, referenced in the Family Land Heritage Program application, the home was constructed for Reverend Abe Enloe, known as "Uncle Abe" (*Daily Courier-Gazette* 1921, 3). His parents settled in Collin County in 1850 when he was five years old, and the article notes the family residing on a rented farm east of McKinney,

later on a farm between the former communities of Ardath and Altoga (north of the current Study Area), and finally on a farm in the Milligan community (east of the current Study Area) on what was at that time (in 1921) referred to as “the ‘Uncle Bill’ Anderson home place” where Abe Enloe “grew to manhood” (*Daily Courier-Gazette* 1921, 3). The article makes no reference to the Enloe community until 1879 when Abe Enloe and his wife “moved to their farm in the Enloe community, which he had purchased a few years before” (*Daily Courier-Gazette* 1921, 3).

Prior to that time, the article indicates that Abe Enloe resided in McKinney and Plano where he was involved in the meat market business. According to the article, Abe Enloe donated land for the Enloe School, “which school and community were named in his honor” (*Daily Courier-Gazette* 1921, 3). Gwen Pettit, author of a local newspaper column in Allen, Texas, in the 1990s, identified Reverend Abe Enloe “as the progenitor of our local Enloes” (Fisher 2006, 102). She also noted his purchase of the area farm in 1879 and attributed to him the community’s name and establishment of the Enloe School (Fisher 2006). His reported settlement in the area in 1879 suggests a later construction date for the extant farmhouse than the reported date of 1859. Historians will conduct additional research via census records and other sources to further determine the approximate age of the dwelling and associated resources.

Information obtained from the Collin County Historical Commission’s website also indicated the presence of the former Enloe School near this location. The “Enloe School” appears on the 1935 Collin County soils map along the west side of today’s CR 722 (Enloe Road) slightly south of the Enloe Farm (U.S. Bureau of Chemistry and Soils 1935). A small extant building currently at this location identified during field reconnaissance may have been the former school.

Today, the Enloe Farm remains in active agricultural use with cultivated fields and pastureland. Additional adjacent dwellings under Enloe family ownership include a ca. 1940s bungalow, a mid-twentieth-century ranch house, and a non-historic-age dwelling and outbuilding. Other non-associated mid- to late-twentieth-century dwellings are located slightly south along CR 722 (Enloe Road) within the Study Area but outside the APE.

Anticipated Periods and Areas of Significance

Despite establishment of McKinney as the county seat in 1849 and the subsequent development of the town and adjacent highway corridors, settlement within the APE and Study Area remained sparse until the late twentieth century. Aerial imagery reflects the historically rural and agricultural character of the area through the 1960s until the construction of the McKinney National Airport in 1977. The preliminary site visit conducted in March 2021 revealed a small number of remaining historic-age resources, primarily dwellings, dating from the early to mid-twentieth century. The mid- to late-nineteenth-century Enloe farmhouse appears to be the oldest extant resource within the APE. Based on preliminary research and the conducted site visit, the period of significance

for resource types within the APE appears to range from ca. 1860 to 1980. Areas of significance and specific anticipated resource types are discussed in the following sections.

Mid-Nineteenth to Mid-Twentieth-Century Agricultural Development (ca. 1860–1960)

Very limited development occurred within the APE throughout the nineteenth and early to mid-twentieth centuries, when most of the land remained in agricultural use. Aerial imagery and maps from as early as the 1930s indicate sparsely scattered dwellings and active farmland throughout the APE. Resources from this period include the Enloe farmhouse (ca. 1879 or earlier), two additional early-twentieth-century residences representing former farmsteads, other scattered dwellings from the early twentieth century, and the possible former Enloe School on CR 722 (Enloe Road). Remnant resources from this period reflect the agricultural character of the area that remained relatively unchanged for almost a century.

Mid- to Late-Twentieth-Century Residential Development (ca. 1960–1980)

Mid- to late-twentieth-century residential resources and associated agricultural and non-agricultural outbuildings on large parcels were also identified within the project APE during the preliminary site visit. These resources include Minimal Traditional and Ranch Style houses with associated barns, sheds, garages, and other outbuildings. The development of these resources was likely associated with the continued agricultural economy of much of the county through the 1960s and the transition of the region to a commuter area for Dallas and Plano by the late twentieth century.

Mid- to Late-Twentieth-Century Commercial/Industrial Development (ca. 1970–1980)

Additionally, mid- to late-twentieth-century commercial resources along the existing transportation corridors were identified during the preliminary site visit within the APE. These resources appear to be associated with subsequent road improvements in the mid- to late twentieth century related to growth of the city of McKinney and its transition to a bedroom community for residents working in Dallas and Plano. Construction of the McKinney National Airport in the 1970s (between the Purple and Orange Alignments within the Study Area) also contributed to subsequent late-twentieth-century commercial and industrial development along Airport Drive.

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Appendix A: Project Information and ROW Information

- [WPD Section I - Project Definition](#)
- [WPD Section II - Tool](#)
- [WPD Section III - Project Work Plan](#)
- [WPD Section IV - Findings](#)

[Print this Page](#)

Project Definition

Project Name:

CSJ: - -

Anticipated Environmental Classification:

Yes No Is this an FHWA project that normally requires an EIS per 23 CFR 771.115(a)?

Project Association(s)

Manually Associate CSJ:

CSJ	DCIS Funding	DCIS Number	Env Classification	DCIS Classification	Main or Associate	Doc Tracked In	Actions
CSJ:004705058	State		EIS	NLF	Associate	Main	
CSJ:004710002	Federal,State		EIS	NLF	Associate	Main	

DCIS Project Funding and Location

Funding

DCIS Funding Type:

Federal State Local Private

Location

DCIS Project Number:

District:

Project Limit -- From:

Project Limit -- To:

Begin Latitude: + .

End Latitude: + .

Highway:

County:

Begin Longitude: - .

End Longitude: - .

DCIS & P6 Letting Dates

DCIS District: DCIS Approved: DCIS Actual:

P6 Ready To Let: P6 Proposed Letting:

DCIS Project Description

Type of Work:

Layman's Description:

DCIS Project Classification:

Design Standard:

Roadway Functional Classification:

Jurisdiction

No

Does the project cross a state boundary, or require a new Presidential Permit or modification of an existing Presidential Permit?

Who is the lead agency responsible for the approval of the entire project?

FHWA - Assigned to TxDOT TxDOT - No Federal Funding FHWA - Not Assigned to TxDOT

TxDOT

Who is the project sponsor as defined by 43 TAC 2.7?

No

Is a local government's or a private developer's own staff or consultant preparing the CE documentation, EA or EIS?

Yes

Does the project require any federal permit, license, or approval?

USACE IBWC USCG NPS IAJR Other

No

Does the project occur, in part or in total, on federal or tribal lands?

Environmental Clearance Project Description

Project Area

Typical Depth of Impacts: (Feet) Maximum Depth of Impacts: (Feet)

New ROW Required: (Acres)

New Perm. Easement Required: (Acres) New Temp. Easement Required: (Acres)

Project Description

Describe Limits of All Activities:

The proposed project would extend on new location from US 75 south of McKinney (including the existing intersection of US 75, SH 5, and Spur 399) north and east to intersect with US 380 east of McKinney. The new location alternatives could be as long as 6.5 miles. The proposed freeway would require approximately 330 feet to 350 feet of right-of-way. New right-of-way will be required to construct the proposed project.

Describe Project Setting:

The setting of the proposed Spur 399 Extension includes a primarily industrial area within the southeast quadrant of McKinney. The area includes a mix of industrial and airport uses with areas of undeveloped open land. Residential development lies to the west of the project area. Major traffic generators include a regional airport in the center of the study area and the industrial developments and downtown McKinney to the west.

The study area includes existing roadways, a rail line, a municipal landfill, a regional airport, quarry, and large open areas of floodplain and mapped wetlands.

A nature center, nature preserve, soccer complex, and therapeutic horsemanship facility are present within the study area.

The East Fork Trinity River and its tributaries cross through the northern portion of the study area. Vegetation present includes urban maintained vegetation associated with developments, as well as unmaintained grassland and woodland vegetation in parks and floodplain areas.

Describe Existing Facility: Spell

Existing Spur 399 is a 1.14 mile-long section of roadway that connects SH 5 to US 75/SH 121, and the Sam Rayburn Tollway (SRT) south of McKinney.

Describe Proposed Facility: Spell

The proposed project would extend Spur 399 from US 75 to US 380, a new location facility. The Spur 399 extension would be an eight-lane, access-controlled freeway with one-way frontage roads on each side within an anticipated right-of-way width of between 330 to 350 feet depending on location. Frontage roads may be eliminated, and the primary travel lanes may be elevated (on bridge/viaduct) to minimize impacts on sensitive resources. The freeway facility would also include ramps, direct connector roadways, frontage roads, and arterial roadways to support connectivity to the existing roadway network. Grade-separated interchanges would be constructed at major crossroads including US 75 / SH 5 and existing US 380.

Would the project add capacity?

Transportation Planning

Is the project within an MPO's boundaries?

Does the project meet the definition for a grouped category for planning and programming purposes?

The project is located in area.

This status applies to:

CO - Carbon Monoxide

O3 - Ozone

NO2 - Nitrogen Dioxide

PM10 - Particulate

PM2.5 - Particulate

Environmental Clearance Information

Environmental Clearance Date:

Environmental LOA Date:

Closed Date:

Archived Date:

Approved Environmental Classification:

Project Contacts

Created By:

Date Created:

Project Sponsor: TXDOT (Or) Local Government

Sponsor Point Of Contact:

ENV Core Team Member:

District Core Team Member:

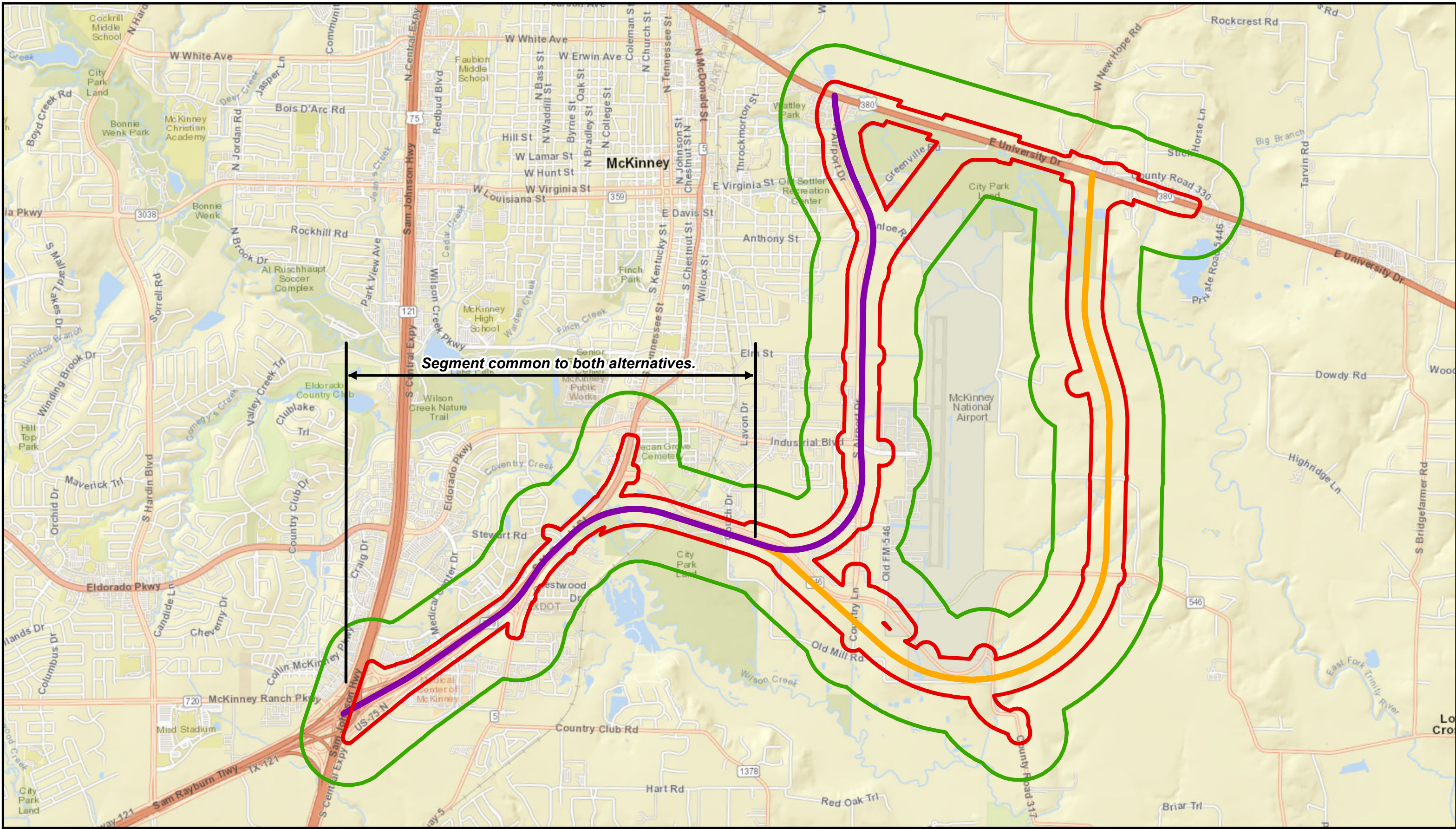
Other Point of Contact(s):





Last Updated By: Christine Polito

Last Updated Date: 03/29/2021 02:20:16

Appendix B: Figures/Maps

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Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community



-  Variable APE
-  1/4-Mile Study Area
-  Purple Alternative
-  Orange Alternative

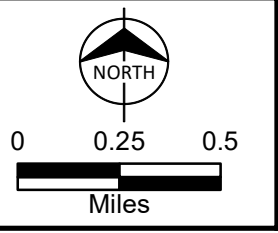
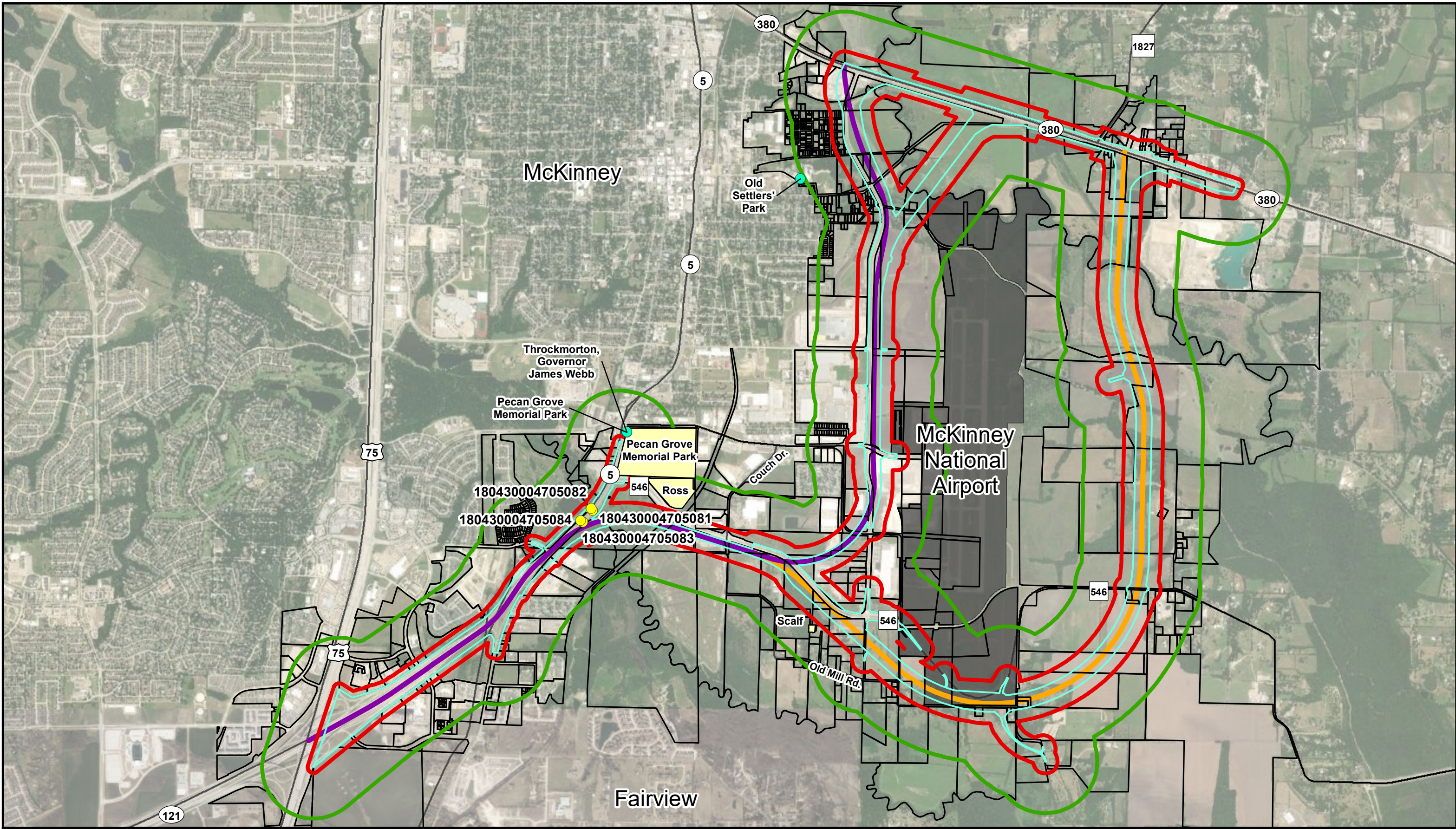


Figure 1
Project Location Map
Spur 399 Extension
CSJ: 0364-04-051
Collin County, TX

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Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



- | | |
|---|------------------------------------|
| Official Texas Historical Marker (OTHM) | Cemeteries |
| Historic-Age Bridges | Parcels |
| Purple Alternative | Variable APE |
| Orange Alternative | 1/4-Mile Study Area |
| Spur 399 Proposed ROW | McKinney National Airport Property |

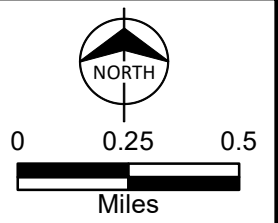
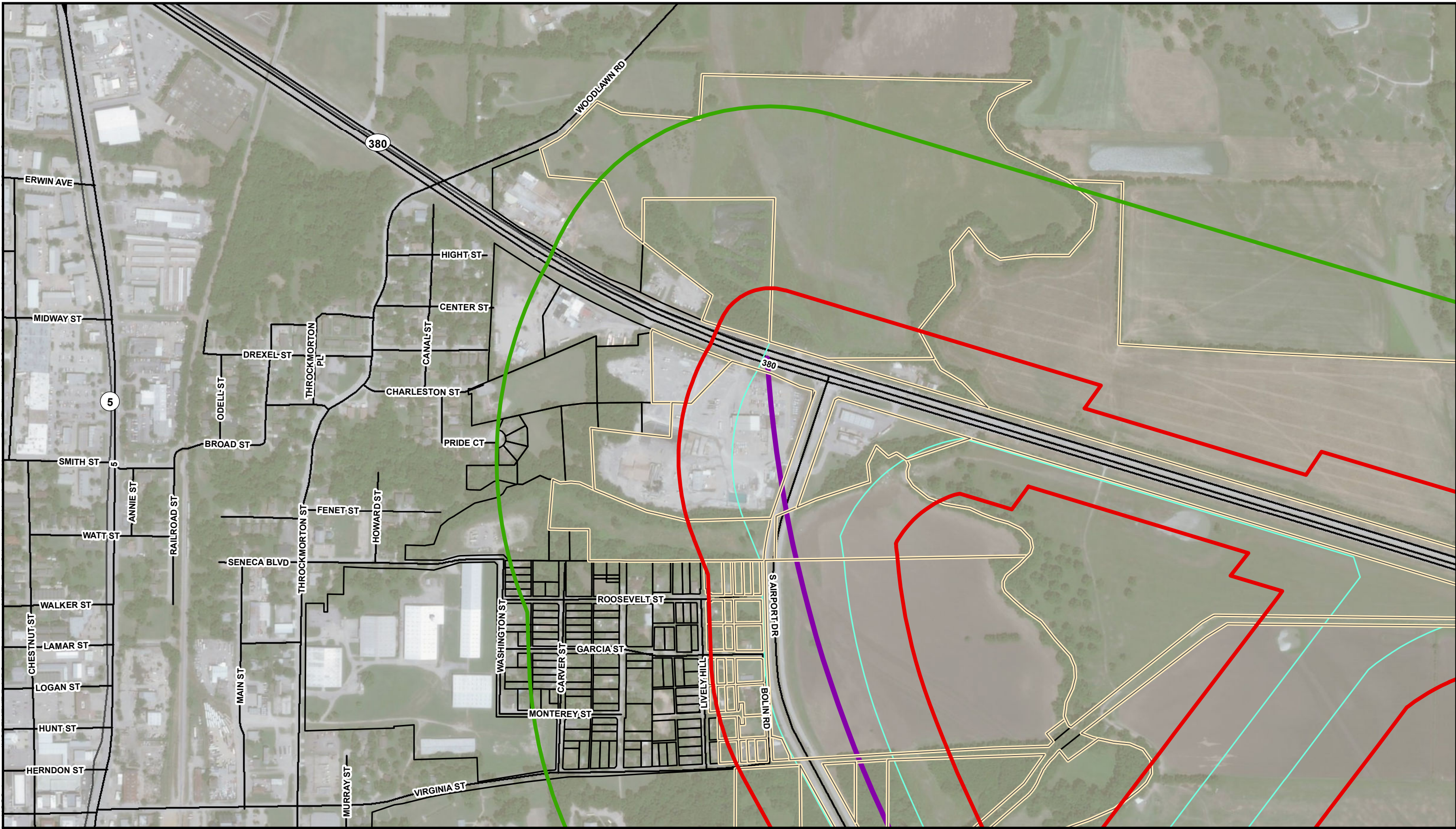


Figure 2
Previously Recorded Resources
Spur 399 Extension
CSJ: 0364-04-051
Collin County, TX

Path: Z:\Resources\Local\Clients\KCM\TRNT\XDOT\199436_US380\ArcGIS\DataFiles\ArcDocs\Spur399_RD_Fig3.mxd jclaussen 6/18/2021
 Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Purple Alternative	Variable APE	McKinney National Airport Property
Orange Alternative	1/4-Mile Study Area	
Parcels Intersecting APE	Enloe Family Property	
Proposed ROW	Original Enloe Farm	

* Existing ROW along current road network presumed to correspond to parcel boundaries.

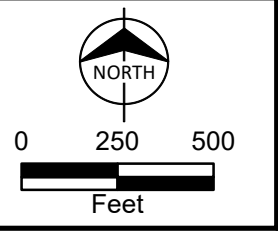
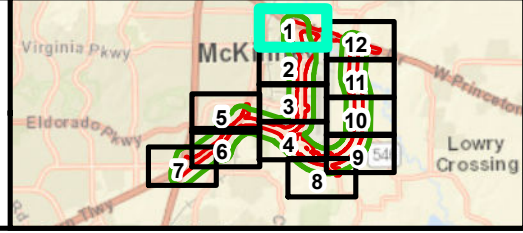
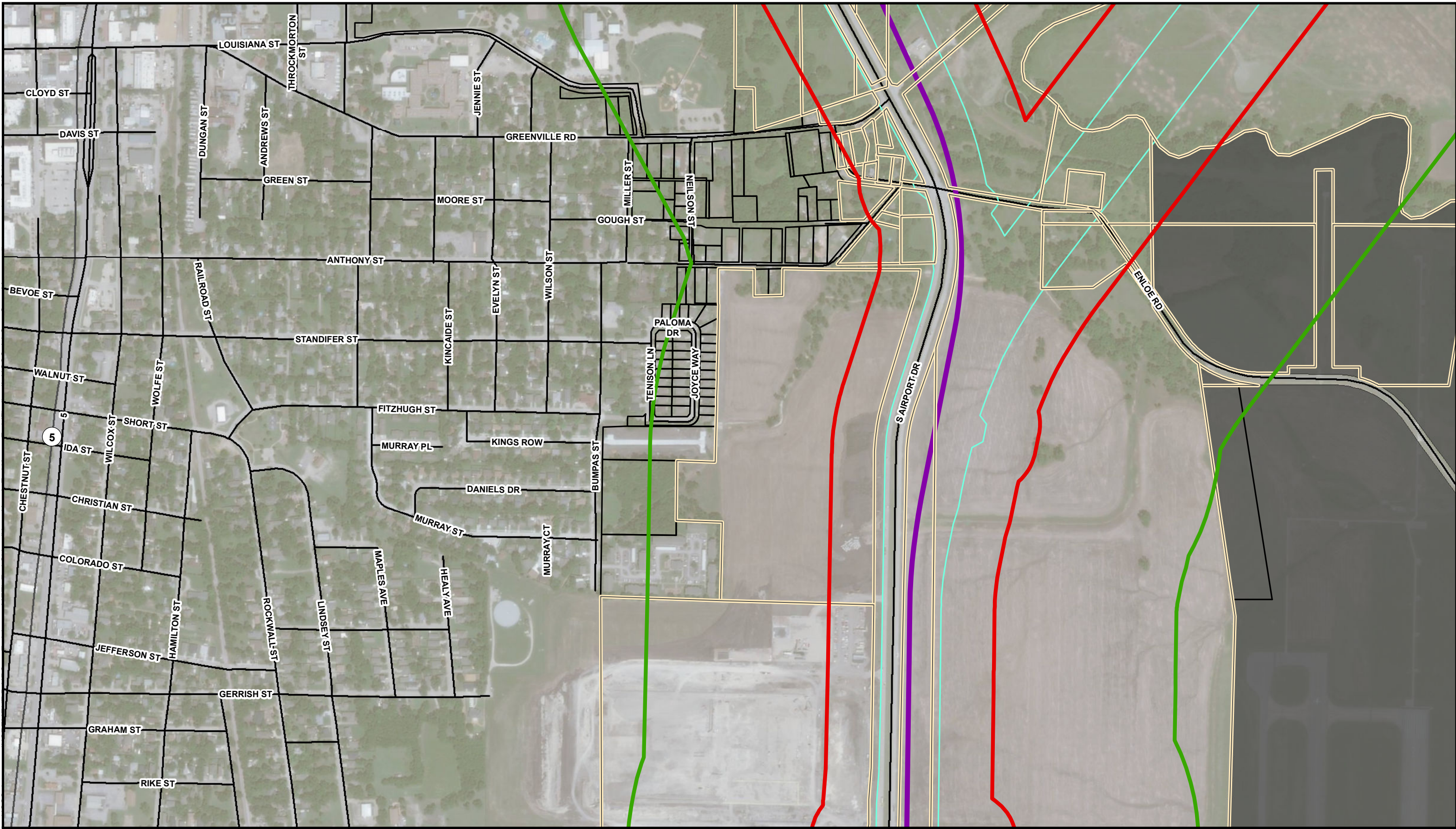


Figure 3
 Area of Potential Effects
 and Study Area
 Spur 399 Extension
 CSJ: 0364-04-051
 Collin County, TX
 Page 1 of 12

Path: Z:\Resources\Local\Clients\KCM\TRNT\XDOT\99436_US380\ArcGIS\DataFiles\ArcDocs\Spur399_RD_Fig3.mxd_jaclausen 6/18/2021
 Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Purple Alternative	Variable APE	McKinney National Airport Property
Orange Alternative	1/4-Mile Study Area	
Proposed ROW	Enloe Family Property	
Original Enloe Farm		

* Existing ROW along current road network presumed to correspond to parcel boundaries.

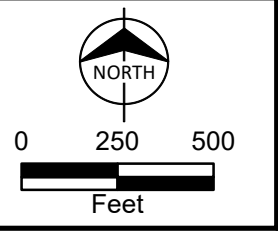
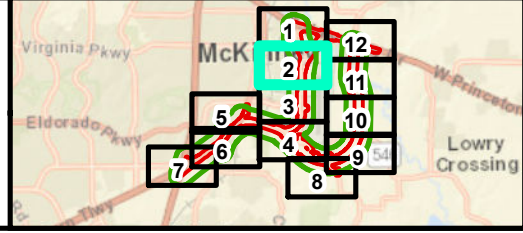
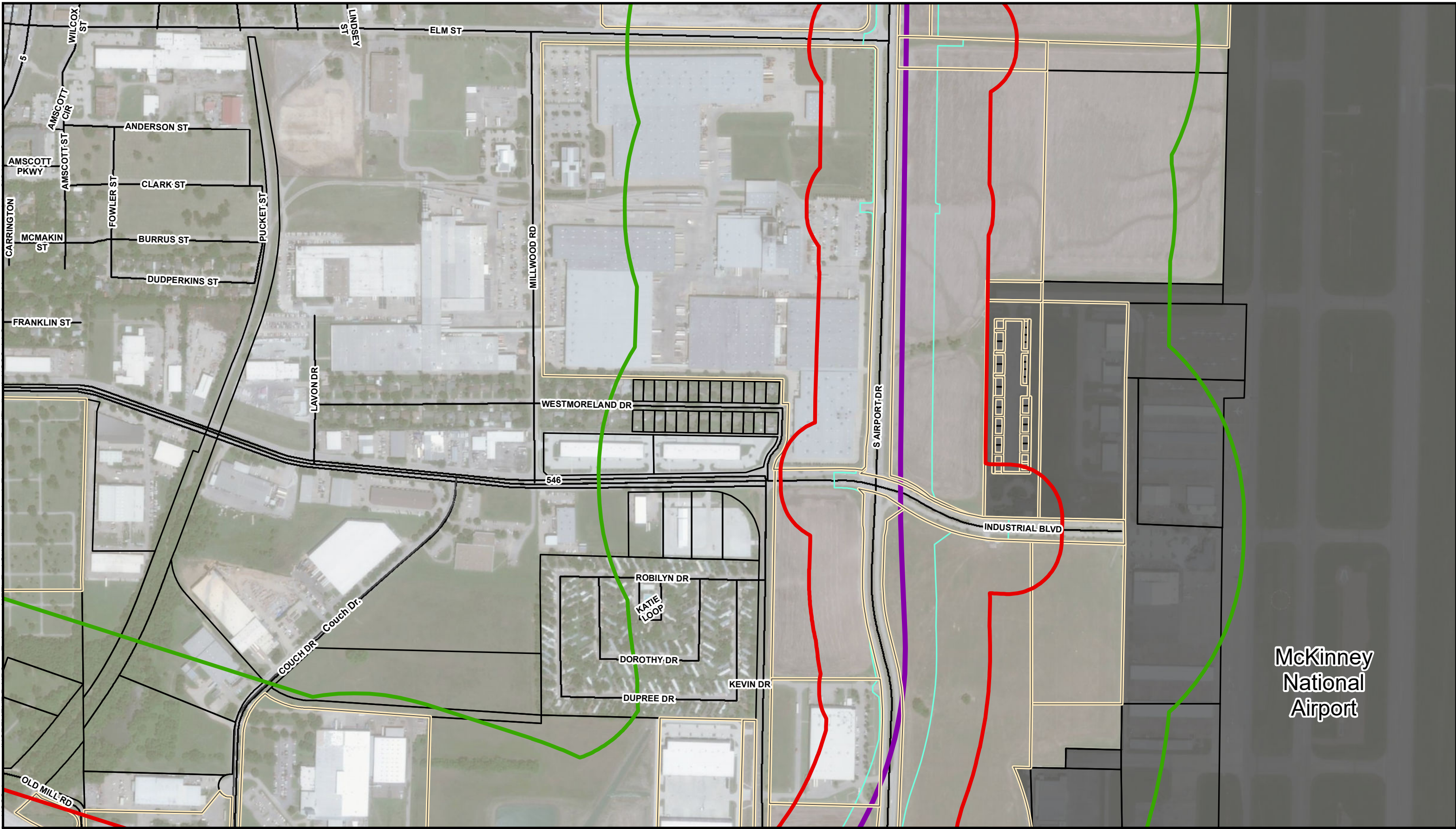


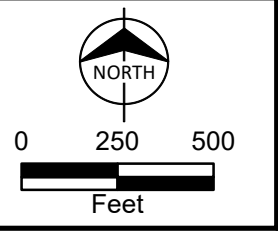
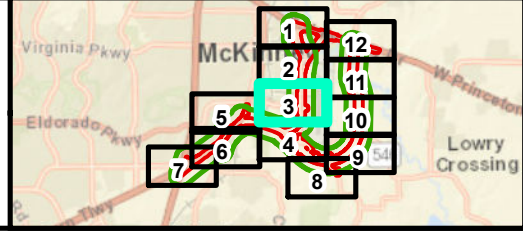
Figure 3
 Area of Potential Effects
 and Study Area
 Spur 399 Extension
 CSJ: 0364-04-051
 Collin County, TX
 Page 2 of 12

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 Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Purple Alternative	Variable APE	McKinney National Airport Property
Orange Alternative	1/4-Mile Study Area	
Parcels Intersecting APE	Enloe Family Property	
Proposed ROW	Original Enloe Farm	

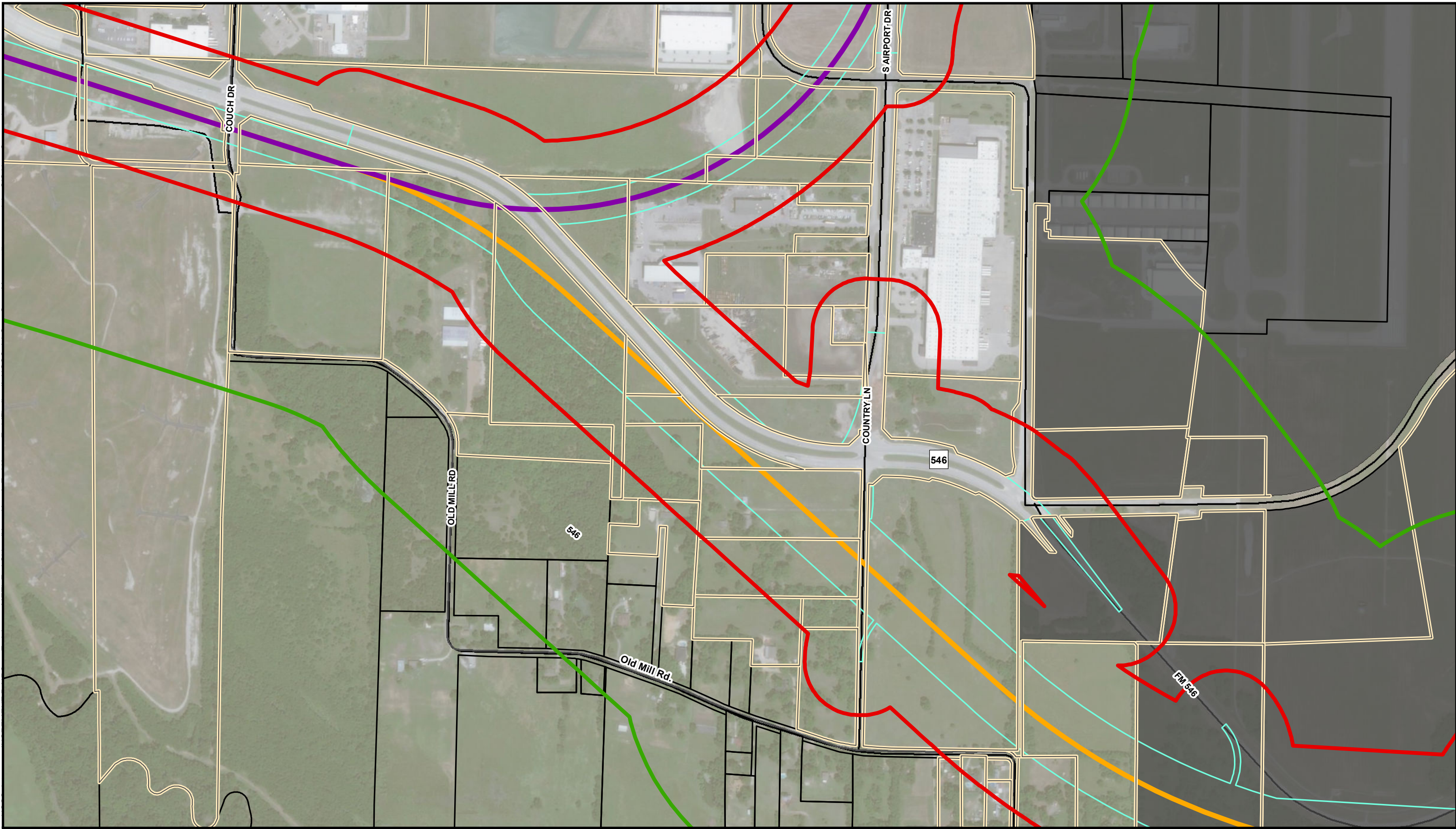
* Existing ROW along current road network presumed to correspond to parcel boundaries.



**McKinney
National
Airport**

Figure 3
 Area of Potential Effects
 and Study Area
 Spur 399 Extension
 CSJ: 0364-04-051
 Collin County, TX
 Page 3 of 12

Path: Z:\Resources\Local\Clients\KCM\TRNT\DOT\99436_US380\ArcGIS\DataFiles\ArcDocs\Spur399_RD_Fig3.mxd_jaclausen 6/18/2021
 Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Purple Alternative	Variable APE	McKinney National Airport Property
Orange Alternative	1/4-Mile Study Area	
Parcels Intersecting APE	Enloe Family Property	
Proposed ROW	Original Enloe Farm	

* Existing ROW along current road network presumed to correspond to parcel boundaries.

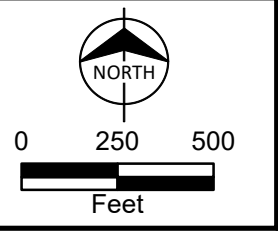
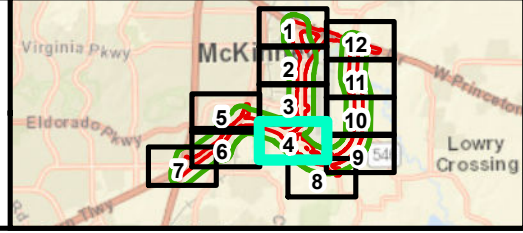
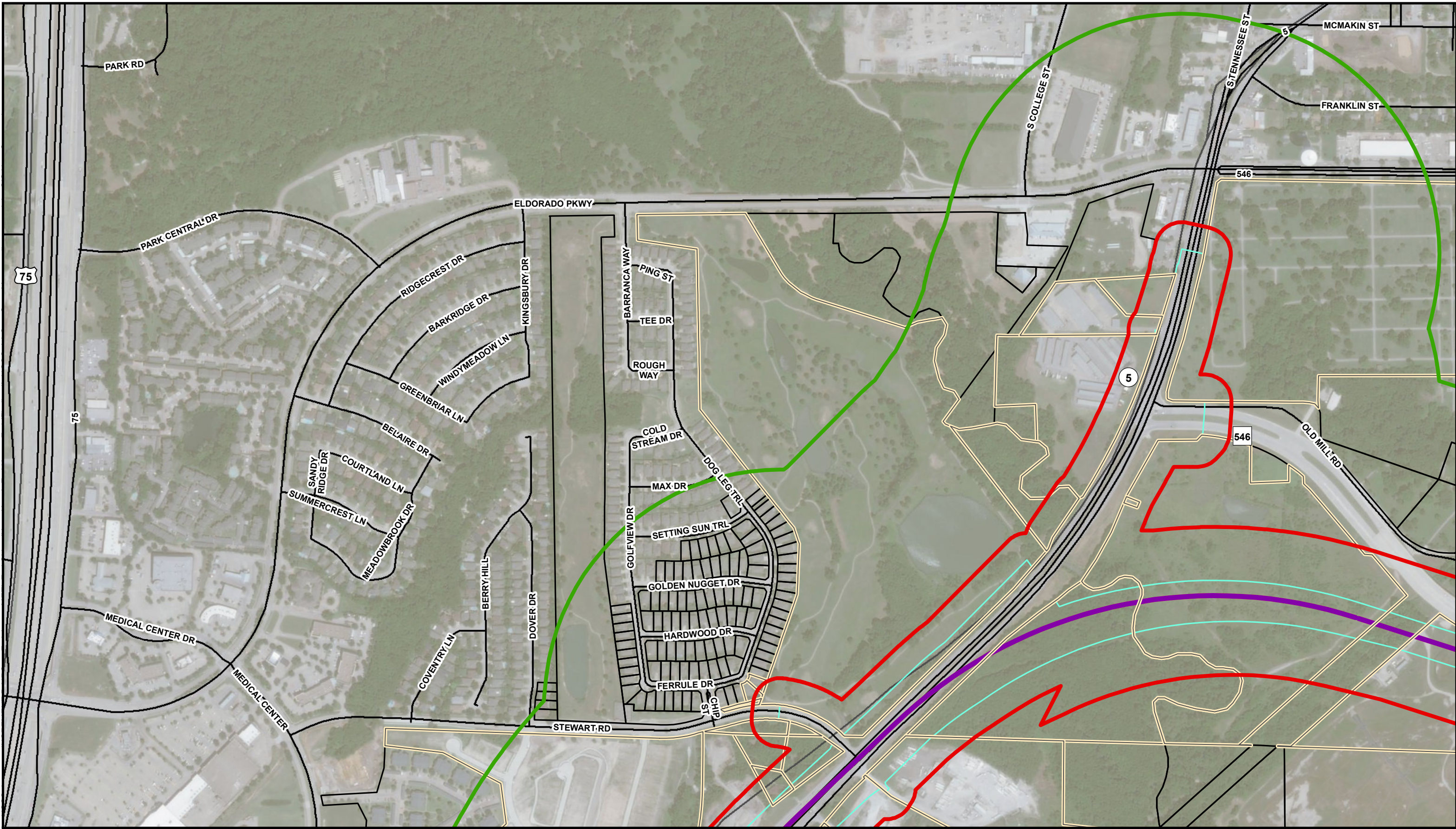


Figure 3
 Area of Potential Effects
 and Study Area
 Spur 399 Extension
 CSJ: 0364-04-051
 Collin County, TX
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 Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Purple Alternative	Variable APE	McKinney National Airport Property
Orange Alternative	1/4-Mile Study Area	
Parcels Intersecting APE	Enloe Family Property	
Proposed ROW	Original Enloe Farm	

* Existing ROW along current road network presumed to correspond to parcel boundaries.

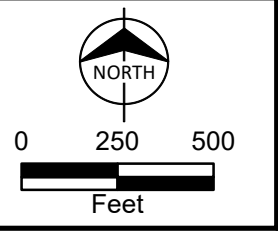
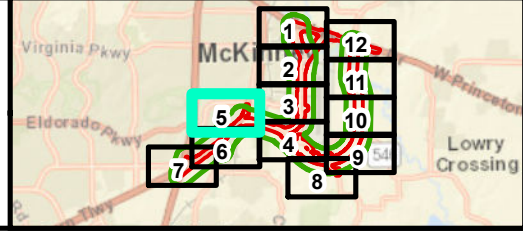
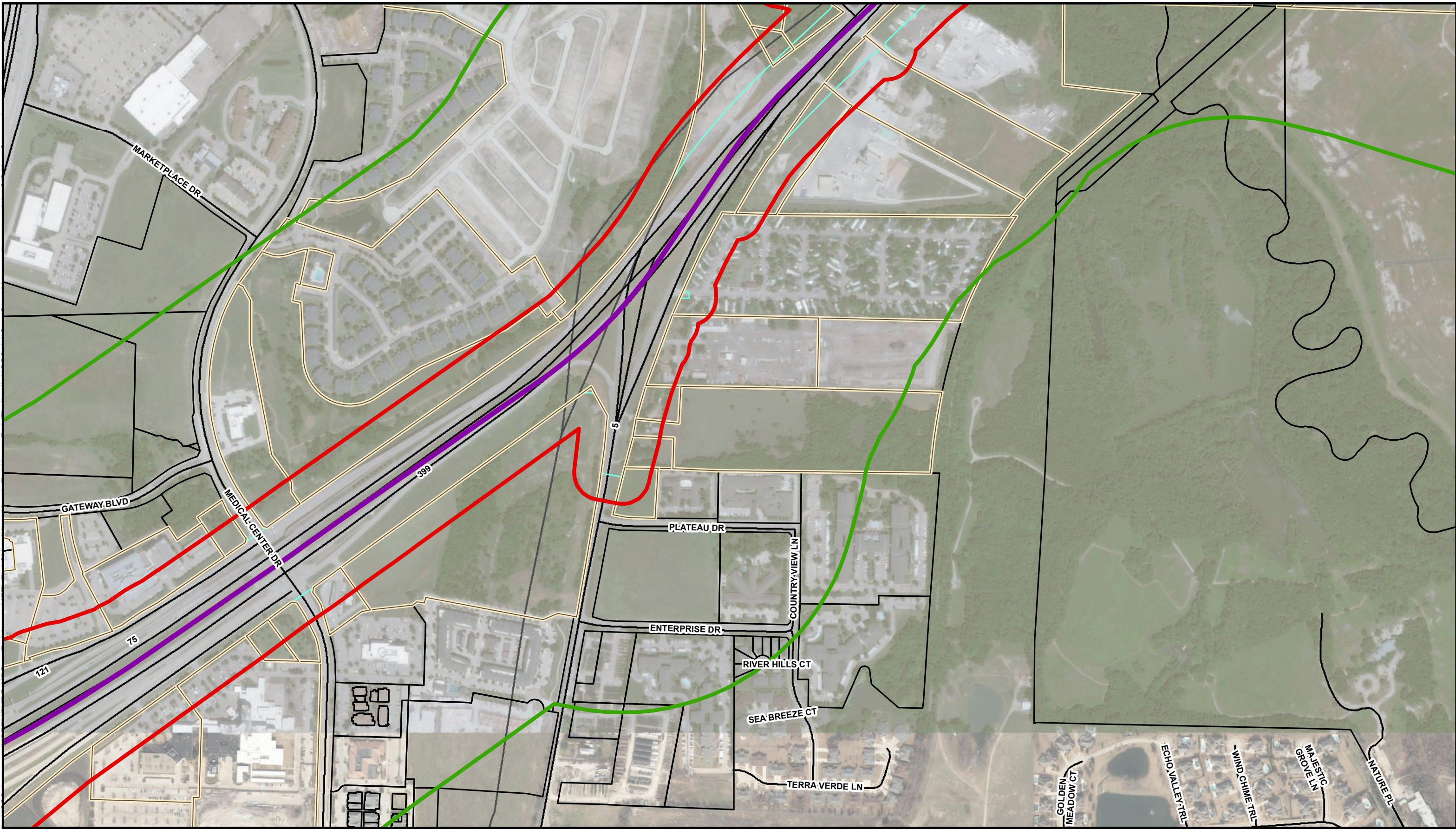


Figure 3
 Area of Potential Effects
 and Study Area
 Spur 399 Extension
 CSJ: 0364-04-051
 Collin County, TX
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Path: Z:\Resources\Local\Clients\KCM\TRNT\DOT\199436_US380\ArcGIS\DataFiles\ArcDocs\Spur399_RD_Fig3.mxd_jaclausen 6/18/2021
 Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Purple Alternative	Variable APE	McKinney National Airport Property
Orange Alternative	1/4-Mile Study Area	
Parcels Intersecting APE	Enloe Family Property	
Proposed ROW	Original Enloe Farm	

* Existing ROW along current road network presumed to correspond to parcel boundaries.

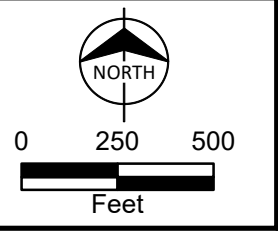
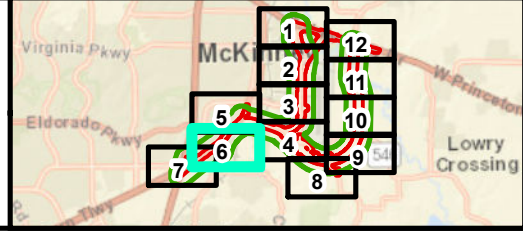
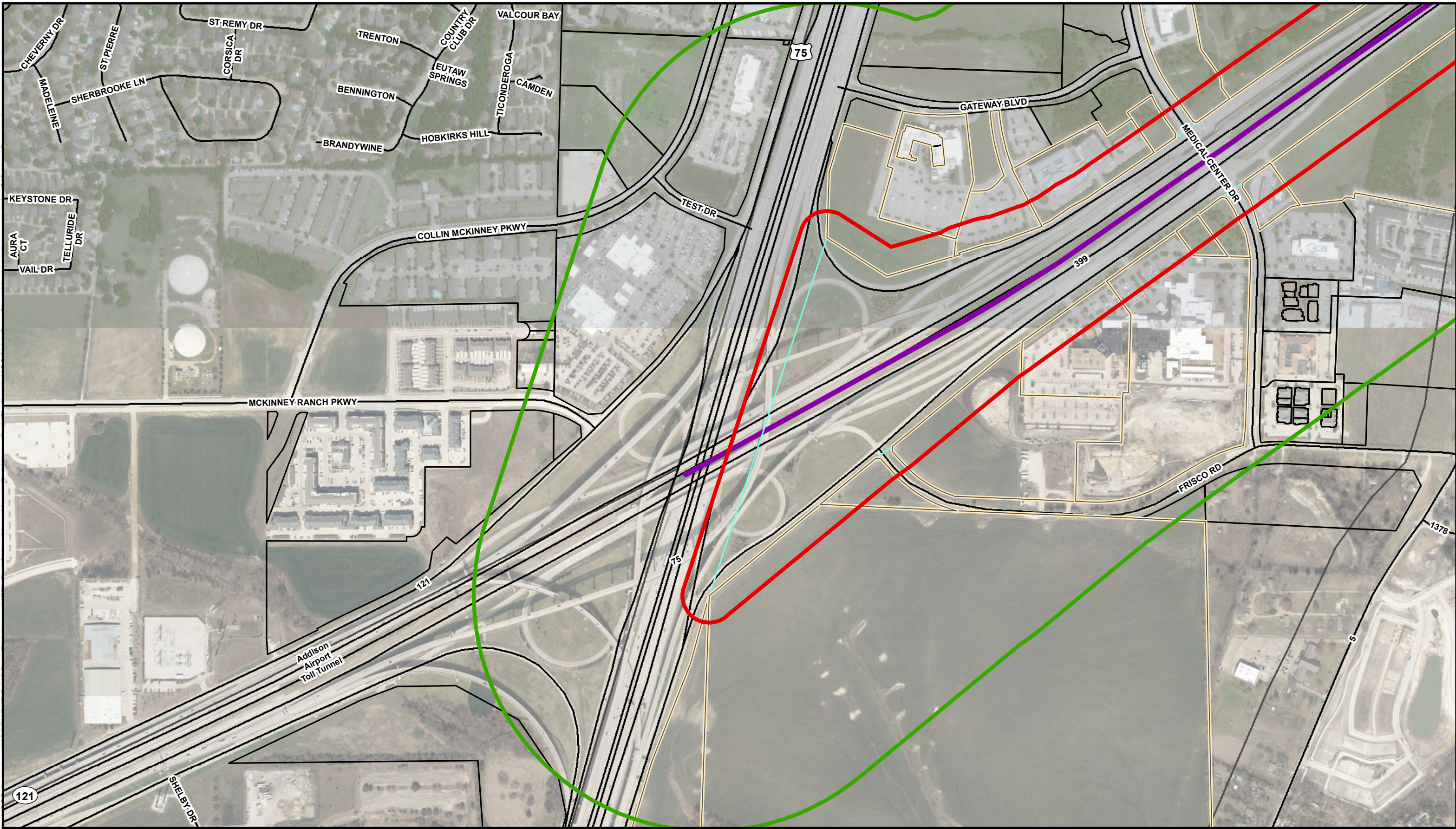


Figure 3
 Area of Potential Effects
 and Study Area
 Spur 399 Extension
 CSJ: 0364-04-051
 Collin County, TX
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Purple Alternative	Variable APE	McKinney National Airport Property
Orange Alternative	1/4-Mile Study Area	
Parcels Intersecting APE	Enloe Family Property	
Proposed ROW	Original Enloe Farm	

* Existing ROW along current road network presumed to correspond to parcel boundaries.

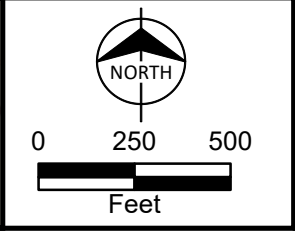
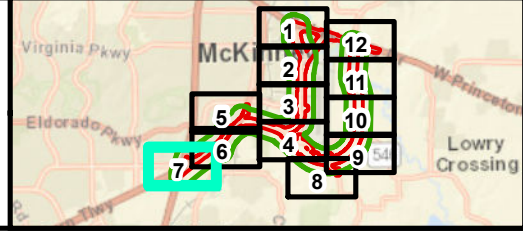
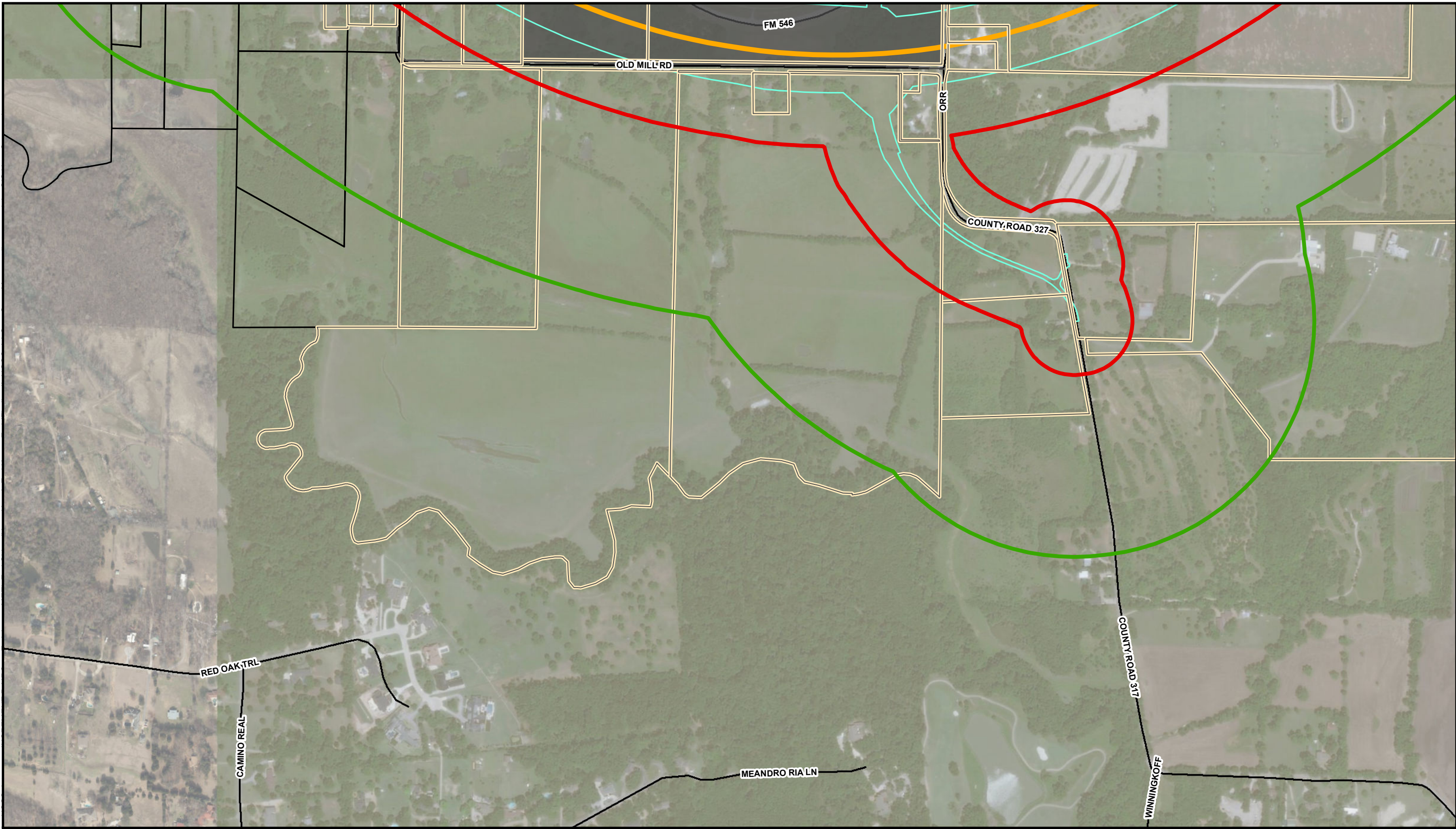


Figure 3
 Area of Potential Effects
 and Study Area
 Spur 399 Extension
 CSJ: 0364-04-051
 Collin County, TX
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 Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



- Purple Alternative
- Orange Alternative
- Parcels Intersecting APE
- Proposed ROW
- Variable APE
- 1/4-Mile Study Area
- Enloe Family Property
- Original Enloe Farm
- McKinney National Airport Property

* Existing ROW along current road network presumed to correspond to parcel boundaries.

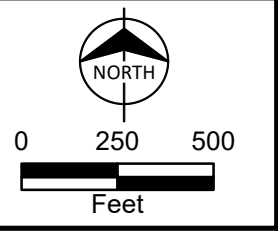
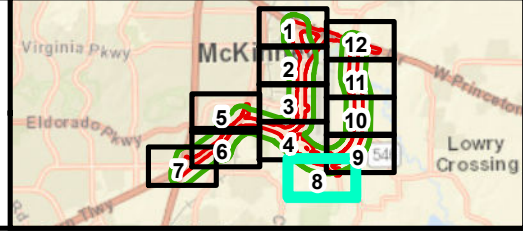
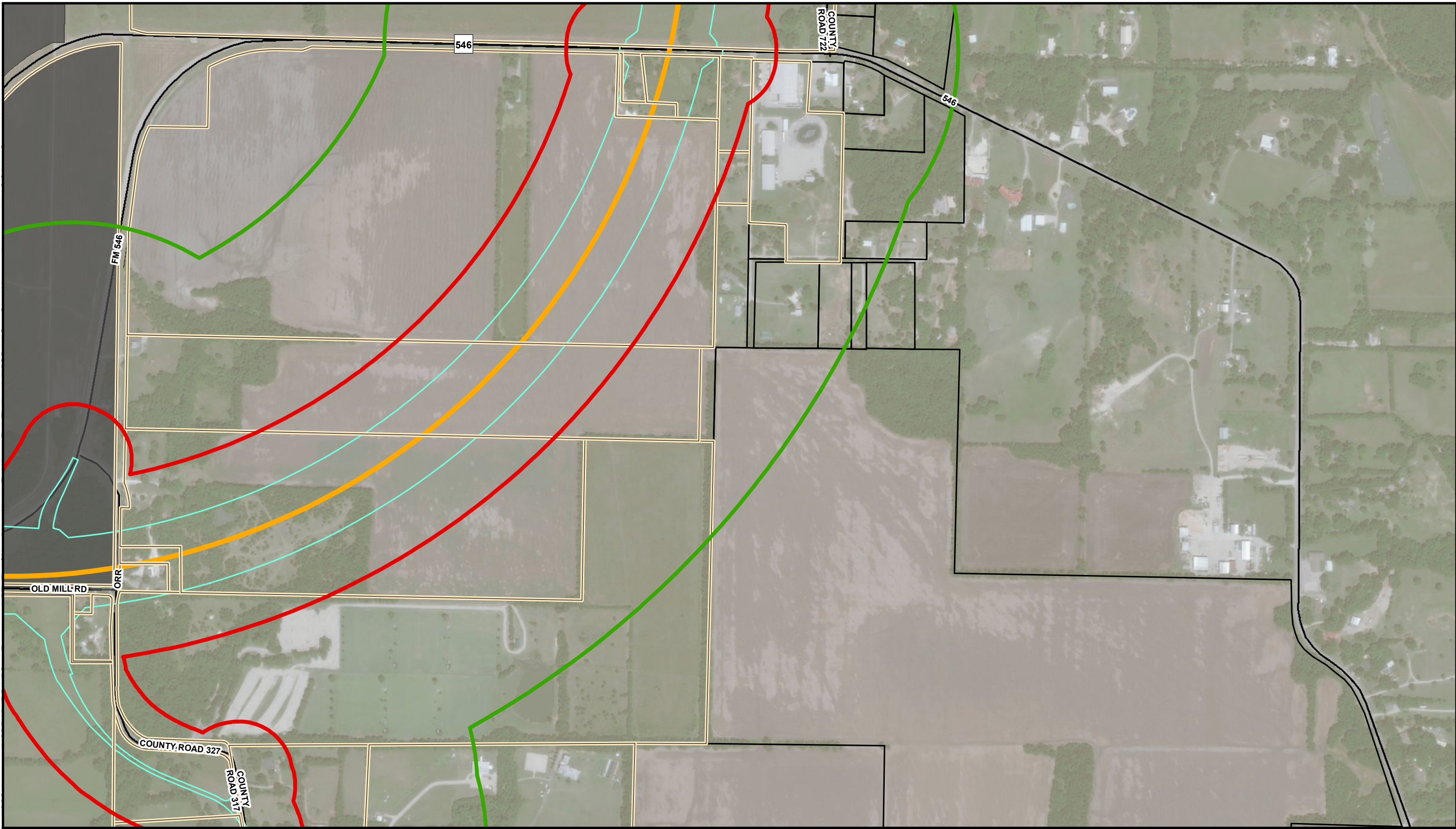


Figure 3
 Area of Potential Effects
 and Study Area
 Spur 399 Extension
 CSJ: 0364-04-051
 Collin County, TX
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Path: Z:\Resources\Local\Clients\KCM\TRNT\DOT\99436_US380\ArcGIS\DataFiles\ArcDocs\Spur399_RD_Fig3.mxd_jaclausen 6/18/2021
 Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Purple Alternative	Variable APE	McKinney National Airport Property
Orange Alternative	1/4-Mile Study Area	
Parcels Intersecting APE	Enloe Family Property	
Proposed ROW	Original Enloe Farm	

* Existing ROW along current road network presumed to correspond to parcel boundaries.

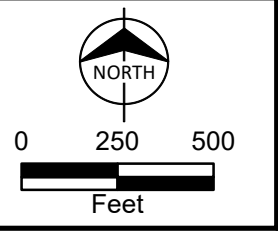
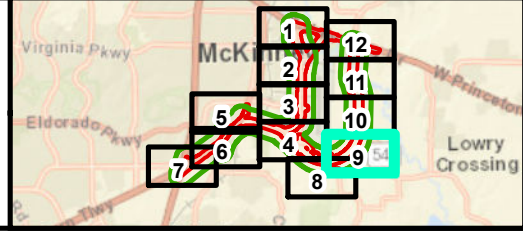
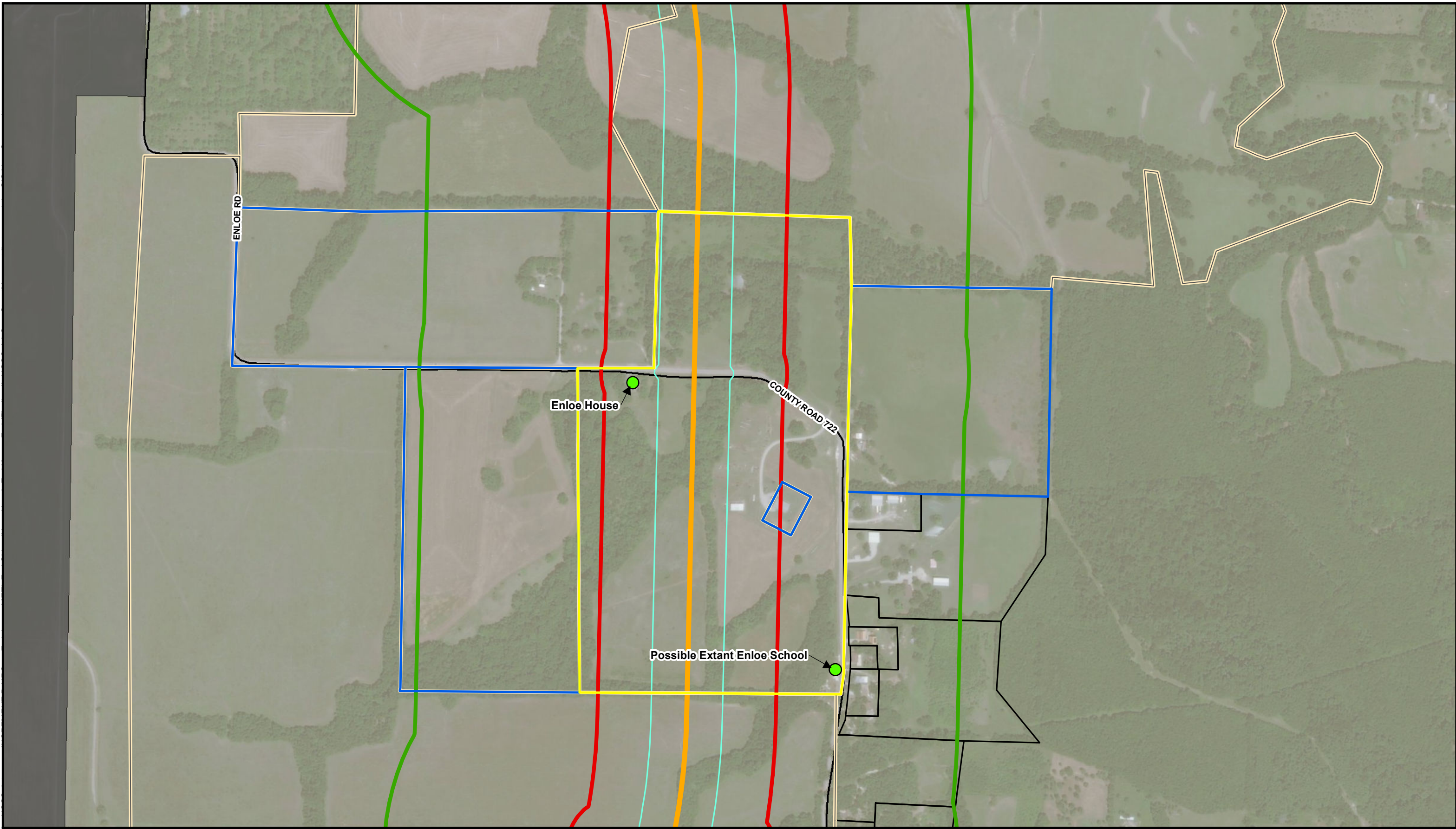


Figure 3
 Area of Potential Effects
 and Study Area
 Spur 399 Extension
 CSJ: 0364-04-051
 Collin County, TX
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Purple Alternative	Variable APE	McKinney National Airport Property
Orange Alternative	1/4-Mile Study Area	
Parcels Intersecting APE	Enloe Family Property	
Proposed ROW	Original Enloe Farm	

* Existing ROW along current road network presumed to correspond to parcel boundaries.

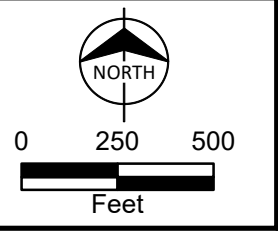
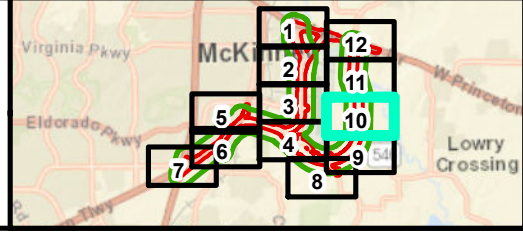
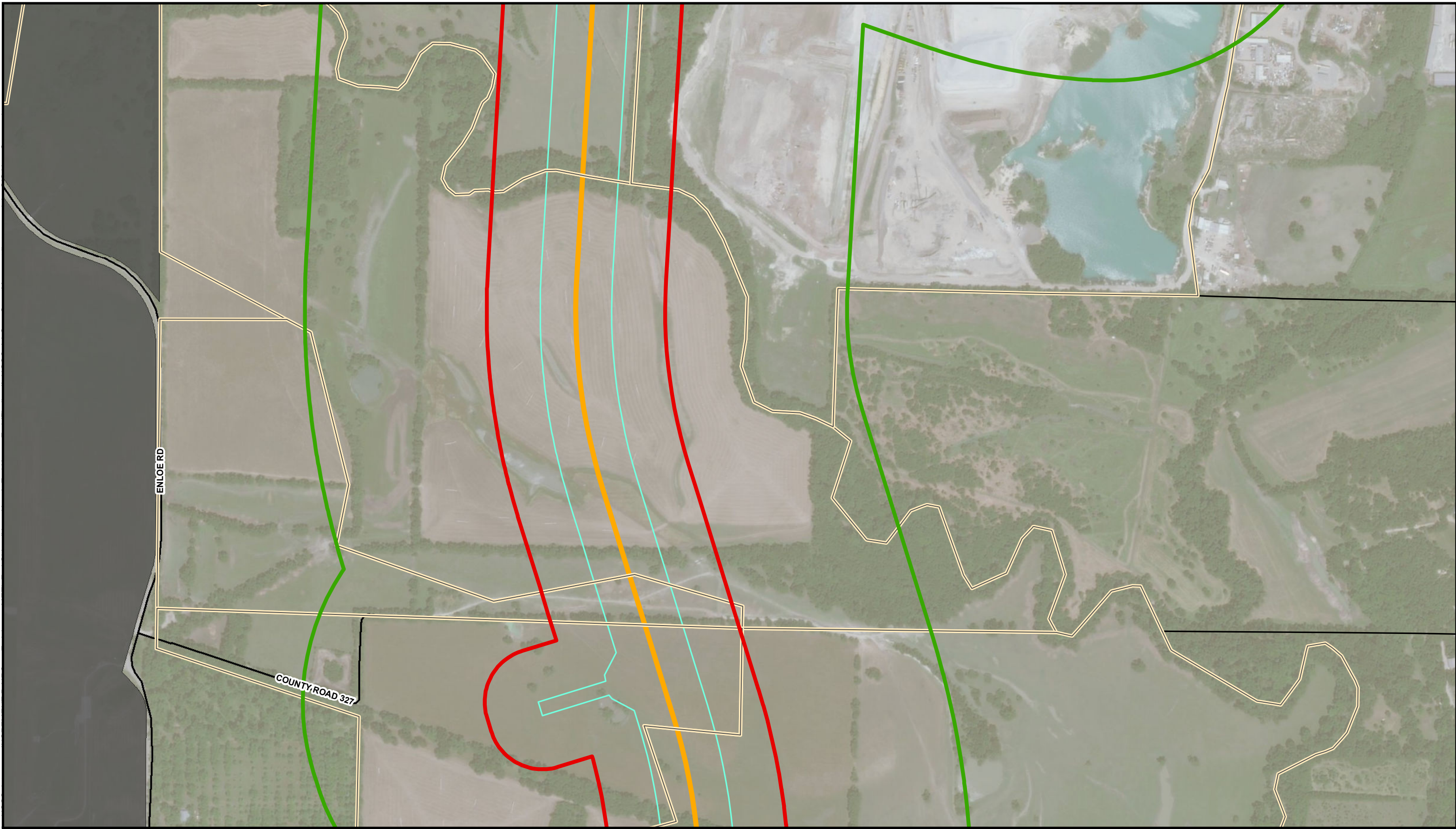


Figure 3
 Area of Potential Effects
 and Study Area
 Spur 399 Extension
 CSJ: 0364-04-051
 Collin County, TX
 Page 10 of 12

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 Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



- Purple Alternative
- Orange Alternative
- Parcels Intersecting APE
- Proposed ROW
- Variable APE
- 1/4-Mile Study Area
- Enloe Family Property
- Original Enloe Farm
- McKinney National Airport Property

* Existing ROW along current road network presumed to correspond to parcel boundaries.

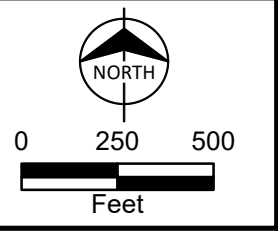
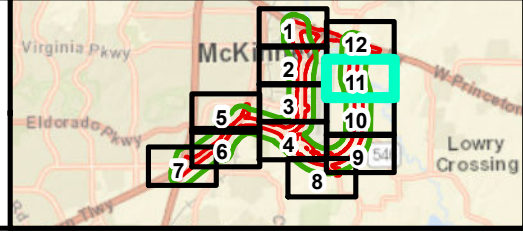
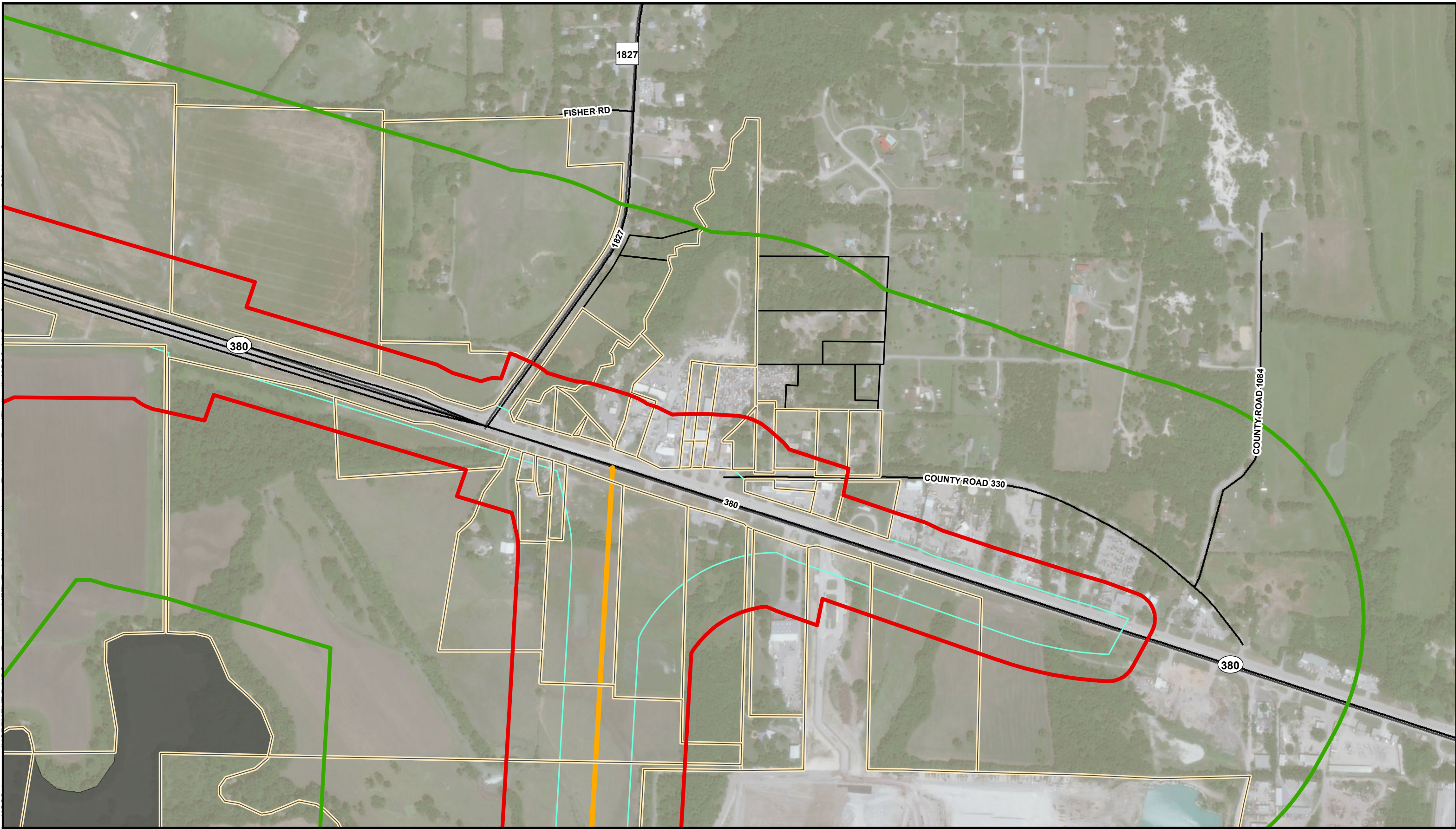


Figure 3
 Area of Potential Effects
 and Study Area
 Spur 399 Extension
 CSJ: 0364-04-051
 Collin County, TX
 Page 11 of 12

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 Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Purple Alternative	Variable APE	McKinney National Airport Property
Orange Alternative	1/4-Mile Study Area	
Parcels Intersecting APE	Enloe Family Property	
Proposed ROW	Original Enloe Farm	

* Existing ROW along current road network presumed to correspond to parcel boundaries.

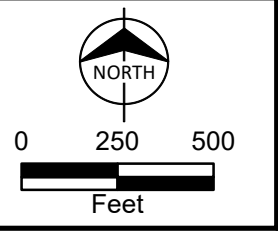
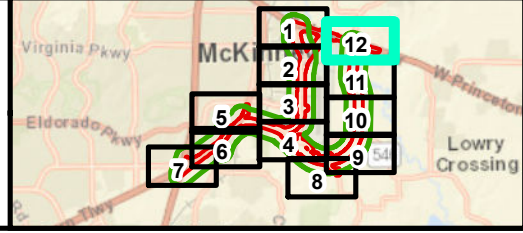
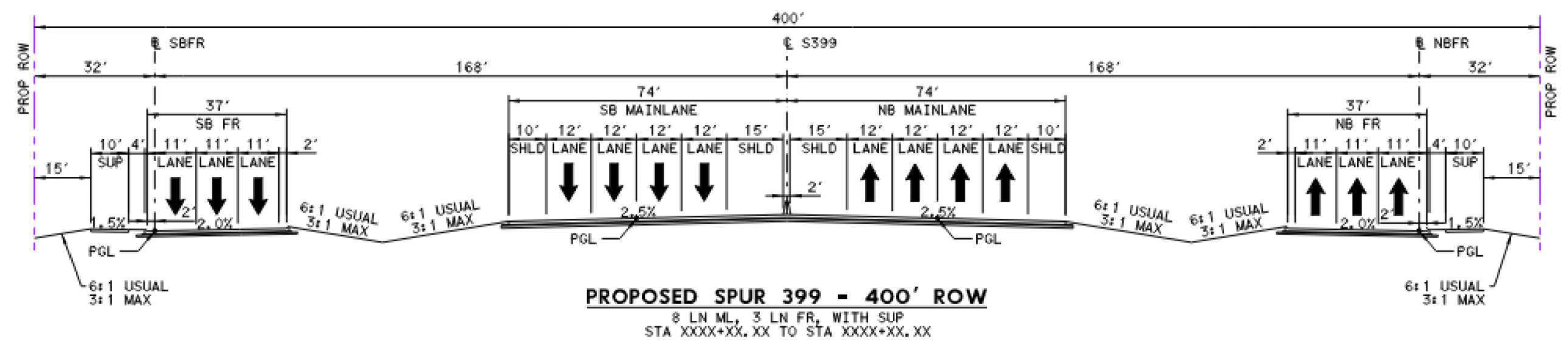


Figure 3
 Area of Potential Effects
 and Study Area
 Spur 399 Extension
 CSJ: 0364-04-051
 Collin County, TX
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Appendix C: Typical Sections

Path: Z:\Resources\Local\Clients\KCM\TRNIT\XDOT\199436_US380\ArcGIS\ISDataFiles\ArcDocs\Spur399_RD_typical_section.mxd jaclaussen 6/18/2021
Service Layer Credits:



Typical Section
Spur 399 Extension
CSJ: 0364-04-051
Collin County, TX

Appendix L-6: Historical Resources Survey Report



Historical Resources Survey Report

Reconnaissance Survey

Project Name: Spur 399 Extension

Project Limits: US 75 to US 380

District(s): Dallas

County(s): Collin

CSJ Number(s): 0364-04-051, 0047-05-058, 0047-10-002

Principal Investigator: Elizabeth Porterfield, Burns & McDonnell

Report Completion Date: November 2021

This historical resources survey report is produced for the purposes of meeting requirements under Section 106 of the National Historic Preservation Act, the Antiquities Code of Texas, and other cultural resource legislation related to environmental clearance as applicable.

Abstract

The Texas Department of Transportation (TxDOT) proposes to extend the existing Spur 399 primarily on new location from U.S. Highway 75 (US 75) south of McKinney (including existing sections of State Highway 5 [SH 5] and Spur 399) north and east to terminate at US 380 east of McKinney following one of two build alternatives (Purple and Orange) (project). The segment from US 75 along SH 5 north to FM 546 would use the existing highway right-of-way (ROW). The remaining roadway would be constructed on one of two build alternatives (Purple and Orange). The two alternatives would be the same from US 75 to approximately 500 feet west of Couch Drive/Old Mill Road. Both projects would require acquisition of new ROW.

The Purple and Orange Alternatives share a 'Common Alignment' that extends from US 75, along and within the existing ROW of SH 5, and then on new location extending eastward from SH 5 to approximately 500 feet west of Couch Drive. At this point the Purple and Orange Alternatives begin their separate new location alignments. The majority of the Common Alignment will be elevated to accommodate its connection to the elevated SH 5 facility, local roadway connectivity (Harry McKillop Boulevard, FM 546), and existing and planned major utilities in the area.

The majority of the Purple Alternative would be constructed on new location along the general alignment of existing Airport Drive west of the McKinney National Airport (Airport) and connect to US 380. Airport Drive would be incorporated (reconstructed for the most part) as part of the frontage road system. The freeway main lanes would be elevated (either on structure or on fill) with frontage roads providing grade-separated access to the freeway and local streets under the freeway anticipated at Industrial Boulevard and Elm Street. Enloe Road and Greenville Road would be connected to the frontage road with right-in/right-out connections only. The majority of the Orange Alternative would be constructed primarily on new location, crossing undeveloped agricultural or wooded land with scattered dwellings, extending around the southern end of the Airport, and then turning north along the east side of the Airport to connect with US 380. Areas of the facility would be elevated (on structure or on fill) with bridges to accommodate local road crossing underneath and to avoid/minimize impacts to wetlands and streams. Grade-separated interchanges would be provided at Airport Drive, FM 546 near the southwest corner of the Airport, at FM 546 and CR 317 near the southeast corner of the Airport, and FM 546 east of the Airport. Temporary and permanent easements are anticipated to be required along both alternatives but have not been identified at this stage of project development. In the areas of proposed new location roadway for both alternatives, the Area of Potential Effects (APE) extends 300 feet beyond the proposed ROW. Along existing SH 5 where new ROW acquisition may be required, the APE extends 150 feet beyond the proposed ROW.

This Historic Resources Survey Report (HRSR) evaluates the project's potential effects to historic resources in compliance with Section 106 of the National Historic Preservation Act (NHPA) of

1966, as amended. Tasks related to non-archeological historic-age resources included developing a Project Coordination Request (PCR) and Research Design (approved by TxDOT in June 2021), conducting a historic resources reconnaissance survey, evaluating project effects to historic properties, and preparing a Historic Resources Survey Report (HRSR) (originally submitted to TxDOT in August 2021). This revised report addresses TxDOT, consulting party, and public comments and incorporates recent changes in the proposed ROW at the northern project terminus at US 380.

The reconnaissance survey, conducted between July 22 and 23, 2021, identified a total of 80 individual historic-age resources associated with 49 properties within the variable APE (refer to **Appendices B and C**). Historians evaluated all historic-age resources (constructed in 1980 or earlier based on Collin Central Appraisal District [CAD] data or field observation) according to the National Register of Historic Places (NRHP) criteria for eligibility. Based on recent changes to the extent of the proposed ROW needed at the northern project terminus at US 380, a small number of resources previously evaluated in the August 2021 draft HRSR are no longer within the current project APE. The resources are no longer addressed in this report, and resource numbers have been updated accordingly in this revised HRSR. The APE of Orange Alternative includes primarily mid- to late-twentieth-century residential development on large, scattered parcels. The Purple Alternative's APE includes denser commercial, industrial, and residential development.

Five of the properties within the APE are recommended NRHP eligible, including three cemeteries (Resources 16-18) and two early-twentieth-century dwellings and associated contributing outbuildings (Resources 37a, 37e-37f and Resources 38a and 38e). The cemeteries (Resources 16-18) are located adjacent to the APE of both the Purple and Orange Alternatives. The project is anticipated to have no effects to Resources 17 and 18 and no adverse effects to Resource 16.

Resources 37a, 37e, and 37f and Resources 38a and 38e are located within the 300-foot APE of the Orange Alternative, and the proposed project would require acquisition of ROW from both parcels. However, the proposed ROW acquisition would occur through the eastern portions of both parcels outside of the recommended NRHP-eligible boundaries for the properties. The recommended NRHP boundaries encompass the western sections of both parcels containing the extant resources. The recommended NRHP-eligible resources would not be demolished, relocated, or otherwise altered by project activities. As a result, the proposed project (Orange Alternative) is anticipated to have a finding of no adverse effects to Resources 37a, 37e, 37f, 38a, and 38e. No recommendations for Section 4(f) or *de minimis* consideration of impacts to historic properties are anticipated.

Finally, an additional cemetery (Resource 49) is mapped within proximity to the (non-physical or visual) 300-foot APE of the Orange Alternative. Permissible access to the cemetery was not available at the time of the survey. Secondary sources identify the location of the cemetery immediately south of the APE, but the extent of the boundary is not known. As a result, the cemetery boundary could extend into a portion of the (non-physical or visual) 300-foot APE.

However, based on the mapped location of the cemetery, its apparent location as depicted in aerial imagery, and its distance (over 300 feet) from the area of proposed ROW, no ROW acquisition from within the cemetery boundary is anticipated, and therefore, no recommendation for Section 4(f) or *de minimis* determinations for the cemetery are anticipated.

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Project Identification

- **Report Completion Date:** Revision: 11/16/2021
- **Date(s) of Fieldwork:** 07/22/2021 to 07/23/2021
- **Survey Type:** Windshield Reconnaissance Intensive
- **Report Version:** Draft Final
- **Regulatory Jurisdiction:** Federal State
- **TxDOT Contract Number:** 18-9SDP5002
- **District or Districts:** Dallas
- **County or Counties:** Collin
- **Highway or Facility:** Spur 399 (new location roadway)
- **Project Limits:**
 - **From:** US 75
 - **To:** US 380
- **Main CSJ Number** 0364-04-051
- **Report Author(s):** Elizabeth Porterfield, Burns & McDonnell (BMCD)
Brandy Harris, Burns & McDonnell (BMCD)
- **Principal Investigator:** Elizabeth Porterfield, Burns & McDonnell (BMCD)
- **List of Preparers:**
 - Elizabeth Porterfield (BMCD)** – Principal Investigator and primary report author (HRSR, survey forms, and inventory table); preliminary field survey (March 2021)
 - Brandy Harris (BMCD)** – reconnaissance field survey (August 2021); assisted in report preparation and landscape assessment; provided QA/QC
 - Lydia Costello (BMCD)** – reconnaissance field survey (August 2021); assisted in survey form/inventory table preparation
 - Shannon Spurgeon (BMCD)** – GIS figures

Area of Potential Effects (APE)

- Existing ROW
- 150' from Proposed ROW and Easements
- 300' from Proposed ROW and Easements
- Custom: <0'> from Proposed ROW and Easements

The proposed project would extend existing Spur 399 primarily on new location from U.S. Highway 75 (US 75) south of McKinney (including existing sections of SH 5 and Spur 399) north and east to intersect with US 380 east of McKinney following one of two build alternatives (Purple and Orange) (project). The segment from US 75 along SH 5 slightly south of FM 546 would use the existing highway right-of-way (ROW). The remaining roadway would be constructed on new location.

The two build alternatives (Purple and Orange) would be the same from US 75 to approximately 500 feet west of Couch Drive/Old Mill Road. In the areas of proposed new location roadway for both alternatives, the Area of Potential Effects (APE) extends 300 feet beyond the proposed ROW and includes all parcels partially or wholly therein. In areas of existing roadway where new ROW acquisition is required, the APE extends 150 feet beyond the proposed ROW and includes all parcels partially or wholly therein (refer to **Appendix D: Figure 1**).

- **Historic-Age Survey Cut-Off Date:** 1980
- **Study Area** 1,300 feet from edge of the APE

Section 106 Consulting Parties

- **Public Involvement Outreach Efforts:**

Related public involvement and outreach efforts conducted to date include the following:

- The City of McKinney and Collin County were engaged in the US 380 Feasibility Study (the precursor to the Spur 399 Ext Environmental Impact Statement [EIS]) between 2017 and 2020.
- The City of McKinney, Collin County, the Texas Historic Commission (THC), and other state and Federal agencies participated in an Agency Scoping Meeting for the Spur 399 Extension EIS on December 12, 2020.

- The Notice of Intent (NOI) for the Spur 399 Extension EIS was published in the Federal Register on January 11, 2021
 - A Public Scoping Meeting (virtual) for the Spur 399 Extension EIS was conducted February 23 through March 10, 2021. Approximately 33 email comments were received referencing the historic-age Enloe Farm (Resource 44a-44g) and “historic family farmland.” Copies of these emails are included in **Appendix G**.
 - Both the City of McKinney and Collin County meet monthly with the project team to provide input on the draft schematic design.
 - TxDOT preliminary meeting (both in person and virtual) with Enloe family members (property owners along the Orange Alternative [refer to **Identification of Stakeholder Parties** and Resources 44a-44g – Enloe Farm]) and project consultant team members (including the Principal Investigator) on October 5, 2021, to discuss the family’s concerns regarding the Orange Alternative along which their property is located. TxDOT will coordinate additional Enloe family meetings throughout the study process.
 - Public Meeting (in-person) for the Spur 399 Extension EIS was conducted on October 21, 2021, in McKinney. Approximately 20 email comments were received related to historic resources. Copies of these emails are included in **Appendix G**.
 - A Public Hearing on the Draft EIS, which will indicate a Preferred Alternative, is tentatively scheduled for June-July 2022.
- **Identification of Section 106 Consulting Parties:**

Paula Ross, Chair, Collin County Historical Commission, 7117 County Road 166, McKinney, TX 75071, CCHCmail@yahoo.com, 972-548-4792 (Myers Park), 972-424-1460 ext. 4792 (Metro), 972-547-5743 (fax), 972-740-8017

Paula J. Nasta, AIA, Historic Preservation and Downtown Development Planner, City of McKinney, 221 N. Tennessee St., McKinney, TX 75069, pnasta@mckinneytexas.org, 972-547-7416

Jennifer Arnold, AICP, Director of Planning, City of McKinney, Development Services Division, 221 N. Tennessee Street, McKinney, TX 75069, jarnold@mckinneytexas.org, 972-547-7378.

Deborah Kilgore, Collin County Historical Society and History Museum, 300 East Virginia Street, McKinney, TX 75069, info@collincountyhistoricalsociety.org, 972-542-9457

Jennifer Rogers, Museum Coordinator, Collin County Farm Museum, 7117 County Road 166, McKinney, TX 75071, ccfm@collincountytx.gov, 972-547-5752, 972-547-5743 (fax)

David W. Clarke, Board Member, Chestnut Square Heritage Guild of Collin County, 315 S. Chestnut Street, McKinney, TX 75069, dwclarke@sbinfra.com, 469-534-0372, 214-213-7990, 972-562-8790.

- **Section 106 Review Efforts:**

The TxDOT Environmental Affairs Division (ENV) notified the consulting parties of the proposed project via email on September 7, 2021. TxDOT provided the consulting parties a copy of the five preliminary NRHP eligibility recommendations from the draft HRSR submitted to TxDOT in August 2021 and solicited comments and feedback regarding concurrence with the eligibility recommendations, additional non-archeological historic-age resources that should be investigated within the APE, and any additional organizations that should be contacted regarding historic resources related to the project. TxDOT provided consulting parties 30 days to respond. A copy of the TxDOT consulting party notification email is included in **Appendix G**.

- **Summary of Consulting Parties Comments:**

TxDOT received email comments from three consulting party organizations or individuals. The individual respondent (James Blenis) noted the presence and significance of the previously identified historic-age Scalf Cemetery (Resource 49), located off of CR 326 (and Old Mill Road) in the vicinity of the (non-physical or visual) 300-foot APE, and expressed concern for its safety and continued integrity. A board member of the Chestnut Square Heritage Guild in McKinney (David W. Clarke) concurred with the five eligibility recommendations and provided the updated Historic Preservation contact (Paula J. Nasta) for the City of McKinney, following the retirement of the former employee previously identified/notified as a potential consulting party.

The City of McKinney (Paula J. Nasta) identified the presence of two historically minority communities along the west side of Airport Drive (Purple Alternative): the old Lively Hill/La Loma neighborhood (historically Latin American) between Virginia Street and US 380, and the Mouzon neighborhood (historically African and Latin American) between Greenville and Anthony Streets. She emphasized potential connections with both cultural groups and recommended additional investigation of these communities (and the associated resources within the current APE) as properties representative of historically underserved communities in historic preservation efforts. She provided contact information (refer to **Identification of Stakeholder Parties** below) and the McKinney Pride Communities GIS map available online. She also noted the significance of Scalf Cemetery.

Copies of all email comments received to date are included in **Appendix G**.

Stakeholders

- **Stakeholder Outreach Efforts:**

In addition to the Section 106 consulting parties, other stakeholders aiding in historic property identification efforts include members of the Enloe family and other affected landowners and members of the public who have submitted public comments.

Approximately 33 comments were received regarding historic resources following the virtual Public Scoping Meeting in February and March 2021. Four comments from Enloe family members specifically referenced concern for the historic-age Enloe Farm (Resource 44a-44g located within the APE of the Orange Alternative). The additional comments did not reference specific resources but expressed concern for potential impacts to “historic family farmland.” Copies of these emails are included in **Appendix G**.

The Principal Investigator attended the Public Meeting for the Spur 399 Extension on October 21, 2021, and spoke with members of the Enloe family regarding their historic-age farm (Resources 44a-44g – Enloe Farm) within the APE of the Orange Alternative. Enloe family members voiced opposition to the Orange Alternative and concern over potential impacts to their family farm from its construction. One family member also expressed a desire to seek an Official Texas Historic Marker (OTHM) from the Texas Historical Commission (THC).

Family members showed a ca. 1970s photograph of the former barn associated with the property (largely non-extant today) as well as photographs of the interior concrete steps of the storm cellar on their property with family initials and dates from the 1920s inscribed in the risers. The family also provided feedback about two outbuildings on the property not visible from the public ROW during the field survey. The Principal Investigator encouraged the family members to submit written comments about their property via email or comment cards provided at the Public Meeting.

Twenty additional comments concerning historic resources were received following the Public Meeting for the Spur 399 Extension on October 21, 2021. Many of the comments specifically referenced the Enloe Farm and associated resources, and others expressed concern for impacts to “historic family farmland” (Orange Alternative). Two comments submitted by electronic website survey conveyed concern for the minority and historic-age East McKinney neighborhoods of La Loma and Mouzon located west of Airport Drive (Purple Alternative).

Copies of all email comments received from the Public Meeting are included in **Appendix G**.

- **Identification of Stakeholder Parties:**

- Paula Ross, Chair, Collin County Historical Commission, 7117 County Road 166, McKinney, TX 75071, CCHCmail@yahoo.com, 972-548-4792 (Myers Park), 972-424-1460 ext. 4792 (Metro), 972-547-5743 (fax), 972-740-8017
- Paula J. Nasta, AIA, Historic Preservation and Downtown Development Planner, City of McKinney, 221 N. Tennessee Street, McKinney, TX 75069, pnasta@mckinneytexas.org, 972-547-7416
- Jennifer Arnold, AICP, Director of Planning, City of McKinney, Development Services Division, 221 N. Tennessee Street, McKinney, TX 75069, jarnold@mckinneytexas.org, 972-547-7378.
- Deborah Kilgore, Collin County Historical Society and History Museum, 300 East Virginia Street, McKinney, TX 75069, info@collincountyhistoricalsociety.org, 972-542-9457
- Jennifer Rogers, Museum Coordinator, Collin County Farm Museum, 7117 County Road 166, McKinney, TX 75071, ccfm@collincountytx.gov, 972-547-5752, 972-547-5743 (fax).
- David W. Clarke, Board Member, Chestnut Square Heritage Guild of Collin County, 315 S. Chestnut Street, McKinney, TX 75069, dwclarke@sbinfra.com, 469-534-0372, 214-213-7990, 972-562-8790.
- In addition to the above-listed entities listed above, numerous individuals submitted comments related to historic resources (specifically the Enloe Farm [Resources 44a-44g]). Copies of these emails with individual names and email addresses are included in **Appendix G**.

- **Summary of Stakeholder Comments:**

Comments received to date specifically related to historic resources include emails and letters from Enloe family members regarding the history of their family farm (within the APE of the Orange Alternative). Additional comments referenced the Orange Alternative's potential to impact "historic family farmland" and the Purple Alternative's potential impacts to the historic and minority neighborhoods of La Loma and Mouzon west of Airport Drive. Copies of all comments are included in **Appendix G**.

Project Setting/Study Area

▪ Study Area

The Study Area is located in central Collin County on the southeast side of McKinney, Texas, and comprises developed commercial, industrial, and residential areas primarily along the Purple Alternative to the west and large tracts of undeveloped agricultural and wooded land along the Orange Alternative to the east (**Appendix D: Figure 1**). The McKinney National Airport is a major feature located between the two alternatives and occupies most of the land within the central portion of the Study Area.

Additional resources within the Study Area (and some partially within the APE) include a former quarry now operating as a municipal landfill east of the Orange Alternative at US 380, a second landfill near SH 5 and FM 546 near the beginning of the new location alignments, the Trinity River Greenway, Old Settlers and Mouzon parks, a nature center, nature preserve, and soccer complex, and a group home community south of the airport near Wilson Creek. Additionally, the Study Area includes large open areas of floodplain and mapped wetlands, some of which are designated for future park use by the city of McKinney.

Much of the Study Area east of the McKinney National Airport consists of cleared fields in active agricultural use as cultivated fields or pastureland and wooded areas associated with land managed by the U.S. Army Corps of Engineers (USACE) around Lake Lavon. Both alternatives cross the East Fork of the Trinity River and its tributaries, floodplains, and regulatory floodway areas. The Orange Alternative crosses the USACE flowage easement designated along the river.

▪ Previously Evaluated Historic Resources

The review of the THC's Historic Sites Atlas (Atlas) and TxDOT's Historic Resources of Texas Aggregator (Aggregator) GIS maps revealed two cemeteries within or adjacent to the APE (**Appendix D: Figure 2**). Ross Cemetery (Resource 16) is a designated Historic Texas Cemetery (HTC). While the mapped location of Scalf Cemetery (Resource 49) is within proximity to but does not appear to intersect the (non-physical or visual) APE, permissible access to the cemetery was not available at the time of the survey, and the extent of the boundary is not known. As a result, it could extend into a portion of the (non-physical or visual) 300-foot APE (refer to **Eligible Properties/Districts** section for additional information).

- Ross Cemetery (HTC) – south of Pecan Grove Memorial Park Cemetery fronting FM 546/Harry McKillop Boulevard

- Scalf Cemetery – southeast of McKinney on the north side of Old Mill Road west of Country Lane (S. Airport Drive)

A review of the National Bridge Inventory (NBI) database identified 4 bridges of historic-age (built in or prior to the historic cut-off date of 1980) within the APE. The four bridges are typical examples of post-1945 concrete highway bridge construction and are not NRHP eligible.

- 180430004705081 - SH 5 northbound approx. 2.7 miles south of US 380 over Wilson Creek
- 180430004705082 - SH 5 southbound approx. 2.7 miles south of US 380 over Wilson Creek
- 180430004705083 - SH 5 northbound approx. 2.8 miles south of US 380 over Wilson Creek relief
- 180430004705084 - SH 5 southbound approx. 2.8 miles south of US 380 over Wilson Creek relief

Additional public input submitted by area property owners and family members noted the presence of the Enloe Farm on County Road (CR) 722 (Enloe Road) within the APE (Orange Alternative). The property includes an extant farmhouse, reportedly constructed ca. 1859 (although research suggests a slightly later construction date ca. 1870s), as well as active agricultural lands under ownership of Enloe family members. The original Enloe Farm included approximately 84 acres. Through subsequent acquisition of adjacent parcels by later family members, the Enloe family property now encompasses over 200 acres. The property was honored as a Family Land Heritage Program recipient in 1984 through the Texas Department of Agriculture. Assessment of the property's NRHP eligibility was conducted during the historic resources survey for the project. It is recommended not eligible for NRHP listing (refer to **Historical Context Statement and Resources 44a-44g in Ineligible Properties/Districts**).

▪ **Previously Designated Historic Properties**

The review of the THC Atlas and TxDOT's Aggregator GIS maps identified one cemetery and three OTHMs within the 0.25-mile (1,300-foot) Study Area. None of the resources intersect the APE (**Appendix D: Figure 2**).

- Pecan Grove Memorial Park Cemetery and OTHM (in Pecan Grove Cemetery) – at the southeast corner of SH 5 (South McDonald Street) and Eldorado Parkway
- Governor James Webb Throckmorton OTHM (in Pecan Grove Cemetery) – at the southeast corner of SH 5 (South McDonald Street) and Industrial Boulevard
- Old Settlers' Park OTHM – in Old Settlers Park at 1201 East Louisiana

- **Previously Designated Historic Districts**

A review of the THC Atlas and TxDOT's Aggregator revealed no previously designated or evaluated historic districts within the APE or Study Area.

- **Historic Land Use**

Review of available historic aerial imagery indicates almost exclusive agricultural use of the land within the APE and Study Area prior to construction of the McKinney National Airport in the 1970s (NETR n.d.). Historically, from the mid-nineteenth through the mid-twentieth centuries, Collin County farmers primarily cultivated cotton, corn, oats, and wheat, and principal livestock production included cattle, hogs, and sheep (Stambaugh 1958). A 1930 U.S. Bureau of Chemistry and Soils map depicts very limited development throughout the Study Area, with a small number of scattered dwellings, two cemeteries (in the area of Pecan Grove Memorial Park and Ross Cemetery), two railroads (the Louisiana, Arkansas, and Texas Railroad extending east from McKinney and parallel tracks of the Texas and New Orleans [Southern Pacific] Railroad extending north-south through McKinney), and the former Enloe School along today's CR 722 (Enloe Road) (U.S. Bureau of Chemistry and Soils 1930) (**Appendix D: Figure 3**).

The existing road patterns of today's US 380, SH 5 (S. McDonald Street), portions of CR 722 (Enloe Road), FM 546, and Old Mill Road appear on a Collin County highway map as early as 1939 (Texas State Highway Department [TSHD] 1939) (**Appendix D: Figure 4**). Limited commercial and residential development occurred within the later decades of the twentieth century along US 380 and Old Mill Road, with scattered dwellings on large agricultural and non-agricultural parcels and small clusters of commercial buildings (**Appendix D: Figure 5**). Late-twentieth-century road development, including portions of Industrial Boulevard by 1981 and Airport Drive by 2008, contributed to further commercial and industrial development of former farmland on the west side of the Study Area.

- **Current Land Use and Environment**

The southern end of the APE along the existing US 75/Sam Rayburn Tollway (SH 121)/SH 5 and existing Spur 399 corridor includes mixed suburban development associated with the community of McKinney, including large non-historic-age medical facilities and apartment complexes, a ca. 1970s manufactured housing community (Resource 21), a small area of undeveloped wooded land, and three historic-age cemeteries (Resources 16-18). Historic and non-historic-age residential development characterizes the far southern end of the APE along Old Mill Road. The northern end of the APE at US 380 includes primarily non-historic-age scattered commercial and limited residential development.

The Purple Alternative, proposed as new location roadway, generally aligns with existing Airport Drive, a major industrial corridor that provides access to the McKinney National Airport (operated by the City of McKinney) to the east and large industrial developments to the west. The historically Mexican/Latin American and African American residential neighborhoods of Lively Hill/La Loma and Central/Mouzon to the west of Airport Drive reflect mid- to late-twentieth-century development (Resources 02-05) interspersed with smaller numbers of early-twentieth-century dwellings, new residential construction, and the adjacent Old Settlers and Mouzon parks. Agricultural fields remain on the east side of Airport Drive north of the airport facility, as well as limited industrial and commercial development at the US 380 intersection. The north end of the Purple Alternative also crosses the Trinity River Greenway (City of McKinney).

The Orange Alternative, proposed as new location roadway crossing Old Mill Road, CR 317, and CR 722 (Enloe Road), generally encompasses scattered mid- to late-twentieth-century residential development and large agricultural parcels of cultivated fields and pasturage interspersed with small, wooded areas. Trees flank the alignment of the East Fork of the Trinity River and many of the parcel boundaries. The Orange Alternative crosses a wide floodplain area associated with the East Fork of the Trinity River, the USACE flowage easement along the river, and areas of the floodplain designated by the City of McKinney for future park use.

Vegetation types include maintained lawn and landscaped areas associated with residential, industrial, and commercial development, as well as unmaintained grasslands. Collin County Agricultural Census Data as recently as 2002 recorded 2,135 farms countywide with an average farm size of 145 acres. Primary crops included corn, wheat, and sorghum, and cattle represented almost exclusively the principal livestock (USDA 2002). Agricultural production within the APE and Study Area appears to reflect these trends today, with limited areas of corn cultivation and cattle raising observed during the reconnaissance survey (USDA 2002).

- **Historic Period(s) and Property Types**

Despite establishment of McKinney as the county seat in 1849 and the subsequent development of the town and adjacent road and highway corridors, settlement within the APE and Study Area remained sparse until the late twentieth century. Aerial imagery reflects the historically rural and agricultural character of the area through the 1970s until the construction of the McKinney National Airport in 1977 (NETR n.d.).

Based on the results of the reconnaissance survey, the ca. late 1870s Enloe farmhouse (Resource 44a) represents the oldest extant building documented within the APE. The period of significance for resource types within the APE ranges from ca. 1875 to 1980. This range spans from the estimated date of construction of the oldest observed resource through the historic-age cut-off date in the late twentieth century. Residential resources comprised the largest percentage of resource types encountered and included a small

number of late-nineteenth and early-twentieth-century vernacular farm dwellings and numerous mid-twentieth-century Minimal Traditional and Ranch-style residences on both residential and agricultural parcels. Periods of significance and associated resource types are discussed in the following sections below.

Late-Nineteenth to Mid-Twentieth-Century Agricultural Development (ca. 1875–1960)

Very limited development occurred within the APE throughout the nineteenth and early to mid-twentieth centuries, when most of the land remained in agricultural use. Aerial imagery and maps from as early as the 1930s indicate sparsely scattered dwellings and active farmland throughout the APE (**Appendix D: Figure 3** and **Figure 4**). Documented resources from this period include the Enloe farmhouse (ca. 1879 or earlier) (Resource 44a), two additional early-twentieth-century residences representing former farmsteads (Resource 37a-37f and Resource 38a-38e; refer to **Eligible Properties/Districts**), other scattered dwellings from the early twentieth century, and a small relocated former store building near the site of the former Enloe School on CR 722 (Enloe Road) (Resource 44g). Remnant resources from this period reflect the agricultural character of the area that remained relatively unchanged for almost a century (refer to **Appendix B** and **Appendix C**).

Mid- to Late-Twentieth-Century Residential Development (ca. 1960–1980)

Historians also documented large numbers of mid- to late-twentieth-century residential resources and associated agricultural and non-agricultural outbuildings on large parcels within the APE. These resources include Minimal Traditional and Ranch-style houses and manufactured dwellings with associated barns, sheds, garages, and other outbuildings. The development of these resources was likely associated with the continued agricultural economy of much of the county through the 1960s and the transition of the region to a commuter area for Dallas and Plano by the late twentieth century (**Appendix D: Figure 5**).

Mid- to Late-Twentieth-Century Commercial/Industrial Development (ca. 1970–1980)

Additionally, historians documented mid- to late-twentieth-century commercial and industrial resources along the existing transportation corridors within the APE. These resources appear to be associated with subsequent road improvements in the mid- to late twentieth century related to growth of the city of McKinney and its transition to a bedroom community for residents working in Dallas and Plano. Many of the dwellings in these areas have been converted to commercial use. Construction of the McKinney National Airport in the 1970s (between the Purple and Orange Alternatives within the Study Area) also contributed to subsequent late-twentieth-century commercial and industrial development along Airport Drive.

▪ **Integrity of Historic Setting**

Much of the current setting, primarily along the Orange Alternative, is characterized by undeveloped land in both active agricultural use as crop fields and pastures, as well as

swathes of woodlands. The setting along the Purple Alternative is more developed, with areas reflecting recent commercial, residential, and industrial growth, including the historically Mexican/Latin American and African American neighborhoods of Lively Hill/La Loma and Central/Mouzon west of Airport Drive. The southern portion of the APE includes early- to late-twentieth-century residential development on large adjacent parcels. Modern commercial and industrial development characterizes the southwest and northern portions of the APE, and the McKinney National Airport occupies the center of the Study Area between the proposed Purple and Orange Alternatives.

Despite the remaining agricultural land, the general character of much of the area has been altered by more recent development, including residential development that likely replaced earlier dwellings, and a general lack of historic-age agricultural resources representing the area's history. Overall, the integrity of setting of the former exclusively agricultural area has been undermined by the airport, the expansion of highway and road systems, and subsequent industrial and commercial development, thereby precluding characterization of the area as an intact or significant rural or agricultural landscape. Refer to **Ineligible Eligible Properties/Districts** for a further assessment of the area as a potential rural historic landscape.

Survey Methods

▪ Methodological Description

Following TxDOT ENV approval of the Historical Studies Research Design on June 30, 2021, under the direction of the Secretary of the Interior (SOI)-qualified Burns & McDonnell Principal Investigator, historians conducted additional research and performed a reconnaissance-level survey, conforming to TxDOT standards, of historic-age resources (constructed in or before the historic-age cut-off date of 1980) on parcels within or intersecting the APE.

- A 300-foot APE applies to areas of proposed new location roadway and includes all parcels partially or wholly therein;
- A 150-foot APE applies to those areas of existing roadway where additional new ROW is proposed and includes all parcels partially or wholly therein.

TxDOT ENV determined that a reconnaissance survey was appropriate for the proposed new location roadway to identify and document historic-age resources (buildings, structures, objects, districts, etc.) and to facilitate the evaluation of NRHP eligibility and potential project effects to historic (NRHP-listed or eligible) properties within the APE. Burns & McDonnell historians performed the survey under the requirements of Section 106 of the National Historic Preservation Act and in accordance with 36 CFR 800 and the

Antiquities Code of Texas. The proposed project is anticipated to require the acquisition of new ROW and temporary easements (**Appendix D: Figure 6**).

Prior to conducting the historic resources survey on July 22 and July 23, 2021, historians conducted a site visit on March 23 and March 24, 2021, for preliminary documentation and evaluation of potentially NRHP-eligible properties and to assess the overall character of the APE for preparation of the Project Coordination Request (PCR). Although no previously determined NRHP-eligible resources were identified within the APE, the preliminary site visit confirmed the presence of historic-age resources within the APE, including the Enloe Farm (Resource 44a-44g). The Principal Investigator reviewed Collin Central Appraisal District (CAD) data and historic period aerial imagery, as available, to further determine the presence of resources of historic age within the APE. While not entirely comprehensive or up-to-date, CAD data are useful in understanding development trends and in generating preliminary construction dates for resources.

Historians consulted available historic-age aerial imagery from 1942, 1956, 1968, and 1981 to determine relative ages of existing resources (EarthExplorer and NETR). Current Google Earth maps and aerial imagery also provided information about the presence of historic-age resources, especially on parcels where new location roadway is proposed and for which access was difficult or right of entry was not available.

Burns & McDonnell GIS staff produced aerial maps of the APE with parcel boundaries for all properties within the APE. Historians photo-documented and assessed the historic-age properties within the APE that were visible from the public ROW. Additional resources encountered during the survey within the APE that appeared to be of historic age were also documented. Unless not possible due to access or visual obstruction, historians took at least two photographs of all historic-age resources in conformance with TxDOT's digital photography standards. Historians confirmed approximate construction dates for historic-age resources with CAD data, a review of historic period map and aerial imagery, and knowledge of regional architectural history, using 1980 as the historic-age cut-off date. Historians evaluated the surveyed resources for NRHP eligibility based on integrity and significance.

The proposed project would be constructed primarily on new location across a large portion of the Study Area. Due to the rural character of the majority of the Study Area, some areas of the APE featured limited roads or access points to existing parcels. Right of entry was solicited prior to the field survey to access those properties with visible standing structures not accessible from the public ROW, and historians accessed properties with permission for right of entry to the extent possible during the field survey. For parcels with visible standing structures for which right of entry could not be obtained and/or for which access was hindered by dense vegetation, historians conducted a careful review of historic and current aerial images to assess the extant buildings and structures.

Burns & McDonnell's Principal Investigator compiled the research and survey results into a historic narrative and evaluated the identified resources within relevant historic contexts. Historians evaluated rural and agricultural properties using both TxDOT's *Agricultural Theme Study for Central Texas*, and the National Park Service's (NPS's) *National Register Bulletin Guidelines for Evaluating and Documenting Rural Historic Landscapes*, as applicable. In conformance with TxDOT standards, an initial draft HRSR submitted to TxDOT for review in August 2021 included figures identifying the APE and locations of surveyed resources; a table summarizing the surveyed resources with locations, NRHP eligibility recommendations, and assessments of project effects; and survey forms and photo sheets for each resource. This revised HRSR includes these updated sections and addresses TxDOT and consulting party/public comments and feedback, as applicable.

- **Comments on Methods**

Historians conducted and prepared the reconnaissance survey and HRSR in compliance with TxDOT standards as identified in the *Documentation Standard and Template for Preparing an Historic Resources Survey Report*; TxDOT's *Agricultural Theme Study for Central Texas* as applicable; and the TxDOT publication standards as outlined by the *TxDOT Brand Guidelines*.

Survey Results

- **Project Area Description**

Portions of the project area reflect continued agricultural use with active fields and pastures, but few historic-age agricultural resources such as barns and outbuildings remain within the APE. Mid- to late-twentieth-century Ranch-style dwellings comprise the most numerous resource type along with other mid- to late-twentieth-century dwellings on parcels of various sizes. Areas of commercial and industrial development characterize the southern, northern, and central portions of the APE along SH 5, US 380, and Airport Drive.

- **Literature Review**

Historians utilized numerous resources to develop a historic context, establish periods of significance, and conduct background research on the properties recommended NRHP eligible. Historians reviewed the THC's Atlas and TxDOT's Aggregator GIS maps for previously evaluated and designated resources. The THC Atlas provided information about Ross Cemetery and Pecan Grove Memorial Park Cemetery.

Historians consulted historic-period U.S. Geological Survey (USGS) maps (topographic maps) to determine the presence of former and existing communities within the Study Area. The maps, available online through topoView and USGS Historical Topographic Map Explorer, included the 1920 *McKinney* quadrangle and the *McKinney East and West*

quadrangles from 1958, 1960, 1968, 1973, and 1985. Historians also consulted available online Collin County highway maps from 1930 and 1939 as well as a 1930 soil map from the U.S. Bureau of Chemistry and Soils available via the Texas Historic Overlay. Historians also reviewed Google Earth, Google Maps, and historic period aerial imagery available online to determine historic land use patterns and development trends within the Study Area.

Based on the review of historic period maps and aerial imagery, historians reviewed sources relevant to the Study Area regarding the history of Collin County and the city of McKinney. The *Handbook of Texas Online* provided an initial framework for review of additional resources through the Collin County Historical Commission, the Collin County History Museum, and the Family Land Heritage Program. Stambaugh's 1958 publication, *A History of Collin County, Texas*, available online through the Portal to Texas History, provided further detailed information on the development of Collin County and McKinney. Historic-age and more recent newspaper articles from the *McKinney Daily Courier-Gazette* and the *Allen American* provided further information about the Enloe family farm, the former Enloe community along CR 722 (Enloe Road), and Ross Cemetery.

The Principal Investigator conducted research at the Roy and Helen Hall Memorial Library (public library) in McKinney on October 21, 2021, and reviewed available books and printed material related to Collin County, McKinney, and the history of the Study Area. Sources consulted included:

- Stambaugh's 1958 *A History of Collin County* (hardcopy)
- Helen Gibbard Hall's *The Way It All Began: McKinney, Texas A History*
- Ryan Barnhart and Ryan Estes' *McKinney (Images of America)*
- Capt. Roy F. Hall and Helen Gibbard Hall's *Collin County Pioneering in North Texas*
- Joy Gough and Ned Hoover's *Cemeteries of Collin County, Texas*
- Gregory A. Boyd's *Texas Land Survey Maps for Collin County*
- Gwen Pettit's "Between the Creeks"
- Alice Ellison Pitts and Minnie Pitts Champ's *Collin County, Texas, Families (Volumes I and II)*
- Jay Gough's *Collin County Place Names*.

For information related specifically to the historically minority Eastside McKinney neighborhoods west of Airport Drive (Purple Alternative), historians accessed:

- City of McKinney's ArcGIS StoryMaps, *Juneteenth in McKinney, Texas*, and *Black History of McKinney, Texas*, authored by Tonya G. Fallis (City of McKinney IT Department)
- McKinney Pride Communities Map
- Holy Family School website

- Leonard Gonzales' "Brief History of the Early Hispanics of McKinney" in Helen Gibbard Hall's *The Way It All Began: McKinney, Texas A History*.

Historians also reviewed TxDOT Highway Designation Files and Texas State Highway Department meeting minutes, available online, for the historic-age transportation corridors of US 380, SH 5 (formerly US 75), and FM 546 within the APE and Study Area.

Additionally, historians conducted online deed research through the Collin County Clerk's Office for information related to the development of the Enloe Farm (Resources 44a-44g) and the two recommended NRHP-eligible properties associated with the Rutledge family (Resources 37a-37f and Resources 38a-38e). The research into the Enloe Farm was supplemented by oral history information provided by the family at a stakeholder meeting on October 5, 2021, and at the Public Meeting for the project on October 21, 2021.

Finally, historians consulted cemetery and community histories available through the collincountyhistory.com website, agricultural census records, a 2019 master plan for the McKinney National Airport, and a 2016 master plan for Lake Lavon. Further references included TxDOT's *Agricultural Theme Study for Central Texas* and the National Register Bulletin *Guidelines for Evaluating and Documenting Rural Historic Landscapes*. Investigation of these sources provided a framework in which to make NRHP eligibility and effect recommendations for historic-age resources recorded during the survey effort.

Historical Context Statement

Collin County

Collin County, located 34 miles northeast of Dallas in the fertile Blackland Prairie, encompasses approximately 851 square miles in northeast Texas. Prior to the arrival of Euroamerican settlers in the 1840s, bands of Caddo Indians inhabited the region. In 1848, Collin County was created from a portion of Fannin County. McKinney became the county seat in 1849. Early settlers established small subsistence farms raising wheat and corn (and later cotton), but the lack of transportation and connectivity to distant markets curtailed the transport of crops. While slavery was present, subsistence agriculture not reliant on enslaved labor marked a distinctive aspect of early Collin County settlement that persisted through the antebellum period. Limited settlement occurred within the county until the 1870s with the arrival of the railroads (Miner n.d.-a). Information provided by area stakeholders and area landowners suggests at least one property within the APE, the Enloe Farm (Resources 44a-44g), maintains associations with this early Euroamerican settlement period (refer to **Historical Context Statement** and **Ineligible Properties/Districts**).

The Houston and Texas Central Railway reached McKinney in 1872 heralding several decades of growth. Additional rail lines followed, and by the mid-1890s, six railroads crossed Collin County. Agricultural production of cotton, wheat, and corn increased

significantly with railroads connecting communities to markets across the state. Farming operations expanded to portions of east and central Collin County, with large numbers of tenant farmers countywide. Collin County experienced continued population and economic growth throughout the early twentieth century until the Great Depression of the 1930s (Miner n.d.-a; Stambaugh and Stambaugh 1958).

The agricultural economy revived, however, by the mid-1950s with improvements in mechanization and farming practices through the Collin County Soil Conservation District and the Texas Research Foundation and an improved and expanded road system countywide (Miner n.d.-a; Stambaugh and Stambaugh 1958). Farms decreased in number but increased in size, and tenant farming diminished considerably (Miner n.d.-a).

By the 1980s, light industry played an important role in the local economy, and over half of the county's population worked outside of its boundaries in the Dallas metropolitan area (Miner n.d.-a). Additional adjacent development within the county (outside of the Study Area) included the creation of Lake Lavon in 1953-1954 by the USACE, with subsequent enlargements in 1974-1975 through the acquisition of additional land (USACE 2016).

McKinney

McKinney was established in 1849 when area landowner William Davis donated acreage for the establishment of a townsite and county seat. Incorporated in 1859, McKinney served as the county's central agricultural and commercial hub for over 120 years. By the 1860s, amenities included a grocery store, dry goods store, and hotel (Stambaugh and Stambaugh 1958). The arrival of the Houston and Texas Central Railway in 1872 and the Missouri, Kansas, and Texas Railroad in 1881 secured the community's position as a central shipping point for area farmers and manufacturers (Miner n.d.-b; Stambaugh and Stambaugh 1958).

By the late nineteenth and early twentieth centuries, McKinney included numerous mills (flour, corn, and cotton), cotton gins, a cotton compress, an ice company, a textile mill, and a dairy, as well as numerous stores, banks, schools, and churches. The population increased from 4,714 in 1912 to over 10,000 by 1953. McKinney remained an important county agricultural center until the late 1960s. By the 1980s, however, the city transitioned into a bedroom community for commuters working in Dallas and Plano. As of 2000, the population exceeded 54,000 residents (Miner n.d.-b). Within the Study Area, the City of McKinney began property acquisition and construction of the McKinney National Airport in 1977, and the airport officially opened in 1979 (Coffman Associates 2019). Three historic-age airport hangars recorded during the survey (Resources 09a-09c) are located within the APE (refer to **Ineligible Properties/Districts**).

New Hope

The Town of New Hope, located at the northern end of the Study Area slightly north of today's US 380 along New Hope Road (FM 1827), developed in the early 1850s with the establishment of a church and school serving local farmers. The population remained below 100 residents until the mid-twentieth century (Miner n.d.-c). As of 2015, the unincorporated community included approximately 600 residents (New Hope Texas n.d.).

Today, New Hope reflects scattered residences and agricultural parcels, a small number of commercial businesses, and a non-historic-age town hall and adjacent public park. Resources in the vicinity documented within the APE include a mid- to late-twentieth-century dwelling and two small commercial buildings (Resources 46-48) (refer to **Ineligible Properties/Districts**).

Enloe Farm / Enloe Community

During the Public Scoping Meeting conducted virtually in February-March 2021, current owners, family members, and other members of the public identified the Enloe Farm at 2142 CR 722 (Enloe Road) within the APE of the Orange Alternative. Enloe family members provided further information about their property at a stakeholder meeting for the family held on October 5, 2021, and the Public Meeting for the project on October 21, 2021. At the Public Meeting, family members shared photographs and additional information with the Principal Investigator regarding the extant dwelling and outbuildings.

The property includes a farmhouse, reportedly constructed ca. 1859 for early area settler Abe Enloe (although research suggests a later construction date in the late 1870s), as well as the remains of a former barn and dairy/milk shed addition, two extant sheds/outbuildings, a storm cellar, two additional small shed/outbuildings not visible from the public ROW, a small outbuilding at the southeast edge of the property, and active agricultural fields under the continued ownership of Enloe descendants. The original Enloe Farm included approximately 84 acres, but subsequent acquisition of adjacent parcels by later family members has increased the Enloe family property to over 200 acres. In 1984, the property received honorary designation through the Family Land Heritage Program of the Texas Department of Agriculture for its continuous family ownership and agricultural operation for over 100 years (Family Land Heritage Program 1984).

Research indicates the surrounding area was at one time identified as the Enloe community. Abraham "Reverend Abe" Enloe, born in 1845 in Missouri and reportedly the Enloe for whom the area was named, grew up in Collin County. He arrived with his family from Missouri at the age of 5. Over the years, his father farmed in several different locations in Collin County east of McKinney. After serving in the Civil War and marrying in 1865, Reverend Abe Enloe worked in McKinney and then Plano. In 1879, he and his wife and children moved to the subject area on a farm he had purchased a few years prior. In 1921, at the age of 76, he remained at his home in the area living with his daughter Dove

Enloe (*Daily Courier Gazette* 1921). He donated land on his property for a school, and a 1930 Collin County soil map identifies the “Enloe School” on the west side of today’s CR 722 (Enloe Road) north of today’s FM 546 (U.S. Bureau of Chemistry and Soils 1930).

Review of available historic-era maps reflects limited evidence of a true “community” but depicts scattered dwellings within the area. Aside from the Enloe School, no other community-related resources (i.e., commercial or agricultural processing facilities, churches, cemeteries, etc.) are known to have comprised part of the reported community. Today, the Enloe farmhouse and associated outbuildings (Resources 44a-44f) remain extant as well as a small outbuilding (a former store relocated to the site from downtown McKinney ca. 1970) at the southeast edge of the property (Resource 44g). Additional remaining resources, primarily outside of the APE, include a small number of early-twentieth-century dwellings and later twentieth-century dwellings and outbuildings along CR 722 (Enloe Road), some of which are owned and occupied by Enloe family descendants.

Lively Hill/La Loma and Central/Mouzon Neighborhoods

Two historically African and Mexican/Latin American communities immediately west of today’s Airport Drive include the Lively Hill/La Loma and Central/Mouzon neighborhoods. Paula J. Nasta, Historic Preservation and Downtown Development Planner for the City of McKinney, identified the potential significance of both areas in an October 6, 2021, email response to TxDOT’s consulting party notification (refer to **Appendix G**). According to the City’s website, part of the East McKinney Redevelopment and Preservation (EMRP) efforts include the current undertaking of a Neighborhood Preservation Study focusing on these and other adjacent historically minority neighborhoods between US 380 (north), Elm Street (south), Airport Drive (east), and McDonald Street (SH 5) (west). The project timeline denotes initiation of the study during the third quarter of 2021 (July-September) (City of McKinney 2021a).

La Loma and Mouzon, as well as the adjacent neighborhoods of Lewisville, Standifer, Rockwall, and Wilcox, are identified as current Pride Communities by the City of McKinney. The acronym PRIDE stands for “promoting resident involvement, development, and enthusiasm,” and the initiative seeks to involve communities without formal neighborhood associations in community engagement and planning activities (City of McKinney 2021b).

Research indicates that African Americans first settled within the vicinity after emancipation, followed by Mexican American immigrants in the early twentieth century. Tonya Fallis’s *Black History of McKinney, Texas* identifies five historically African American communities in this vicinity, including Lively Hill, Lewisville, Central, Rockwall, and The Run (located further west on the opposite side of today’s S. McDonald Street) (Fallis 2020a). Located primarily east of downtown and historically separated from White

neighborhoods by railroad lines and industrial and commercial development, minority communities developed on the eastside of McKinney.

The **Lively Hill/La Loma** neighborhood, bounded by today's Roosevelt Street (north), E. Virginia Street (south), Bolin Street (east), and Washington Street (west), remained outside the boundaries of the city until the mid-twentieth century. Lively Hill reportedly took its name from Granville Lively, a formerly enslaved person who acquired property and dwellings in the vicinity after Emancipation and became a prominent Black community leader in the late nineteenth century. The neighborhood includes the historic-age congregation of Lively Hill Church of God in Christ in an extant ca. mid-twentieth-century church building on Washington Street (Fallis 2020a). Today, Lively Hill remains one of the existing neighborhood street names.

Immediately east of and adjacent to Lively Hill (outside of the current APE and Study Area) is the historically African American community of Lewisville, roughly located between today's McDonald Street (SH 5) and Washington Street. Dubbed McKinney's "negro suburb" by area newspapers as early as 1913, the community originated in the mid- to late nineteenth century (*Weekly Democrat-Gazette* 1913; Fallis 2020a). Lewisville boasted the city's first African American school, beginning with a Freedmen's School in the nineteenth century that was replaced by the Frederick Douglass School and later Doty High School (now the Holy Family School) in the early twentieth century.

Several historic-age African American congregations remain within Lewisville, and these churches would have served the greater surrounding community including Lively Hill. These include McKinney First Baptist Church on Drexel Street (commemorated with an OTHM), St. James Christian Methodist Episcopal (CME) Church on Watt Street, Throckmorton Street Church of Christ, Bethlehem Christian Church on Odell Street, and First Church of God in Christ on Smith Street (Fallis 2020a).

Additionally, numerous Black businesses, including cafes, stores, barber shops, and beauty salons, among others, formerly served the surrounding areas (Fallis 2020a). Both the Lively Hill and Lewisville neighborhoods flank the northern edge of Old Settlers Park where Juneteenth celebrations took place from ca. 1900 through 1940 (Fallis 2020b).

Mexican immigrants first arrived in McKinney ca. 1910 seeking refuge from the Mexican Revolution and employment as migrant agricultural workers. They settled primarily east of McKinney in the Lively Hill community, and the area became known **La Loma** (The Hill). The area's small houses lacked city utilities or running water, and the community had no local priest or church for its Spanish-speaking population. In 1949, however, Episcopal priest Father José de Jesus de Vega and his family came to McKinney and established the Holy Family Church. Additionally, his wife Maria Luisa Vega developed an area preschool for migrant worker children that eventually became the Holy Family School (Gonzales 2010). The school remains in operation today and now occupies the former 1930s Doty High School building on Throckmorton Street. The extent of development

within the African American Lively Hill (and later La Loma) community by the early twentieth century is not clear, but research suggests that denser development occurred at that time in the neighboring Lewisville community (Tallis 2020a). Available Sanborn maps in 1920 and 1927 (with revisions in 1956) do not cover the area of Lively Hill/La Loma and depict it outside the city limits on the map index sheets. However, both index sheets identify a small “Ditto & Hight Add.” plat at the eastern edge of Lively Hill/La Loma reflecting today’s blocks of Lincoln Street, Lively Hill, and Bolin Road (ProQuest 2021 [1920, 1927, 1956]). Available aerial imagery in 1956 depicts the existing street grid of La Loma between Roosevelt and Virginia streets (although the streets appear to be mostly unpaved) but reveals sparse development with only scattered dwellings (NETR n.d. [1956]). Additional residential infill development and apparent street paving is depicted by 1968 (NETR n.d. [1968]).

The **Central/Mouzon** neighborhood, located slightly south of Lively Hill/La Loma on the south side of Old Settlers Park, experienced a similar development trend of nineteenth-century settlement by African Americans followed by twentieth century Mexican/Latin American settlement. Background research revealed little information about the **Central** neighborhood, but it is identified in secondary sources as a historically African American area roughly bounded by Greenville St (north), E. Standifer Street (south), railroad track (west), and Bumpas and Nielson streets (east) (Tallis 2020a). The boundary of today’s **Mouzon** neighborhood is larger, extending south to Fitzhugh Street, and east to Airport Drive (City of McKinney 2021b). Available aerial imagery depicts the existing street grid and numerous dwellings in 1956, with additional residential development by 1968 (NETR n.d. [1956, 1968]).

Both the Lively Hill/La Loma and Central/Mouzon neighborhoods feature modest dwellings ranging in age from early-twentieth-century bungalows to modern residential infill construction. Both areas are served by Mouzon Park, a city ballpark with baseball fields completed in 1958. Originally called Little League Baseball Park, the city renamed the facility Mouzon Park in 1959 in honor of local newscaster, columnist, and sportswriter H.D. Mouzon, Jr. (1902-1964) (*McKinney Daily Courier-Gazette* 1959, 1964).

In addition to the historic-age Old Settlers Park located between the two neighborhoods, non-historic-age resources within the park include the Old Settlers Recreation Center and Aquatic Center. Webb Elementary School is located across the street. The school’s current building replaced the former 1950s J.W. Webb school building. Prior to the 1950s, the site was home to the early-twentieth-century East Ward School.

A small portion of the far eastern edge of the current Lively Hill/La Loma and Central/Mouzon neighborhoods extends into the APE (Purple Alternative). Historians recorded a total of seven resources associated on five parcels (Resources 02-06) within these two communities. The resources include three simplified Ranch-style/Minimal

Traditional dwellings and an associated outbuilding (Resources 02, 04, and 06a-06b) and three additional outbuildings not associated with dwellings (Resources 03a-03b and 05).

The individual resources lack known associations with significant events, trends, or individuals and are not early or representative examples of architectural styles or forms reflective of the neighborhood's history. As a result, they are not recommended for individual NRHP listing. However, it is possible the resources could contribute to a larger historic district associated with the history of minority populations in McKinney. Further research and documentation of the neighborhoods in their entirety, which is outside the scope of the current reconnaissance-level survey, would be required to fully evaluate the communities for potential NRHP district eligibility.

Existing Transportation Corridors (US 380, SH 5, and FM 546)

US 380

A review of available historic-era maps identified the vicinity as an "unsurveyed area" with no recorded information on a 1929 topographic map (USGS 1929). By 1930, however, a highway map depicts SH 39 as the corridor extending east from McKinney in the general area of today's US 380 alignment at the northern project terminus (TSHD 1930). By 1939, the roadway operated as SH 24 in an alignment nearly identical to the present US 380 corridor (TSHD 1939) (**Appendix D: Figure 4**). Topographic maps from 1958 through 1973 also depict the same alignment of SH 24 (USGS 1958; 1973) (**Appendix D: Figure 5**). By 1985, however, the alignment featured its current designation of US 380 (USGS 1985).

Although the alignment of US 380 has remained largely unchanged since the late 1930s, the roadway's size and infrastructure has expanded since the mid-twentieth century, and development along the corridor within the Study Area has increased. Historic period aerial imagery in 1956 and 1968 reflects very little development and primarily large agricultural parcels along both sides of US 380 within the current Study Area (NETR n.d. [1956, 1968]). A small number of buildings are visible along today's County Road 330 (CR 330) on the north side of US 380 in aerial imagery in 1968 (NETR n.d. [1968]). By 1981, additional commercial and residential development within the same area and at the Airport Drive intersection reflects the general character of the corridor today (NETR n.d. [1981]).

SH 5

On a 1930 highway map, the portion of SH 5 (S. McDonald Street and Spur 399) within the current Study Area appears as part of the alignment of SH 6, one of the 25 original state highways proposed in 1917, extending slightly northeast-southwest through McKinney (TSHD 1930; TxDOT [1917] n.d.-b). By 1939, the same alignment was part of US 75, one of the US highways initially proposed in 1927 (TSHD 1939; TxDOT n.d.-a). Topographic maps in 1960 depict the alignment through the east side of McKinney as US 75 at that time, with a new alignment of US 75 southwest of McKinney under construction

(USGS 1960a-b). By 1968, the new alignment of US 75 had been extended north along the west side of McKinney as a divided highway (outside of the current APE), but the former alignment through the eastern portion of McKinney retained the same US 75 designation (and SH 121 along today's Spur 399). In 1973, the current designation of SH 5 (and dual designation as SH 121) is depicted on topographic maps.

Historic period aerial imagery reflects the same development with the new alignment of US 75 established west of McKinney by 1968 (NETR 1968). Today, the portion of SH 5 (and part of Spur 399) within the APE and Study Area is characterized by non-historic-age commercial development, medical facilities, apartment complexes, and a manufactured housing community, as well as small areas of undeveloped wooded land.

FM 546

FM 546, between McKinney and Biggers in Collin County, was approved as a new designation roadway in 1945, although the general corridor appears on maps as early as 1939 (TSHD 1939). The original alignment extended in a northwesterly direction toward McKinney from slightly east of the CR 722 (Enloe Road) intersection. Topographic maps from the 1960s and 1970s reflect the original alignment (USGS 1960, 1968, 1973). Aerial imagery indicates a change in the alignment by 1995 with expansion of the McKinney National Airport, and an additional alignment change by 2012 due to further airport improvements (NETR n.d. [1995, 2012]). The western portion of FM 546 within the Study Area was realigned and constructed as Harry McKillop Boulevard after 2016 (NETR n.d. [2016]). Collin County is currently studying the potential realignment of FM 546 south and east of the airport. The portions of FM 546/Harry McKillop Boulevard within the current APE and Study Area reflect non-historic-age commercial and industrial development near Airport Drive and primarily undeveloped cropland, pastureland, and wooded areas east of the airport.

National Register Eligibility Recommendations

▪ Eligible Properties/Districts

Five historic-age properties identified during the reconnaissance field survey are recommended NRHP eligible. Additionally, the previously evaluated Scalf Cemetery (Resource 49) that was not visible or accessible during the field survey, may extend into a portion of the (non-physical or visual) 300-foot APE and is of undetermined NRHP eligibility pending further evaluation and boundary demarcation.

Resource 16 - Ross Cemetery

Ross Cemetery (**Resource 16**), located immediately north and east of FM 546/Harry McKillop Boulevard, dates to ca. 1892 when the 3-acre parcel was established as the "Colored People Cemetery" for African Americans (refer to **Appendix B, Appendix C,**

Appendix D: Figure 6 [pages 3-4 of 10], and **Appendix F**). The cemetery reportedly contains over 1,100 graves, including the burials of African American veterans from Buffalo Soldiers to the Vietnam War (THC Atlas and Cook 2017). According to a recent newspaper article, the cemetery represented the only burial place for African Americans in McKinney until 1968 (Cook 2017). Current Collin County CAD data identifies three small contiguous parcels at this location totaling approximately 8 acres under the ownership of the Ross Cemetery Association. Ross Cemetery was designated as an HTC in 2021.

Landscaping within the cemetery is minimal and characterized by scattered mature trees and a single loop drive. The cemetery is situated on a small rise immediately adjacent to the newly constructed Harry McKillop Boulevard and is partially enclosed with decorative, non-historic-age, metal fencing.

Ross Cemetery is recommended NRHP eligible under Criterion A, NRHP Criteria Consideration D, in the areas of community planning and development and ethnic heritage, at the local level for its association with African American residents of McKinney and Collin County as a segregated burial ground through the mid-twentieth century.

The two cemeteries addressed below are located on separate but immediately adjacent parcels that are technically outside of the APE. However, the proximity of both burial grounds to Ross Cemetery and the development of all three cemeteries in the late nineteenth century indicates a historical relationship between the properties.

Resource 17 - Potter's Field Cemetery

Potter's Field Cemetery (**Resource 17**), located immediately north of Ross Cemetery, is not depicted as a separate cemetery (from the adjacent Pecan Grove Memorial Park Cemetery) in the THC Atlas. However, signage within the cemetery identifies it as Potters' Field, noting, "members of the community are buried in this area in marked and unmarked graves" (refer to **Appendix B, Appendix C, Appendix D: Figure 6** [pages 3-4 of 10], and **Appendix F**). A small number of identified markers reflect burials from the late nineteenth century, but most burials span the decades of the mid- to late twentieth century (Find a Grave n.d.). Collin County CAD data identifies the 13-acre parcel under the ownership of Potter's Field Cemetery and notes a deed from the adjacent Pecan Grove Cemetery conveying the property to Potter's Field Cemetery in 2018. As its name suggests, it historically served as a burial ground for paupers or indigents. Research indicates that Potter's Field Cemetery also contains many Hispanic burials, and a recent news feature reported that it was known locally as the "Mexican Cemetery" (NBCDFW 2020).

Markers within the cemetery generally reflect modest headstones and crosses, as well as a single statue of St. Francis. The cemetery is unfenced and the grounds less maintained than the adjacent Pecan Grove Memorial Park. Landscaping is minimal with scattered mature trees.

Potter's Field Cemetery is recommended NRHP eligible under Criterion A, NRHP Criteria Consideration D, in the areas of community planning and development and ethnic heritage, at the local level for its association with Mexican American and likely indigent residents of McKinney and Collin County as a segregated burial ground.

Resource 18 - Pecan Grove Memorial Park Cemetery

Pecan Grove Memorial Park Cemetery (**Resource 18**), located northwest of Potter's Field Cemetery at the southeast corner of the intersection of SH 5 (S. McDonald Street) and Industrial Boulevard, represents a nineteenth-century cemetery that remains in active use (refer to **Appendix B, Appendix C, Appendix D: Figure 6** [pages 3-4 of 10], and **Appendix F**). Four early area settlers purchased approximately 21 acres in 1870 to establish the cemetery in a grove of native pecan trees where previous burials may have taken place as early as the 1850s. The Pecan Grove Cemetery Association, Inc., chartered in 1889 to oversee the cemetery, acquired additional land in 1892. Further property acquisition occurred in 1960. In 1964, the cemetery officially rechartered as the newly named Pecan Grove Memorial Park. Today, the cemetery encompasses approximately 49 acres and contains over 2,000 graves, including early settlers and numerous veterans (THC Atlas n.d.; Collin County History n.d.).

Brick entry posts flank the main entrance on SH 5 (S. McDonald Street), where two OTHMs are located, and the cemetery is enclosed with the same non-historic-age, decorative metal fencing as Ross Cemetery. A metal plaque on the entry post denotes, "Pecan Grove Cemetery 1870-1958," reflecting the original name of the cemetery prior to rechartering in 1964. An additional marker dedicated in 2000 by the Sons of Confederate Veterans is located immediately inside the cemetery. Headstones reflect a wide variety of funerary design including elaborate statues, obelisks, upright, and flat markers. The cemetery layout reflects a grid pattern with narrow paved roads running north-south and east-west in a geometric pattern. The cemetery lacks a formal landscaping plan but is characterized by an allée of trees along the main entrance drive and scattered mature trees and ornamental shrubs throughout. A non-historic-age pavilion at the northern edge of the cemetery appears on aerial imagery by 2012 (NETR n.d.). A chapel, located near the cemetery gates, is a ca. 2009 recreation of a late-nineteenth-century building previously on site through ca. 1981 (NETR n.d.; waymarking.com n.d.).

Pecan Grove Memorial Park Cemetery reflects elements of the Rural Cemetery Movement, a widespread American phenomenon in the mid- to late nineteenth century. The Rural Cemetery Movement advocated for the creation of burial grounds in "rural" areas outside of cities (rather than on adjacent church grounds) and for the incorporation of romantic, bucolic settings reminiscent of English country gardens. These park-like cemeteries often featured curving drives, ponds, streams, and both natural and planned landscape elements, providing opportunities for public excursions, picnics, and walks (Finney 2012). Pecan Grove Memorial Park Cemetery's location south of the original town

of McKinney and its natural setting on a rise amidst a former grove of trees reflect philosophies of the Rural Cemetery Movement in the late nineteenth century.

Although generally considered ineligible for NRHP consideration, a cemetery can qualify for the NRHP under NRHP Consideration D if it “derive[s] its primary significance...from distinctive design features or from association with historic events” (NPS 1995:34). The Pecan Grove Memorial Park cemetery meets these requirements for its development in accordance with the ideologies of the national nineteenth-century Rural Cemetery Movement and as part of the early development of McKinney. As a result, Pecan Grove Memorial Park Cemetery is recommended NRHP eligible under Criterion A, NRHP Criteria Consideration D, in the area of community planning and development, and Criterion C, NRHP Criteria Consideration D, landscape architecture, at the local level for its association with the Rural Cemetery Movement taking place across the United States in the mid- to late nineteenth century.

Resource 37 – 3404 CR 317

Resource 37 includes a ca. 1910 bungalow dwelling (37a), a ca. 1960 garage (37b), a ca. 1960 pole barn (37c), a ca. 1960 equipment shed (37d), a small ca. 1940 wood-framed outbuilding (37e), and a ca. 1930 concrete storm cellar (37f) on an approximately 53-acre parcel (refer to **Appendix B, Appendix C, Appendix D: Figure 6** [page 7 of 10], and **Appendix F**). The resources are clustered near the west (front) side of the property, and a tree line separates the associated active agricultural fields to the east. The resources are currently vacant and unoccupied.

The bungalow (37a) features a pyramidal asphalt shingle roof with exposed rafter tails, original wood cladding, original wood windows and wood-framed exterior window screens, two side-by-side front entrances with exterior aluminum storm doors, and battered wood-clad skirting. The façade includes an integral wraparound front porch with square wooden supports and an unusual, vernacular wooden railing with geometrically cut boards between simple wooden rails. The dwelling includes a small, hipped-roof ell on the south side elevation that appears to be original and an open, shed-roof projection of historic age on the rear elevation with simple wooden supports and a concrete slab foundation.

The garage (37b), located slightly west of the dwelling toward the front of the property, features an asphalt-shingle hipped-roof with exposed rafter tails, wide wooden cladding, and two bays with hinged wood-clad doors. The pole barn (37c), located south of the dwelling, features a broken-gabled corrugated metal roof, corrugated metal cladding, an open offset bay in the central section, and two lateral shed-roof bays. The northern shed-roof bay is open, while the southern bay is entirely enclosed.

The equipment shed (37d), located east of the dwelling, features a front-gabled corrugated metal roof and cladding and a large open bay with a central wooden support. The small outbuilding (37e), located immediately northeast of the dwelling, features a front-gabled asphalt-shingle roof with exposed rafter tails, vertical wood cladding, and a

single wooden door on the façade. The below-grade storm cellar, located immediately southwest of the dwelling, is of concrete construction with a minimally pitched gabled concrete roof, hinged metal access doors, a large metal cover over a portion of the roof, and a small window opening with a louvered metal cover at the gable end.

The resources are surrounded by mature trees and shrub understory to the north, south, and east, with a small pond visible on aerial imagery in the wooded area east of the barn. Beyond the wooded portion of the parcel, the eastern portion of the property remains in agricultural use as active crop fields. To the west, the viewshed is characterized by undeveloped land associated with the McKinney National Airport.

A review of available historic aerial imagery provided an overview of changes to the property from the mid-twentieth century to the present. The earliest available imagery in 1956 depicts the dwelling (37a) and small outbuilding (37e), with three additional outbuildings that are no longer extant. The larger of the three outbuildings located east of the dwelling appears to have been a barn. The two smaller outbuildings, located south of the dwelling at that time, appear to have been smaller barns or other agricultural buildings. The property included a large open area of active agricultural fields east of the resources.

By 1968, available aerial imagery no longer depicts the three outbuildings, but the extant garage (37b), pole barn (37c), and equipment shed (37d) are visible at that time. Additional aerial imagery from 1995 through 2016 depicts no additional resources on the property. The eastern portion of the property remained in active agricultural use throughout this period, and the only observable change to the property included the growth of a dense tree line north, south, and east of the resources providing a visual barrier between the building complex and the agricultural fields (NETR n.d.).

Limited archival research indicates that as recently as the 1980s, the property, as well as the adjacent property to the north containing the recommended NRHP-eligible **Resource 38** was owned by members of the Rutledge family. Collin County directories in 1982 and 1983 depict the subject property under the ownership of Eulan Rutledge, while his twin brother Hulan Rutledge owned the adjacent northern property containing **Resource 38** (Directory Service Company 1982, 1983). However, the names appear to have been reversed in the directories, as deed research indicates former ownership of the subject property by Hulan Rutledge, with his brother Eulan historically owning the property immediately north.

According to his obituary, Hulan “Fat” Rutledge (1922-2008), married Ola Mae Baxter in 1944 and was survived in death by his adoptive children and grandchildren (Turrentine Jackson Morrow 2008). Collin County CAD data indicates the property remains under the ownership of his grandchildren in a family trust (Collin CAD n.d.).

Collin County census data in 1940 identify 17-year-old sons Hulan and Eulan residing with parents Willie and Jessie Rutledge, who operated a rented farm on McDonald Road,

presumably today's SH 5 (McDonald Street), which extends north-south through McKinney (U.S. Federal Census 2021 [1940]). Hulan and wife Ola Mae purchased the subject property on CR 317 in 1954 from W.E. Keyes (Collin County Clerk 1981).

Originally part of the 3,129-acre R.H. Locke survey (Abstract No. 517), the current 55-acre property represented a portion of a 125-acre parcel conveyed by Stanley Quisenberry (and wife) to L.A. Scott in 1893, and part of a 70-acre tract conveyed by L.A. Scott (and wife) to R.A. Barrett in 1895. The 55-acre parcel represented the same acreage previously conveyed by W.H. Woods to Mrs. Clara Corley in 1933, suggesting that the extant dwelling's construction occurred during Woods' ownership. (Collin County Clerk 1998). The 1930 Collin County census identifies 61-year-old William H. Woods as a property owner and general farmer residing with his wife Minnie in Collin County Precinct 1 (encompassing the area of the subject property) (U.S. Federal Census 2021 [1930]).

Initial background research revealed no information on previous property owners, except for former owner L.A. (Lewis Alfred) Scott (1852-1934). After growing up in the neighboring community of Melissa, Scott reportedly taught in area rural schools for many years and served as agent for the Houston & Texas Central Railroad (Hall and Hall 2009). He relocated to McKinney ca. 1900 and became a prominent businessman involved in numerous local interests, including the McKinney Ice and Coal Company, the Collin County Mill and Elevator Company, and the Collin County National Bank, and served on the school board for many years (Stambaugh and Stambaugh 1958). The L.A. Scott Junior High School, constructed in 1923 in McKinney, was named in his honor (Hall 2010). Scott's association with the subject property, however, appears to have been short-lived, as deed records indicate he owned the property for only two years (1893-1895), prior to the construction of the extant ca. 1910 dwelling.

Under Criterion A, the resources do not maintain historic associations with any known events or activities significant in regional agricultural or community development. Under Criterion B, although the property was previously owned for a short time by prominent local businessman L.A. Scott, his association with the property was short-lived and predates construction of the extant ca. 1910 dwelling. Research to date reveals no evidence that the other associated property owners were locally significant or instrumental in early regional development. Therefore, the resources are recommended not eligible for NRHP listing under Criterion A or B.

The extant resources on the property reflect two distinct periods of development, with the dwelling (37a), small outbuilding (37e) and storm cellar (37f) dating to the early decades of the twentieth century, and the extant garage (37b), pole barn (37c) and equipment shed (37d) representing later ca. 1960s construction added by the Rutledge family that replaced earlier agricultural resources formerly on the property. Although the three later buildings (Resources 37b-37d) retain fair integrity, they do not represent significant

examples of particular resource types and are therefore recommended not eligible (non-contributing) for NRHP listing under Criterion C, in the area of architecture.

The dwelling (**Resource 37a**), however, represents an intact and significant example of an early-twentieth-century bungalow and retains a high degree of integrity of design, materials, workmanship, feeling, and location. The dwelling reflects a modest, vernacular example of Craftsman stylistic influences represented in the unusual geometrically cut railing on the wraparound porch, the exposed rafter tails, and the battered skirting. As one of the few remaining resources of this age encountered within the APE and Study Area, the dwelling is significant architecturally as a lasting vestige of early-twentieth-century farmhouse construction that once characterized the region. It is therefore recommended NRHP eligible under Criterion C at the local level, in the area of architecture. The small early-twentieth-century outbuilding (**Resource 37e**) and storm cellar (**Resource 37f**) are recommended as contributing resources to the recommended NRHP-eligible dwelling.

The dense new-growth tree line immediately north, south, and east of the dwelling provides a natural buffer around the cluster of resources on the west side of the property, physically and visually separating the resources from the expanse of active fields on the eastern portion of the parcel. As the dwelling is recommended NRHP eligible under Criterion C, and the associated garage (Resource 37b) and two of the agricultural outbuildings (Resources 37c-37d) lack significance and are recommended not eligible, the primary significance of the property relates to its architecture rather than its agricultural associations. As a result, the boundary for the NRHP eligible dwelling and two outbuildings is recommended to include the residential portion of the property within the tree line west of the agricultural fields (**Appendix D: Figure 6** [page 7 of 10]).

Resource 38 – 1825 FM 546

Resource 38 includes a ca. 1900 dwelling (38a), a ca. 1960 garage (38b), a ca. 1960 pole barn/equipment shed (38c), a small ca. 1960 secondary outbuilding (38d), and a ca. 1930 concrete storm cellar (38e) on an approximately 39-acre parcel (refer to **Appendix B, Appendix C, Appendix D: Figure 6** [page 7 of 10], and **Appendix F**). The dwelling is sited perpendicular to FM 546 with its primary façade facing south. Like the adjacent property to the south (Resource 37), the resources are clustered near the western edge (front) of the property on an open portion of the parcel, with an area of dense trees separating them from active agricultural fields on the east side of the property. The resources are currently vacant and the property unoccupied.

The one-and-a-half-story National Folk-style dwelling (38a) features a side-gabled asphalt shingle roof, a one-and-a-half-story rear ell, original wood cladding, replacement two-over-two-light aluminum windows, hipped-roof dormers, and a hipped-roof full front porch with turned wooden columns, wooden brackets, and a simple wooden running trim with circle and diamond-shaped cut outs. The trim's similarity to that of Resource 37a reflects a

distinctive example of local workmanship and residents' attempts to incorporate stylistic influences on otherwise vernacular dwellings. Historic-age additions include a small shed-roof side addition on the west side of the rear ell and a larger shed-roof addition on the east side of the main block and rear ell with a secondary shed-roof partially enclosed porch.

The garage (38b), located slightly northeast of the dwelling, features a hipped roof with asphalt shingles and exposed rafter tails, wide wood cladding, two garage bays, and a shed-roof side addition with wood cladding and hinged wooded doors. The pole barn/equipment shed (38c), located southeast of the dwelling, features a front-gabled corrugated metal roof, corrugated metal cladding, and a corrugated metal door on the façade. The small secondary outbuilding (38d), located immediately east of the dwelling, has a front-gabled asphalt shingle roof, plywood cladding over vertical wood boards, and a single door on the front elevation. The small size of the outbuilding and its proximity to the house suggests that it may have been a wellhouse. The concrete storm cellar (38e), located southwest of the dwelling, features a segmental arched concrete roof and a hinged metal access door.

The resources are surrounded by a line of new growth trees and foliage to the north, south, and east. Beyond the wooded portion of the parcel, the eastern portion of the property remains in agricultural use as active crop fields. To the west, the viewshed is characterized by undeveloped land associated with the McKinney National Airport.

Aerial imagery in 1956 depicts the dwelling with a smaller footprint prior to the side addition, and two visible outbuildings (presumably barns) located north and south of the dwelling that are no longer extant. A possible third small outbuilding may be depicted east of the dwelling at that time, but the imagery is not clear. The existing garage (38b), barn/equipment shed (38c), and small outbuilding (38e) are depicted on the property by 1968. The parcel included active agricultural fields east of the resources.

Aerial imagery from 1995 through 2016 depicts no additional resources on the parcel and the continued agricultural use of the property. Like the adjacent property to the south (**Resource 37**), the only observable change to the subject property included the development of a dense tree line north, south, and east of the resources providing a visual barrier separating the agricultural fields (NETR n.d.).

As noted previously, limited archival research indicates property ownership by Eulan Rutledge as recently as the 1980s (Directory Service Company 1982, 1983). Deed research did not determine the year in which he and wife Mabel Heifner Rutledge acquired the property. However, subsequent deeds among heirs noted the property originally encompassed part of the R.H. Locke survey (Abstract No. 517) and later part of the same 125-acre tract conveyed by Stanley Quisenberry to L.A. Scott that included Resource 37 (Collin County Clerk 2018). The current 40-acre Rutledge parcel represented the property

conveyed by L.A. Scott to T.W. Noblitt in 1897, suggesting the extant ca. 1900 dwelling was constructed during Noblitt's tenure of ownership.

The 1900 Collin County census identifies a Tolbert Noblitt as a 36-year-old farmer renting land in Justice Precinct 1 (encompassing the area of the current parcel) and residing with wife Susan and four children (U.S. Federal Census 2021 [1900]). T.W. Noblitt is further identified in the 1910 Collin County Census as a general farmer by then owning property in Precinct 1 (U.S. Federal Census 2021 [1910]). Research to date revealed no additional information about the previous property owners.

Under Criterion A, the resources do not maintain historic associations with any known events or activities significant in regional agricultural or community development. Under Criterion B, although the property was previously owned for a short time by prominent local businessman L.A. Scott, his association with the property was short-lived and appears to predate construction of the extant dwelling. Research to date reveals no evidence that the other associated property owners were locally significant or instrumental to early regional development. Therefore, the resources are recommended not eligible for NRHP listing under Criterion A or B.

Like the adjacent parcel to the south (**Resource 37**), the extant resources on the subject parcel reflect two distinct periods of development, with the dwelling (38a) and storm cellar (38e) dating to the early twentieth century, and the extant garage (38b), barn/equipment shed (38c) and small outbuilding (38d) representing later ca. 1960s construction, presumably by the Rutledge family, that replaced earlier agricultural resources formerly on the property. Although the three later buildings (Resources 38b-38d) retain fair integrity, they do not represent significant examples of particular resource types and are therefore recommended not eligible (non-contributing) for NRHP listing under Criterion C, in the area of architecture.

The dwelling (**Resource 38a**), however, represents a significant example of a turn-of-the-century National Folk-style dwelling and retains of integrity of overall design, materials, workmanship, feeling, and location. Despite the side addition and replacement windows, the dwelling remains an intact, modest farmhouse reflecting vernacular stylistic elements in the geometrically-cut running trim below the porch roof. Like Resource 37a, it remains one of the few extant early-twentieth-century dwellings identified within the APE and Study Area and embodies the characteristics of former rural dwellings once prevalent within the region. It is therefore recommended NRHP eligible under Criterion C at the local level, in the area of architecture. The associated storm cellar (**Resource 38e**) is recommended as contributing resource to the recommended NRHP-eligible dwelling.

Like Resource 37, the dense new growth tree line immediately north, south, and east of the dwelling provides a natural buffer around the cluster of resources on the west side of the property, physically and visually separating the resources from the expanse of active fields on the eastern portion of the parcel. As the dwelling is recommend NRHP eligible

under Criterion C, and the associated agricultural outbuildings lack significance and are recommended not eligible, the primary significance of the property relates to its architecture rather than its agricultural associations. As a result, the boundary for the NRHP eligible dwelling and associated storm cellar is recommended to include the residential portion of the property within the tree line west of the agricultural fields (**Appendix D: Figure 6** [page 7 of 10]).

Resource 49 – Scalf Cemetery

Although not visible or accessible during the current field survey, the THC Atlas depicts the presence of the previously identified Scalf Cemetery in the vicinity of the (non-physical or visual) 300-foot APE north of Old Mill Road. The extent of its boundary is not known, but the cemetery is identified in historic period maps and secondary sources on the north side of Old Mill Road south of today’s Harry McKillop Boulevard and west of Country Lane (S. Airport Drive). Headstones or other cemetery features are not visible in current aerial imagery, but a small clearing delineated by a tree line and accessed by an unpaved entrance drive on the north side of Old Mill Road appears to reflect the cemetery site. While the clearing is located outside of the current (non-physical or visual) 300-foot APE, the cemetery boundary and the potential for unmarked graves may extend beyond the tree line into a portion of the (non-physical or visual) APE (refer to **Appendix B, Appendix C, Appendix D: Figure 6** [page 6 of 10], and **Appendix F**).

Members of the Isaac Scalf family arrived in Texas in 1852. A son, Richard Scalf, and his wife purchased land southeast of McKinney after the Civil War where they established a farm and early school. The family cemetery contains the burials of Isaac and Richard Scalf, both Civil War veterans. In the early 1990s, the Daughters of the Confederacy dedicated markers for both father and son. The cemetery reportedly contains approximately 37 burials, but most are no longer marked. The last known burial occurred in 1959. The surrounding area was reportedly once known as Dog Run or Dog Town, but research to date revealed no additional information related to the former community (Gough and Hoover 1995).

Although generally considered ineligible for NRHP consideration, a cemetery can qualify for NRHP inclusion under NRHP Consideration D if it “derive[s] its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events” in addition to meeting one of the four NRHP eligibility criteria (A-D) (NPS 1995:34). Additional research and documentation would be required to determine if it merits NRHP consideration for its historic associations under Criteria A or C.

Although not anticipated to be affected directly by the proposed project, the cemetery’s age and proximity to the (non-physical or visual) 300-foot APE suggests unmarked burials could exist and could potentially extend into the APE. Due to the cemetery’s recorded

location over 300 feet from the area of proposed ROW, no ROW acquisition from within the cemetery's presumed boundary is anticipated.

- **Ineligible Properties/Districts**

A total of 65 individual historic-age resources associated with 43 properties identified during the reconnaissance field survey are recommended not eligible for NRHP inclusion based on lack of integrity and/or significance. Residential resources represent by far the largest number of non-eligible resources within the APE, especially Ranch-style dwellings from the mid- to late twentieth century. Some of the dwellings have been converted to commercial use or are abandoned. Additional ineligible resources identified within the APE include small numbers of standalone agricultural and non-agricultural outbuildings, commercial buildings, industrial structures, two TxDOT buildings (and two additional buildings on site that were not visible from the public ROW), three aviation-related buildings (hangars), a standalone storm cellar, a manufactured housing community, and a single historic-age farm complex. A brief overview of the non-eligible resources is included below. For further information refer to **Appendix B** and **Appendix C**.

The resources generally reflect varying levels of alteration, such as replacement cladding, windows, or additions, that have undermined their integrity, and none of the resources represent architecturally significant examples of their respective resource types or styles. Furthermore, many of the resources are currently vacant, and several residential resources have been converted to commercial use. Therefore, the resources are recommended not eligible for NRHP listing due to lack of integrity and/or significance, and no further work is recommended.

Historians documented a total of 18 mid- to late-twentieth-century Ranch-style dwellings within the APE, including Resources 02, 04, 12a (and 12b [outbuilding]), 13, 20, 23, 27, 31a (and 31b-31c [outbuildings]), 32, 34, 35a (and 35b [garage]), 36, 39, 40, 43, 45, 46, and 47.

Additional residential resources recommended not eligible include four mid-twentieth-century Minimal Traditional-style dwellings (Resources 06a [with 06b (garage)], 25, 26, and 30); two bungalows (Resources 15a [with 15b (barn/outbuilding)] and 41a [with 41b (barn)]); one early-twentieth-century National-Folk-style dwelling (Resource 28); one additional dwelling of no identified style (Resource 11a [with 11b (outbuilding/secondary dwelling) and 11c (outbuilding)]; three standalone manufactured dwellings (Resources 29, 33a, and 33b); and the High Point Manufactured Housing Community (Resource 21).

A small number of standalone agricultural buildings recommended not eligible include three barns (Resources 07a, 14, and 24) and one silo (Resource 07b). The resources lacked integrity and/or significance, and without associated historic-age dwellings or other agricultural buildings, the resources no longer represent intact agricultural complexes.

Five standalone outbuildings not associated with other historic-age resources and recommended not eligible include Resources 03a, 03b, 05, 08, and 42. Additional recommended not eligible resources include four industrial/commercial structures (Resources 01a-01b, 19, and 48), three aviation related buildings/hangars associated with the McKinney National Airport (Resources 09a-09c), and two TxDOT buildings (Resources 22a-22b) with two additional buildings of historic age that were not visible from the ROW. An additional standalone resource included a concrete storm cellar (Resource 10). These resources lacked integrity and/or significance and did not represent architecturally significant examples of particular resource types or styles.

Historians also further evaluated the previously referenced Enloe Farm (Resources 44a-44g). The property includes a dwelling (Resource 44a); two adjacent outbuildings (Resources 44b-44c); remnants of a barn and attached dairy/milk shed addition (Resource 44d) located on an associated parcel on the opposite side of the street; a storm cellar (Resource 44e) behind the dwelling; a wellhouse (Resource 44f) at the front of the dwelling; and an additional outbuilding (Resource 44g) at the southeast corner of the property that served as a former store building in downtown McKinney prior to relocation to its current site ca. 1970. Two additional small outbuildings/sheds, depicted near the dwelling in current aerial imagery, were not visible or accessible from the public ROW.

Prior to the field survey, the current owner provided right of entry to the property but requested notification and coordination prior to access. Historians attempted to contact the current property owner via telephone prior to the reconnaissance survey and left contact information, but the property owner did not answer or return the call. Therefore, the historians did not access the property directly during the field survey and conducted all photo-documentation and assessments from the public ROW. At the preliminary meeting on October 5, 2021, Enloe family members requested no access to the property until at least January 2022 due to hunting season. Although information provided by the current property owners and original family descendants identifies a ca. 1859 construction date for the dwelling, research conducted to date supports a slightly later ca. 1879 date of construction.

According to a 1921 newspaper article referenced and included in the Family Land Heritage Program application, the home was constructed for Reverend Abe (Abraham) Enloe, identified as a farmer and Baptist preacher and affectionately known as “Uncle Abe” (*Daily Courier-Gazette* 1921, 3). His parents, Abraham and Sarah Enloe, settled in Collin County in 1850 when he was 5-years-old. According to the article, the family first resided on a rented farm east of McKinney. After later relocating to a farm between the former communities of Ardath and Altoga (north of the current Study Area), the family settled on a farm in the Milligan community on what was at that time (in 1921) referred to as “the ‘Uncle Bill’ Anderson home place” where Abe Enloe “grew to manhood” (*Daily Courier-Gazette* 1921, 3).

The Milligan community was located northeast of the former Enloe community (and outside of the Study Area) on the opposite side of the East Fork in the area of today's S. Bridgefarmer Road south of US 380. A 1930 Collin County soil map depicts the Milligan School in this area northeast of the Enloe School (U.S. Bureau of Chemistry and Soils 1930). Today, the Milligan Cemetery on S. Bridgefarmer Road remains a vestige of the former community.

The 1921 article indicates that after serving in the Civil War and marrying in 1865, Abe Enloe resided in McKinney from 1871 to 1873 and then in Plano and worked in the meat market business in both areas. The article makes no reference to the Enloe community until 1879 when Abe Enloe and his wife Mattie (Martha) "moved to their farm in the Enloe community, which he had purchased a few years before" (*Daily Courier-Gazette* 1921, 3). At the time of publication in 1921, Abe Enloe still resided "at his old home place in the Enloe community" (*Daily Courier-Gazette* 1921, 3).

According to the article, Abe Enloe donated land for the Enloe School, "which school and community were named in his honor" (*Daily Courier-Gazette* 1921, 3). Gwen Pettit, author of a local newspaper column in Allen, Texas, in the 1990s, identified Reverend Abe Enloe "as the progenitor of our local Enloes" (Fisher 2006, 102). She also noted his purchase of the area farm in 1879 and attributed to him the community's name and establishment of the Enloe School (Fisher 2006). The "Enloe School" appears on the 1930 Collin County soil map along the west side of today's CR 722 (Enloe Road) slightly south of the Enloe Farm (U.S. Bureau of Chemistry and Soils 1930). His reported settlement in the area in 1879, as well as the appearance of the original form of the extant dwelling (Resource 44a), suggests a later construction date for the farmhouse than the reported date of 1859.

Collin County census data first identifies Enloe family members in 1860 with Abraham Enloe, Sr. recorded as a 57-year-old farmer living with his wife Sarah and nine children, including 14-year-old Abraham Enloe ("Reverend Abe") (U.S. Federal Census 2021 [1860]). The 1870 census identifies "Abraham Enloe Jr." as a 24-year-old farm laborer residing with wife Martha and two young children (U.S. Federal Census 2021 [1870]). An adjacent census record entry identifies the senior Abraham Enloe as a 67-year-old farmer residing with his wife and two older children, indicating that father and son resided close to one another at that time.

Abraham Enloe, Sr. died in 1875 (*Daily Courier-Gazette* 1921, 3). In 1880 and 1900, census records identify Abraham (Abe) Enloe (Jr.) as a farmer living with his wife and several children (U.S. Federal Census 2021 [1880 and 1900]), By 1910, at the age of 64, census data records Enloe's occupation as clergyman. At that time, he resided with his grown son Tobe (farmer), daughter Dove, and daughter-in-law Ida (U.S. Federal Census 2021 [1910]). All census data represented Precinct 1 of Collin County, which

encompassed both McKinney and areas to the east, including the subject Enloe farm property and the former Milligan community.

The Family Land Heritage Program application identifies Abraham Enloe as the first family member (founder) to own the land but does not distinguish between father and son. The application notes original land acquisition in 1859 and the founder's wife as Sarah, indicating Abraham Enloe, Sr. However, the application identifies the children of the farm founder as those of Abraham and *Mattie* Enloe, signifying Abe Enloe Jr. Furthermore, according to the application, the original farm included 60 acres with an additional 24.8 added by the founder for a total of 84.8 acres. An accompanying 1859 deed, however, conveys two tracts of land in Collin County, located approximately 4 miles southeast of McKinney, from Richard H. Locke to Abraham Enloe (Sr.). Although not entirely legible, the 1859 deed conveys a 10-acre tract and what appears to be a 200.5-acre tract (although the second tract acreage is not clearly discernable) within the Richard Locke survey. It is unclear whether this property reflects the current area of the Enloe Farm or the family's farm in the former community of Milligan.

The application also includes an undated copy of a deed from Martha (Dove) Enloe (daughter of Abe Enloe, Jr.) to niece Minnie Fae Enloe (who submitted the Family Land Heritage Program application) conveying three tracts of land totaling 84.8 acres. The tracts are noted as part of the R.H. Locke survey (Abstract No. 390) but do not reference the prior land transaction to Abraham Enloe, Sr. Instead, the first tract (60 acres) and third tract (8.5 acres) represent land "beginning at the SW corner of a 96-acre tract sold by Polly A. Hunn to Isaac Graves [undated]" and acreage "being part of a tract conveyed by Jesse Shain to T.E. Furr on the 9th day of October in 1893," respectively (Family Land Heritage Program 1984). The second tract of 16.3 acres is noted as "being the land conveyed to Abe Enloe by F.M. Hunn of the 9th day of January 1883" (Family Land Heritage Program 1984).

The conveyance of 84.8 acres (noted as the size of the original farm) and the transaction dates in the late nineteenth century (after the death of Abe Enloe, Sr. in 1875), indicate the land was associated with Abe Enloe, Jr. A more recent 1997 deed conveyed the same 84.8-acre property, along with additional tracts, from Minnie Fae (Enloe) Griffin to the Wiley E Griffin Trust, and the property remains under this same family ownership today (Collin County Clerk 1997).

At the request of TxDOT ENV historians, an intensive-level survey outside the scope of the reconnaissance-level survey will be conducted under separate cover to fully evaluate the history of property ownership and significance. However, based on the available information to date, it appears that the Enloe Farm is historically associated with Abe Enloe Jr., and construction of the extant farmhouse most likely occurred in the late 1870s when he was noted as residing on the farm.

The heavily-altered ca. 1879 National Folk-style dwelling (44a) features a side-gabled asphalt-shingle roof, original wood siding, a gabled rear addition of historic age, and a former full-width front porch that has been enclosed at both ends with synthetic siding and screening, resulting in a central inset porch. The dwelling lacks windows on the primary façade, with the exception of a single window flanking the front door. The only other visible fenestration is a single opening on the west side elevation with an aluminum replacement window. A small hipped-roof, wood-framed structure near the façade appears to be an open pavilion. At the TxDOT Public Meeting on October 21, 2021, an Enloe family member identified the projection as a well house (Resource 44f). The family member also noted the incorporation of an interior bathroom in the dwelling (replacing a prior outhouse) at an undetermined date in the twentieth century.

The two adjacent outbuildings include a c. 1980 pole barn/equipment shed (44b) with a flat roof, corrugated metal siding, and two open bays, and a small ca. 1920 gabled outbuilding (44c) with a replacement metal roof, wooden board-and-batten siding, and the remnants of a central hinged entry door. The remains of the ca. 1940 barn and dairy/milk shed addition (44d), located across the street on an associated portion of property, include a gabled metal roof, wood siding, and a metal corral. The building is partially collapsed and in poor structural condition. At the TxDOT Public Meeting, Enloe family members showed the Principal Investigator a ca. 1970s photograph of the former barn and identified the currently extant westside portion of the building as a dairy/milk shed addition incorporated at an undetermined date. The ca. 1925 concrete storm cellar (44e) behind the dwelling features a flat roof and hinged access doors. At the Public Meeting, an Enloe family member shared a photograph of the interior concrete steps of the cellar revealing etched dates and family member initials from the 1920s.

An additional ca. 1920 building associated with the Enloe Farm is located south of the dwelling near the eastern edge of the property in the vicinity of the site of the former Enloe School (44g). The small, side-gabled building features a replacement metal roof, original wood siding, the remains of an original wood-framed window with missing glazing, and two enclosed windows. The 1930 Collin County soil map depicts the Enloe School in the vicinity of this location (U.S. Bureau of Chemistry and Soils 1930). However, the subject building is not visible in 1956 aerial imagery but appears to be onsite by 1968. At the Public Meeting, Enloe family members noted that the former school building is no longer extant and that the parcel encompassing the school was deeded back to the family at an undetermined date. According to the family, the extant building (Resource 44g) represents a former store originally located on Elm Street in downtown McKinney that the family relocated to the property ca. 1970.

Two additional small outbuildings of historic-age located near the dwelling are depicted in current aerial and Street View imagery but were not visible from the ROW due to intervening foliage. An Enloe family member identified the small shed-roof outbuilding slightly northeast of the dwelling as a former storage shed for saddles, etc. but did not

recall the original use of the larger gabled outbuilding located directly behind the dwelling. Aerial imagery in 1956 depicts the larger rear outbuilding, but the smaller outbuilding is not visible due to tree cover. Enloe family members also noted the presence of several springs on the property utilized for drinking and livestock located within a heavily wooded area south of the dwelling. Additionally, the associated parcel on the north side of the road includes a pond for livestock. No additional property details were discernable from the public ROW.

The 1984 Family Land Heritage Program application noted the presence at that time of the “original home and barn in good condition,” as well as an extant former smokehouse and “a little building originally used as the kitchen” (Family Land Heritage Program 1984). Historians did not observe the presence of the former kitchen or smokehouse during the reconnaissance survey for the project, and the collapsed barn and attached dairy/milk shed addition (Resource 44d) no longer remain in good condition.

The Enloe Farm property remains in active agricultural use under the continued ownership of Enloe descendants. The original 84-acre farm now encompasses over 200 acres and received honorary designation in 1984 through the Family Land Heritage Program of the Texas Department of Agriculture for its continuous family ownership and agricultural operation for over 100 years (Family Land Heritage Program 1984). Adjacent dwellings under Enloe family ownership within the APE include a mid-twentieth-century ranch house on an active agricultural parcel (Resource 45) and a non-historic-age dwelling. Additional adjacent resources outside the APE but within the Study Area, one of which remains under ownership of Enloe descendants, include a small number of early to mid-twentieth-century and non-historic-age dwellings along CR 722 (Enloe Road).

Although the property remains in agricultural use and reflects the continued ownership by Enloe family members for over a century, the resources themselves no longer retain integrity and lack architectural significance. The extent of alterations to the dwelling (44a) including the porch enclosure, window enclosures, and replacement siding and windows has compromised the integrity of its design, materials, workmanship, and feeling and completely obscured its original form and architectural details. As a result, the dwelling no longer represents an intact example of a mid- to late-nineteenth-century National Folk-style dwelling under Criterion C and is unable to effectively represent associations with early settlement and community development under Criterion A or with Abe Enloe and family under Criterion B.

The two adjacent outbuildings (44b-44c), storm cellar (44e), and wellhouse (44f) retain fair integrity but are not significant examples of particular resource types or styles. The remnants of the barn and dairy/milk shed addition (44d) lack integrity of design, workmanship, and feeling due to partial collapse and poor structural condition, and the resource does not represent an intact or significant example of a mid-twentieth century agricultural building. The additional outbuilding (44g) retains fair integrity of design, materials, workmanship, and feeling but is not an architecturally significant example of

particular resource type or style and is in poor physical condition. It lacks integrity of location, setting, feeling, and association due to its relocation from downtown McKinney ca. 1970 and does not meet the threshold for NRHP inclusion under Criteria Consideration B for moved properties.

Collectively, the resources lack integrity and significance, and the property no longer represents an intact or significant example of an historic-age farmstead. Therefore, the resources are recommended not eligible for NRHP listing. As noted previously, at the request of TxDOT ENV historians, an intensive-level survey will be conducted to further evaluate the property's significance and associations with early area settler Abraham Enloe. The results of that effort will be submitted under separate cover.

Rural Historic Landscape Evaluation

Due to the exclusively agricultural character of the Study Area from the late-nineteenth century through the 1970s and the number of parcels remaining in active agricultural use today, historians evaluated the APE for the presence of a potential rural historic landscape (**Appendix D: Figure 7** and **Appendix F** [Photographs F-185-F-200]). The NPS defines a rural historic landscape as, “a geographical area that historically has been used by people, or shaped or modified by human activity, occupancy, or intervention, and that possesses a significant concentration, linkage, or continuity of areas of land use, vegetation, buildings and structures, road and waterways, and natural features” (McClelland et al. 1999).

Unlike other historic resources and districts, rural historic landscapes reflect a much larger ratio of land to buildings and structures. Rural historic landscapes demonstrate the human use of land and organic development over time. They are evaluated through eleven landscape characteristics reflecting either processes that have shaped the land or physical components that may be observed through survey. As with other historic resources and districts, eligible rural historic landscapes must possess both integrity and significance (McClelland et al. 1999). The eleven landscape characteristics include:

Processes:

- Land use and activities – “the major human forces that shape and organize rural communities”
- Patterns of spatial organization – “reflected in road systems, field patterns, distance between farmsteads, proximity to water sources, and orientation of structures”
- Response to the natural environment
- Cultural traditions – including “religious beliefs, social customs, ethnic identity, and trades and skills”

Physical Components:

- Circulation networks
- Boundary demarcations – delineating “areas of ownership and land use” including features such as fences, tree lines, roadways, and bodies of water
- Vegetation related to land use
- Buildings, structures, and objects
- Clusters – “groupings of buildings, fences, and other features,” including farmsteads, village centers, crossroads, and commercial agricultural complexes
- Archeological sites
- Small-scale elements – features that “add to the historic setting of a rural landscape” including durable resources such as fenceposts, culverts, road signs, and gravestones.

Under the process of land use, most of the APE historically served as farmland for the cultivation of corn, grains, and cotton, as well as livestock production. Though swathes of active agricultural land (both cropland and pasturage) and wooded land remain within the eastern portion of the APE along the Orange Alternative, much of the APE is characterized by urban, commercial, and industrial development related to the expansion of McKinney and its role as a bedroom community within the Dallas-Fort Worth Metroplex. This development has obscured historic land use patterns and the ability of the APE to reflect the historic forces that shaped the former rural communities within the area.

Historic patterns of spatial organization reflected within the APE include portions of the historic road system visible on maps as early as the 1930s, including CR 722 (Enloe Road), Old Mill Road, and US 380; irregular field patterns following the boundaries of the East Fork of the Trinity River; and the sparsely scattered nature of original homesteads and dwellings. More recent development within the APE that obscured original land use patterns has also diminished the integrity of spatial organization through subdivision of former large agricultural parcels for residential, commercial, or industrial development and construction of new roadways. Additionally, in multiple places throughout the APE, passive reforestation has eliminated land use patterns of historically cultivated fields or pastureland.

Historically, the conversion of woodlands to cultivated fields or pasture represented the principal response to the natural environment within the APE. Although the shift to agricultural use was gradual through the mid- to late-nineteenth century, improved farming practices and transportation routes transitioned early subsistence farming into larger scale commercial agricultural production through the mid-twentieth century. In multiple places throughout the APE, twentieth- and twenty-first-century development and

passive reforestation have obfuscated this historic agricultural response to the natural environment.

Finally, aside from the presence of three cemeteries within the western, urban portion of the APE, and a small cemetery near the southern portion of the APE, the area lacks evidence of historic residents' religious beliefs, social customs, or ethnic identity, such as historic-age churches and schools or architectural resources principally associated with certain groups.

Under the characteristics of physical components, the historic circulation network of early roads providing connectivity to the agricultural center of McKinney remains somewhat intact within the eastern portion (Orange Alternative) of the APE, but the more recent construction of Airport Drive, Harry McKillop Boulevard, and SH 5 (S. McDonald Street)/Spur 399 as well as the 1970s construction of the McKinney National Airport introduced largescale changes to circulation patterns in the western half (Purple Alternative) of the APE.

Historic boundary demarcations visible primarily within the eastern agricultural half of the APE include wire fencing and tree lines between agricultural parcels. However, non-historic-age infill throughout the APE reflects a break from this historic-period practice.

Vegetation related to land use remains reflected on the agricultural parcels primarily within the eastern half of the APE (Orange Alternative) in the form of active crop fields, pasturage, and wooded land. These elements are largely no longer evident within the western portion of the APE. Small-scale subsistence farms typified the region for much of the historic period, and individual households generally produced a range of fruit, vegetables, grains, and livestock. At present, historians observed no evidence of subsistence agriculture in the APE, either in outbuildings to accommodate processing or through vegetation such as household orchards and vegetable plots. Instead, vegetation reflects largescale commercial cultivation of grain crops or pasturage.

Extant buildings, structures, and objects as well as clusters are the least represented landscape characteristics remaining within the APE. Although always sparsely developed, the APE would have historically included larger numbers of dwellings and agricultural resources such as barns, silos, sheds, and other outbuildings related to area crop cultivation and livestock production. Today, the majority of extant historic-age resources represent late-twentieth-century infill, including Minimal Traditional and Ranch-style dwellings. Very few examples of barns or other early to mid-twentieth-century agricultural resources remain standing. Additional extant historic-age buildings include more recent commercial and industrial construction primarily within the western portion of the APE (Purple Alignment) that are unrelated to the area's agricultural history.

A few scattered clusters of dwellings exist along portions of Old Mill Road (primarily within the APE of the Orange Alternative), and a cluster of mid-twentieth-century residential and commercial buildings remains at US 380 and New Hope Road (Orange Alternative), mostly

outside of the current APE. Notably, clusters of domestic and agricultural buildings, structures, and objects representing farmstead groupings are absent. The Enloe Farm within the APE (Orange Alternative), including the dwelling (Resource 44a) and outbuildings (Resources 44b-44g), remain vestiges of the former rural community of Enloe but are not visually discernable as a community cluster or grouping. Adjacent dwellings on CR 722 (Enloe Road) within the Study Area generally reflect late-twentieth-century infill development and are not associated with the former community. Likewise, the two recommended NRHP eligible properties (Resources 37a-37f and Resources 38a-38e) represent intact early-twentieth-century vernacular farmhouses, but as agricultural complexes the non-contributing outbuildings lack significance, and the properties do not constitute an identifiable community cluster.

Archeological components are not considered in this assessment, which focuses on aboveground resources and landscape elements.

Small-scale elements visible within the APE include the presence of a small number of scattered concrete storm cellars. However, to be considered a noteworthy feature of a landscape, small-scale elements should typically be characteristic of the region and appear repeatedly throughout the area (McClelland et al. 1999).

Under Criterion A, the area does not maintain historic associations with any known events or activities significant in regional agricultural development, does not physically reflect associations with significant regional contexts or communities, or retain sufficient integrity in its components to reflect a cogent rural community or association with specific economic and production trends during the historic period.

Under Criterion B, although a portion of the APE was associated with Enloe family settlers, the remnant historic-age resources associated with the family lack sufficient integrity to demonstrate those historic associations.

Under Criterion C, despite the remaining agricultural land within the eastern portion of the APE, the area lacks overall integrity as an intact rural historic landscape due to the loss of historic-age agricultural resources and loss or replacement of many original dwellings that would have historically characterized the area. Furthermore, most of the extant historic-age resources within the APE have experienced noncompatible additions and non-historic-age alterations that have compromised their integrity.

Therefore, lacking integrity and significance under Criteria A, B, and C, the APE is not recommended eligible for NRHP inclusion as a rural historic district.

▪ **Recommendations for Further Study**

At the request of TxDOT ENV historians, an intensive-level survey of the Enloe property (Resources 44a-44g) to further evaluate its significance and association with early area settler Abraham Enloe will be submitted under separate cover. Additionally, further

evaluation of Scalf Cemetery for potential NRHP eligibility and effects assessment and for boundary demarcation and the potential for unmarked burials is recommended if the Orange Alternative is selected.

Determination of Section 106 Effects Recommendations

- **Direct Effects**

Resource 16 (Ross Cemetery) and Resource 17 (Potter's Field Cemetery) are recommended NRHP eligible under Criterion A (Criteria Consideration D, Cemeteries). Resource 18 (Pecan Grove Memorial Park Cemetery) is recommended NRHP eligible under Criteria A and C (Criteria Consideration D, Cemeteries). Furthermore, Resource 37a, 37d, and 37e and Resources 38a and 38e are recommended NRHP eligible under Criterion C. Resource 49 (Scalf Cemetery) was not visible or accessible during the current field survey and was not evaluated for NRHP eligibility. Due to the age of Scalf Cemetery, there is the potential for unmarked graves to exist. However, the cemetery's mapped location approximately 300 feet from the proposed ROW suggests the potential for physical impacts to the resource or associated burials is minimal. The direct effects assessment for the above referenced resources are addressed below according to the two proposed build alternatives.

Purple Alternative

Resource 16 (Ross Cemetery) is located immediately adjacent to but outside of the 300-foot APE of a portion of the 'Common Alignment' that would extend on new location eastward from SH 5. Based on the most up-to-date 60 percent project schematics, no ROW acquisition is proposed in the vicinity of Resource 16, and all construction activities would occur outside of and over 300 feet from the cemetery boundary. Although the proposed project could introduce visual changes to the current setting, the integrity of the cemetery's setting has already been undermined by the recent construction of the adjacent FM 546/Harry McKillop Boulevard, and its setting does not contribute to the cemetery's recommended NRHP eligibility under Criterion A, Criteria Consideration D. Therefore, the project (Purple Alternative) is anticipated to have no adverse effect to the recommended NRHP-eligible resource.

The property boundaries of Resources 17 and 18 (Potter's Field Cemetery and Pecan Grove Memorial Park Cemetery) are located outside of and approximately 550 and 700 feet, respectively, from the edge of the APE, but the resources are included in this report for their proximity to and historical development in association with Resource 16. Based upon the most up-to-date 60 percent project schematics, no ROW acquisition is proposed, and no work would occur within the proximity of either cemetery. Therefore, the project (Purple Alternative) is anticipated to have no effects to the two recommended NRHP-eligible resources.

Resource 37a, 37e, and 37f and Resources 38a and 38e are located outside the APE and Study Area of the Purple Alternative and would not be affected directly by the project. Therefore, a finding of no effects to the recommended NRHP-eligible resources by the project (Purple Alternative) is anticipated.

Orange Alternative

Resource 16 (Ross Cemetery) is located immediately adjacent to but outside of the 300-foot APE of a portion of the 'Common Alignment' that would extend on new location eastward from SH 5. Based on the most up-to-date 60 percent project schematics, no ROW acquisition is proposed in the vicinity of Resource 16, and all construction activities would occur outside of and over 300 feet from the cemetery boundary. Although the proposed project could introduce visual changes to the current setting, its integrity of setting has already been undermined by the recent construction of the adjacent FM 546/Harry McKillop Boulevard. As a result, its setting does not contribute to the cemetery's recommended NRHP eligibility under Criterion A, Criteria Consideration D. Therefore, the project (Orange Alternative) is anticipated to have no adverse effect to the recommended NRHP-eligible resource.

The property boundaries of Resources 17 and 18 (Potter's Field Cemetery and Pecan Grove Memorial Park Cemetery) are located outside of and approximately 550 and 700 feet, respectively, from the edge of the APE. Based upon the most up-to-date 60 percent project schematics, no ROW acquisition is proposed, and no work would occur within the proximity of either cemetery. Therefore, the project (Orange Alternative) is anticipated to have no effects to the two recommended NRHP-eligible resources.

Resources 37a, 37e, and 37f and Resources 38a and 38e are located within the 300-foot APE of the Orange Alternative. Based on the most up-to-date 60 percent project schematics, the proposed new location roadway would require acquisition of ROW from both parcels. However, the proposed ROW acquisition would occur through the eastern portions of both parcels outside of the proposed NRHP-eligible boundaries of the properties. The recommended NRHP-eligible resources would not be demolished, relocated, or otherwise altered with project activities, and the existing tree line would provide visual screening of the resources from the proposed project. Therefore, the project (Orange Alternative) is anticipated to have a finding of no adverse effects to the recommended NRHP-eligible resources.

Additionally, at the west side of the property encompassing Resources 37a and 37e-37f, proposed construction activities along CR 317 would be conducted entirely within the existing ROW and are anticipated to have no adverse effects to the recommended NRHP-eligible resources.

Resource 49 (Scalf Cemetery), although not visible or accessible during the current field survey, is depicted in the THC Atlas and historic period maps in the vicinity of the (non-physical or visual) 300-foot APE north of Old Mill Road (Orange Alternative). The extent of its boundary is not known, but a small clearing delineated by a tree line and accessed by

an unpaved entrance drive on the north side of Old Mill Road appears to reflect the cemetery site over 300 feet from the proposed ROW limits. Due to its age and the unconfirmed nature of the cemetery boundary, there is the potential for unmarked graves to extend beyond the tree line into a portion of the (non-physical or visual) 300-foot APE. Based upon the most up-to-date 60 percent project schematics, no ROW acquisition is proposed, and no work is anticipated to occur within the presumed boundary of the cemetery. The cemetery's tree line and the heavily wooded parcel immediately north would provide visual screening of the cemetery from the proposed project.

- **Indirect, Cumulative or Reasonably Foreseeable Effects**

None

U.S. DOT Section 4(f) Applicability Statement

Although the Orange Alternative would require acquisition of ROW from the parcels containing the recommended NRHP-eligible Resources 37a, 37e, and 37f and Resources 38a and 38e, the acquisition would occur outside the recommended NRHP boundary of both resources and would therefore not constitute the use of an historic property. Therefore, there are no recommendations for Section 4(f) or *de minimis* determinations.

In the area of Resource 49 (Scalf Cemetery), although a portion of the cemetery boundary may extend into the (non-physical or visual) 300-foot APE, due to the distance from the area of proposed ROW, no ROW acquisition from within the cemetery boundary is anticipated. Therefore, no recommendation for Section 4(f) or *de minimis* determinations for the cemetery are recommended. Specific measures to delineate the cemetery's boundaries, evaluate for NHRP eligibility and potential adverse visual effects, and avoid physical effects are recommended if the Orange Alternative is selected.

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Appendix A: Project Information and ROW Information

- [WPD Section I - Project Definition](#)
- [WPD Section II - Tool](#)
- [WPD Section III - Project Work Plan](#)
- [WPD Section IV - Findings](#)

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Project Definition

Project Name:

CSJ: - -

Anticipated Environmental Classification:

Yes No Is this an FHWA project that normally requires an EIS per 23 CFR 771.115(a)?

Project Association(s)

Manually Associate CSJ:

CSJ	DCIS Funding	DCIS Number	Env Classification	DCIS Classification	Main or Associate	Doc Tracked In	Actions
CSJ:004705058	State		EIS	NLF	Associate	Main	
CSJ:004710002	Federal,State		EIS	NLF	Associate	Main	

DCIS Project Funding and Location

Funding

DCIS Funding Type:

Federal State Local Private

Location

DCIS Project Number:

District:

Project Limit -- From:

Project Limit -- To:

Begin Latitude: . Begin Longitude: .

End Latitude: . End Longitude: .

DCIS & P6 Letting Dates

DCIS District: DCIS Approved: DCIS Actual:

P6 Ready To Let: P6 Proposed Letting:

DCIS Project Description

Type of Work:

Layman's Description:

DCIS Project Classification:

Design Standard:

Roadway Functional Classification:

Jurisdiction

No

Does the project cross a state boundary, or require a new Presidential Permit or modification of an existing Presidential Permit?

Who is the lead agency responsible for the approval of the entire project?

FHWA - Assigned to TxDOT TxDOT - No Federal Funding FHWA - Not Assigned to TxDOT

TxDOT

Who is the project sponsor as defined by 43 TAC 2.7?

No

Is a local government's or a private developer's own staff or consultant preparing the CE documentation, EA or EIS?

Yes

Does the project require any federal permit, license, or approval?

USACE IBWC USCG NPS IAJR Other

No

Does the project occur, in part or in total, on federal or tribal lands?

Environmental Clearance Project Description

Project Area

Typical Depth of Impacts: (Feet) Maximum Depth of Impacts: (Feet)

New ROW Required: (Acres)

New Perm. Easement Required: (Acres) New Temp. Easement Required: (Acres)

Project Description

Describe Limits of All Activities:

The proposed project would extend on new location from US 75 south of McKinney (including the existing intersection of US 75, SH 5, and Spur 399) north and east to intersect with US 380 east of McKinney. The new location alternatives could be as long as 6.5 miles. The proposed freeway would require approximately 330 feet to 350 feet of right-of-way. New right-of-way will be required to construct the proposed project.

Describe Project Setting:

The setting of the proposed Spur 399 Extension includes a primarily industrial area within the southeast quadrant of McKinney. The area includes a mix of industrial and airport uses with areas of undeveloped open land. Residential development lies to the west of the project area. Major traffic generators include a regional airport in the center of the study area and the industrial developments and downtown McKinney to the west.

The study area includes existing roadways, a rail line, a municipal landfill, a regional airport, quarry, and large open areas of floodplain and mapped wetlands.

A nature center, nature preserve, soccer complex, and therapeutic horsemanship facility are present within the study area.

The East Fork Trinity River and its tributaries cross through the northern portion of the study area. Vegetation present includes urban maintained vegetation associated with developments, as well as unmaintained grassland and woodland vegetation in parks and floodplain areas.

Describe Existing Facility:

Existing Spur 399 is a 1.14 mile-long section of roadway that connects SH 5 to US 75/SH 121, and the Sam Rayburn Tollway (SRT) south of McKinney.

Describe Proposed Facility:

The proposed project would extend Spur 399 from US 75 to US 380, a new location facility. The Spur 399 extension would be an eight-lane, access-controlled freeway with one-way frontage roads on each side within an anticipated right-of-way width of between 330 to 350 feet depending on location. Frontage roads may be eliminated, and the primary travel lanes may be elevated (on bridge/viaduct) to minimize impacts on sensitive resources. The freeway facility would also include ramps, direct connector roadways, frontage roads, and arterial roadways to support connectivity to the existing roadway network. Grade-separated interchanges would be constructed at major crossroads including US 75 / SH 5 and existing US 380.

Would the project add capacity?

Transportation Planning

Is the project within an MPO's boundaries?

Does the project meet the definition for a grouped category for planning and programming purposes?

The project is located in area.

This status applies to:

CO - Carbon Monoxide

O3 - Ozone

NO2 - Nitrogen Dioxide

PM10 - Particulate

PM2.5 - Particulate

Environmental Clearance Information

Environmental Clearance Date:

Environmental LOA Date:

Closed Date:

Archived Date:

Approved Environmental Classification:

Project Contacts

Created By:

Date Created:

Project Sponsor: TXDOT (Or) Local Government

Sponsor Point Of Contact:

ENV Core Team Member:

District Core Team Member:

Other Point of Contact(s):

Last Updated By: Christine Polito

Last Updated Date: 03/29/2021 02:20:16

Appendix B: Tabular Inventory of Surveyed Properties

Resource No.	Address/ Location	Function/ Sub-function	Architectural Style	Date(s)	Integrity/Comments	NRHP Eligibility
01a	Located southwest of the intersection of S. Airport Dr. and US 380	Industrial/ Manufacturing	No style	ca. 1975	Gabled outbuilding with metal roof, synthetic and wood siding, aluminum windows, and garage door; on parcel with Resource 01b and with non-historic-age buildings (see additional Photographs in Appendix F); undetermined commercial/industrial currently owned by Lattimore Materials Co.; lacks integrity of materials and does not represent a significant example of its resource type.	Not eligible
01b	Located southwest of the intersection of S. Airport Dr. and US 380	Industrial/ Manufacturing	No style	ca. 1975	Side-gabled five-bay equipment warehouse/garage with metal roof, metal cladding, and replacement overhead bay doors; on parcel with Resource 01a and with non-historic-age buildings (see additional Photographs in Appendix F); undetermined commercial/industrial use currently owned by Lattimore Materials Co.; not a significant example of resource type.	Not eligible
02	1305 Roosevelt St.	Domestic / Single Dwelling	Simplified Ranch	ca. 1965	Hipped-roof dwelling with asbestos siding, replacement multi-light vinyl sash windows, and integrated entry porch associated with a non-historic-age shed (see additional Photographs in Appendix F); lacks integrity of materials, workmanship, and feeling and is not significant example of resource type or style.	Not eligible
03a	Located on the south side of Roosevelt St., approximately 0.04 mi. from the intersection with Lively Hill	Domestic / Secondary Structure	No style	ca. 1975	Gabled outbuilding with metal roof and siding; undetermined use; on parcel with Resource 03b (see additional Photographs in Appendix F); retains integrity but is not associated with a historic-age dwelling; not a significant example of a particular resource type.	Not eligible
03b	Located on the south side of Roosevelt St., approximately	Domestic / Secondary Structure	No style	ca. 1975	Side-gabled outbuilding with metal roof and siding; undetermined use; on parcel with Resource 03a (see additional Photographs in Appendix F); retains integrity but is not associated with a	Not eligible

Resource No.	Address/Location	Function/Sub-function	Architectural Style	Date(s)	Integrity/Comments	NRHP Eligibility
	0.04 mi. from the intersection with Lively Hill				historic-age dwelling; not a significant example of a particular resource type.	
04	1311 Garcia St.	Domestic / Single Dwelling	Ranch	ca. 1975	Side-gabled dwelling with vinyl siding, aluminum sash windows, integrated entry porch, and attached garage (see additional Photographs in Appendix F); retains fair integrity but is not a significant example of resource type or style.	Not eligible
05	Located on the south side of Garcia St., approximately 0.05 mi. from the intersection with Lively Hill	Domestic / Secondary Structure	No style	ca. 1975	Side-gabled equipment storage outbuilding with metal roof, a mix of metal and plywood siding, lateral three-bay pole barn addition, and paired hinged barn doors (see additional Photographs in Appendix F); undetermined use; retains integrity but is not part of a domestic or agricultural complex; not a significant example of its resource type.	Not eligible
06a	1504 Greenville Rd.	Domestic / Single Dwelling	Minimal Traditional/ Ranch	ca. 1960	Hipped-roof dwelling with replacement synthetic siding, replacement vinyl sash windows, and integral carport; on parcel with Resource 06b (see additional Photographs in Appendix F); lacks integrity of materials, workmanship, and feeling and is not a significant example of resource type or style.	Not eligible
06b	1504 Greenville Rd.	Domestic / Secondary Structure	No style	ca. 1980	Wood frame outbuilding with shed roof, exposed rafter tails, and corrugated metal cladding; on parcel with Resource 06a (see additional Photographs in Appendix F); retains integrity but is not a significant example of resource type.	Not eligible
07a	1600 Greenville Rd.	Vacant / Not in use	Gambrel Barn	ca. 1965	Abandoned gambrel dairy barn with a metal roof, a mix of vertical wood and board-and-batten cladding, multiple small window openings missing glazing, and hayloft with portal access on primary façade; on parcel with Resource 07b (see additional Photographs in Appendix F); no associated dwelling and no longer in agricultural use; deterioration and material loss since	Not eligible

Resource No.	Address/ Location	Function/ Sub-function	Architectural Style	Date(s)	Integrity/Comments	NRHP Eligibility
					abandonment have undermined the integrity of design, materials, workmanship, and feeling; lacks integrity of setting due to loss of historically associated resources and is not a significant example of resource type or style.	
07b	1600 Greenville Rd.	Vacant / Not in use	Silo	ca. 1965	Concrete stave silo with a metal dome roof; on parcel with Resource 07a (see additional Photographs in Appendix F); no associated dwelling; retains physical integrity but lacks integrity of setting and feeling due to loss of historically associated resources; not a significant example of resource type.	Not eligible
08	Located southeast of the intersection of S. Airport Dr. and Enloe Rd.	Domestic / Secondary Structure	No style	ca. 1975	Shed-roof outbuilding with a metal roof and corrugated metal cladding (see additional Photographs in Appendix F); undetermined use; no associated resource on parcel; not a significant example of resource type.	Not eligible
09a	1500 Industrial Blvd.	Transportation/ Aviation	No style	ca. 1980	Linear plan gabled hangar with replacement vinyl siding, multiple bays accessed via paired hinged doors, and vents on the gable ends; on parcel with Resource 09b, 09c, and non-historic-age buildings associated with McKinney National Airport (see additional Photographs in Appendix F); not a significant example of resource type.	Not eligible
09b	1500 Industrial Blvd.	Transportation/ Aviation	No style	ca. 1980	Linear plan gabled hangar with replacement vinyl siding, multiple bays accessed via paired hinged doors, and vents on the gable ends; on parcel with Resource 09a, 09c, and non-historic-age buildings related to the McKinney National Airport (see additional Photographs in Appendix F); not a significant example of resource type.	Not eligible
09c	1500 Industrial Blvd.	Transportation/ Aviation	No style	ca. 1980	Linear plan gabled hangar with replacement vinyl siding, multiple bays accessed via paired hinged doors, and vents on the gable ends; on parcel with Resource 09a, 09b, and non-historic-age buildings related to the McKinney National Airport (see	Not eligible

Resource No.	Address/ Location	Function/ Sub-function	Architectural Style	Date(s)	Integrity/Comments	NRHP Eligibility
					additional Photographs in Appendix F); not a significant example of resource type.	
10	1280 FM 546	Domestic/ Secondary Structure	No style	ca. 1960	Concrete storm shelter with domed roof, paired wood and metal doors, and metal vent pipes; not associated with another resource; retains integrity but is not a significant example of resource type; only one view of resource was available from the public ROW.	Not eligible
11a	2122 County Ln.	Domestic / Single Dwelling	No style	ca. 1960	Front-gabled dwelling with vinyl siding, mix of original aluminum sash and replacement metal sash windows, and an enclosed front porch; on parcel with Resources 11b and 11c (see additional Photographs in Appendix F); lacks integrity of design, materials, workmanship and feeling and is not a significant example of resource type or style.	Not eligible
11b	2122 County Ln.	Domestic / Secondary Structure	No style	ca. 1910	Pyramidal-roofed outbuilding or possibly secondary dwelling with a mix of replacement plywood, metal, and unidentified cladding, replacement seamed metal roof, full front porch, and large shed-roof lateral additions with wood and metal siding and large sliding wooden doors; all window units were boarded or obscured from view of public ROW; on parcel with Resources 11a and 11c (see additional Photographs in Appendix F); lacks integrity of design, materials, workmanship, and feeling; not a significant example of resource type.	Not eligible
11c	2122 County Ln.	Domestic / Secondary Structure	No style	ca. 1980	Shed-roofed outbuilding with plywood siding and hinged door; on parcel with Resources 11a and 11b (see additional Photographs in Appendix F); not significant example of resource type.	Not eligible
12a	2152 County Ln.	Domestic / Single Dwelling	Ranch	ca. 1960	Side-gabled dwelling with brick cladding, aluminum windows, and a ca. 1990 second-story addition; on parcel with Resource 12b and non-historic-age sheds (see additional Photographs in Appendix F); lacks integrity of design, materials,	Not eligible

Resource No.	Address/ Location	Function/ Sub-function	Architectural Style	Date(s)	Integrity/Comments	NRHP Eligibility
					workmanship, and feeling due to addition and is not a significant example of resource type or style.	
12b	2152 County Ln.	Domestic / Secondary Structure	No style	ca. 1960	Large outbuilding with synthetic siding and metal windows; on parcel with Resource 12a and non-historic-age sheds (see additional Photographs in Appendix F); not a significant example of resource type.	Not eligible
13 (Eagle Barricade)	2162 County Ln.	Commerce / Business	Ranch	ca. 1965	Cross-gabled dwelling converted to commercial use with vinyl siding, entry porch under projecting front gable, and large rear addition; on parcel with non-historic-age outbuildings (see additional Photographs in Appendix F); not a significant example of resource type or style.	Not eligible
14	Located northeast of the intersection of County Ln. and Harry McKillop Blvd.	Vacant / Not in use	Barn	ca. 1920	Abandoned barn with broken-gabled metal roof, wooden board-and-batten cladding (much of which is missing), a hayloft with portal access, and hinged doors; currently vacant and property no longer in agricultural use (see additional Photographs in Appendix F); abandonment has resulted in material loss, diminishing the resource's integrity of materials, workmanship, and feeling; also lacks integrity of setting due to loss of historically-associated resources and is not a significant example of resource type or an extant agricultural complex.	Not eligible
15a	2198 S Airport Dr.	Domestic / Single Dwelling	Bungalow	ca. 1940	Front-gabled dwelling with enclosed entry porch, replacement vinyl siding and windows, and a large lateral shed-roof addition; on parcel with Resource 15b (see additional Photographs in Appendix F); lacks integrity of design, materials, workmanship, and feeling and is not a significant example of resource type or style.	Not eligible
15b	2198 S Airport Dr.	Domestic / Secondary Structure	No style	ca. 1950	Pole barn/outbuilding with metal roof; other details were not visible from the public ROW; on parcel with Resource 15a (see additional Photographs in Appendix F); not a significant example of resource type.	Not eligible

Resource No.	Address/ Location	Function/ Sub-function	Architectural Style	Date(s)	Integrity/Comments	NRHP Eligibility
16 (Ross Cemetery)	Located on the north side of Harry McKillop Blvd., approximately 0.24 mi. from the intersection with S. McDonald St.	Funerary / Cemetery	No style	Ca. 1892	Located immediately south of Potters Field and Pecan Grove Memorial Park; established ca. 1892 as the “Colored People Cemetery” for African Americans on approximately 3 acres; separate deed from Pecan Grove Memorial Park Cemetery; contains over 1,100 graves, including graves of African American veterans; designated as a Historic Texas Cemetery (HTC) in 2021 (THC Atlas and Allen American); cemetery is located on a rise on the north side of Harry McKillop Blvd. and is partially enclosed with non-historic-age decorative iron fencing; reflects modest headstones (flat and upright) and likely many unmarked graves (see additional Photographs in Appendix F); recommended NRHP eligible (Criterion A) for its association with African American residents of McKinney and Collin County as a segregated burial ground through the mid-twentieth century.	NRHP Eligible; Criterion A (Criteria Consideration D, Cemeteries)
17 (Potter’s Field)	Located on the north side of Harry McKillop Blvd., approximately 0.15 mi. from the intersection with S. McDonald St.	Funerary / Cemetery	No style	ca. 1870	Located immediately between Pecan Grove Memorial Park and Ross Cemetery; not noted in THC Atlas as a separate cemetery but signage identifies it as Potter’s Field, noting “members of the community are buried in this area in marked and unmarked graves;” identified in Collin County CAD as 13-acre parcel under ownership of Potter’s Field Cemetery and conveyed by Pecan Grove Cemetery to Potter’s Field Cemetery in 2018; cemetery is unfenced with scattered modest grave markers; reportedly many unmarked graves and many Hispanic burials (Collin County History) (see additional Photographs in Appendix F); recommended NRHP eligible (Criterion A) for its association with Mexican American and likely indigent residents of McKinney and Collin County as a segregated burial ground.	NRHP Eligible; Criterion A (Criteria Consideration D, Cemeteries)
18	Located southeast of the intersection of	Funerary / Cemetery	No style	1870	Located north of Ross and Potter’s Field cemeteries; burial ground established in 1870 on approximately 21 acres; chartered in 1889 under	NRHP Eligible; Criteria A and C (Criteria

Resource No.	Address/ Location	Function/ Sub-function	Architectural Style	Date(s)	Integrity/Comments	NRHP Eligibility
(Pecan Grove Memorial Park Cemetery)	Industrial Blvd. and S. McDonald St.				the Pecan Grove Cemetery Association, Inc.; acquired additional land in 1892 and 1960 for total of approximately 49 acres; official name of Pecan Grove Memorial Park re-chartered in 1964; cemetery includes the burials of early Texas pioneers and veterans and over 2,000 graves (OTHM and Collin County History); wide variety of headstones including statuary, obelisks, upright, and flat markers; cemetery platted in grid with paved streets, scattered trees, informal landscaping, and a non-historic-age pavilion; chapel near entrance is ca. 2009 recreation of a late-nineteenth-century building previously on site (waymarking.com); cemetery includes two OTHMs (Governor James Webb Throckmorton and Pecan Grove Memorial Park) and a 2000 marker dedicated by the Sons of Confederate Veterans (see additional Photographs in Appendix F); recommended NRHP eligible (Criteria A and C) in the areas of community planning and development and landscape architecture for its association with the Rural Cemetery Movement in United States in the mid- to late nineteenth century.	Consideration D, Cemeteries)
19 (Martin Marietta - McKinney Ready Mix)	1955 S. McDonald St.	Industrial/ Commercial	No style	ca. 1975	Three large, metal concrete silos and attached infrastructure associated with a non-historic-age concrete plant and non-historic-age outbuildings (see additional Photographs in Appendix F); not a significant example of resource type.	Not eligible
20	1513 Stewart Rd.	Domestic / Single Dwelling	Ranch	ca. 1980	Hipped-roof, brick-clad dwelling with metal windows obscured by security bars and an integrated entry porch with arched openings (see additional Photographs in Appendix F); retains integrity but is not a significant example of resource type or style.	Not eligible

Resource No.	Address/ Location	Function/ Sub-function	Architectural Style	Date(s)	Integrity/Comments	NRHP Eligibility
21 (High Point Manufactured Housing Community)	Located on the east side of S. McDonald St., approximately 0.34 mi. south of the intersection with Stewart Rd.	Domestic/ Multiple Dwelling	Manufactured dwellings	ca. 1975	Rectangularly planned manufactured housing community with several small adjacent streets; not fully visible or accessible from the public ROW; visible in 1981 historic aerial imagery (NETR); not significant examples of resource types and not a significant example of community planning or design (see additional Photographs in Appendix F).	Not eligible
22a (Texas Department of Transportation)	2205 TX-5	Government/ Government Office	No style	ca. 1960	Large gabled office/warehouse building with metal siding and multi-light metal windows; on parcel with Resource 22b, two additional historic-age buildings not visible from the public ROW, and several non-historic-age buildings (see additional Photographs in Appendix F); not a significant example of resource type.	Not eligible
22b (Texas Department of Transportation)	2205 TX-5	Government/ Government Office	No style	ca. 1975	Office/administrative building with gable-on-hip roof, vinyl siding, and vinyl windows; on parcel with Resource 22a, two additional historic-age buildings not visible from the public ROW, and several non-historic-age buildings (see additional Photographs in Appendix F); not a significant example of resource type.	Not eligible
23	Located on the east side of S. McDonald St., approximately 0.45 mi. south from the intersection with Stewart Rd.	Commerce / Business	Ranch	ca. 1950	Cross-gabled dwelling with brick cladding, aluminum windows, a double-door at the front entrance, and a large gabled side addition (see additional Photographs in Appendix F); appears vacant; signage indicates property for sale for commercial use; lacks integrity of design due to the large side addition and is not a significant example of resource type or style.	Not eligible
24	Located on the east side of S. McDonald St., approximately 0.48 mi. south from the intersection with Stewart Rd.	Vacant / Not in use	Barn	ca. 1940	Gabled barn with metal roof, exposed rafter tails, vertical wood siding, and attached animal corral with wood rail fencing; no additional features visible from the public ROW; not a significant example of resource type; not in active agricultural use and no longer associated with additional historic-age resources (see additional Photographs in Appendix F).	Not eligible

Resource No.	Address/ Location	Function/ Sub-function	Architectural Style	Date(s)	Integrity/Comments	NRHP Eligibility
25	Located on the east side of S. McDonald St., approximately 0.54 mi. south from the intersection with Stewart Rd.	Domestic / Single Dwelling	Minimal Traditional	ca. 1950	Side-gabled dwelling with a mix of masonry veneer and particle board cladding, replacement fixed vinyl windows, and two small front gables forming a recessed entry porch; associated with non-historic-age sheds (see additional Photographs in Appendix F); lacks integrity of materials, workmanship, and feeling and is not a significant example of resource type or style.	Not eligible
26	1312 Old Mill Rd.	Domestic / Single Dwelling	Minimal Traditional	ca. 1950	Cross-gabled dwelling with asbestos siding, aluminum sash windows, a shed-roof front porch, and a rear shed-roof projection; associated with a non-historic-age detached carport and a shed/outbuilding not visible from the public ROW (see additional Photographs in Appendix F); lacks integrity of materials, workmanship, and feeling and is not a significant example of resource type or style.	Not eligible
27	1322 Old Mill Rd.	Domestic / Single Dwelling	Ranch	ca. 1975	Side-gabled dwelling with brick cladding, metal windows, a shed-roof carport addition over the original integrated garage, and a non-historic-age lateral front-gabled addition clad in particle board siding (see additional Photographs in Appendix F); lacks integrity of design due to additions and is not a significant example of resource type.	Not eligible
28	1332 Old Mill Rd.	Domestic / Single Dwelling	National Folk/ Gabled-front	ca. 1935	Highly-altered formerly front-gabled dwelling with replacement vinyl siding and windows, an enclosed former hipped-roof front porch, and a replacement gabled front porch with shed-roof extensions on either side (see additional Photographs in Appendix F); lacks integrity of design, materials, workmanship, and feeling and is not a significant example of resource type or style.	Not eligible
29	1377 Old Mill Rd.	Domestic / Single Dwelling	Manufactured dwelling	ca. 1970	Abandoned and partially obscured manufactured dwelling with metal panel siding and aluminum awning windows (see additional Photographs in Appendix F); no additional details were visible	Not eligible

Resource No.	Address/ Location	Function/ Sub-function	Architectural Style	Date(s)	Integrity/Comments	NRHP Eligibility
					from the public ROW; appears vacant; not a significant example of resource type.	
30	1345 Old Mill Rd.	Domestic / Single Dwelling	Minimal Traditional	ca. 1940	Cross-gabled dwelling with wide wood siding, board and batten siding at the gable ends and below the porch roof, mostly replacement vinyl windows, and an inset porch (see additional Photographs in Appendix F); lacks integrity of materials, workmanship, and feeling and is not a significant example of resource type or style.	Not eligible
31a	1372 Old Mill Rd.	Domestic / Single Dwelling	Ranch	ca. 1965	Hipped-roof dwelling with brick cladding, aluminum windows, gabled porch with synthetic column supports, and a side carport addition; associated with a non-historic-age manufactured dwelling and outbuilding on parcel (see additional Photographs in Appendix F); lacks integrity of design, materials, workmanship, feeling and is not a significant example of resource type or style.	Not eligible
31b	1372 Old Mill Rd.	Domestic / Secondary Structure	Manufactured dwelling	ca. 1975	Abandoned manufactured dwelling with synthetic siding and a shed-roof porch with wood supports; appears to have been relocated to site (not visible in aerial imagery until 1995 (NETR 1995)); lacks integrity of design, material, and location and is not a significant example of resource type or style.	Not eligible
31c	1372 Old Mill Rd.	Domestic / Secondary Structure	No style	ca. 1950	Abandoned outbuilding with an asphalt shingle roof, exposed rafter tails, and vertical wood siding; lacks integrity of design, workmanship, feeling and is not a significant example of resource type.	Not eligible
32	1392 Old Mill Rd.	Domestic / Single Dwelling	Ranch	ca. 1965	L-shaped, dwelling with cross-hipped roof, brick cladding, original aluminum windows with diamond-patterned screens, and an integral garage with original overhead door (see additional Photographs in Appendix F); retains integrity but is not a significant example of resource type or style.	Not eligible
33a	3499 County Rd. 317	Domestic / Single Dwelling	Manufactured dwelling	ca. 1980	Manufactured dwelling with vinyl siding and skirting and an enclosed screen porch at the main entry; no additional details were visible from the	Not eligible

Resource No.	Address/ Location	Function/ Sub-function	Architectural Style	Date(s)	Integrity/Comments	NRHP Eligibility
					public ROW; on parcel with Resource 33b and non-historic-age outbuildings (see additional Photographs in Appendix F); retains fair integrity but is not a significant example of resource type.	
33b	3499 County Rd. 317	Domestic / Single Dwelling	Manufactured Dwelling	ca. 1980	Manufactured dwelling with vinyl siding, vinyl windows, and non-historic-age shed-roof porch addition; on parcel with Resource 33a and non-historic-age outbuildings (see additional Photographs in Appendix F); retains fair integrity but is not a significant example of resource type.	Not eligible
34	3843 County Rd. 317	Domestic / Single Dwelling	Ranch	ca. 1975	Hipped-roof dwelling with brick cladding and aluminum windows (see additional Photographs in Appendix F); retains integrity but is not a significant example of resource type or style.	Not eligible
35a	3908 County Rd. 317	Domestic / Single Dwelling	Ranch	ca. 1960	Side-gabled dwelling mostly obscured from view of the public ROW; features replacement synthetic siding, replacement vinyl windows, a front-gabled porch, and a shed-roof rear porch addition; on parcel associated with Resource 35b and non-historic-age carport (see additional Photographs in Appendix F); lacks integrity of materials and workmanship and is not a significant example of resource type or style.	Not eligible
35b	3908 County Rd. 317	Domestic / Secondary Structure	No style	ca. 1980	Front-gabled garage with vinyl siding and vinyl garage door; on parcel associated with Resource 35b and non-historic-age carport (see additional Photographs in Appendix F); lacks integrity of materials and is not a significant example of resource type.	Not eligible
36	3487 County Rd. 317	Domestic / Single Dwelling	Ranch	ca. 1975	Cross-gabled dwelling with replacement vinyl siding, replacement metal sash windows, and a non-historic-age wooden front deck and wheelchair ramp; associated with non-historic-age outbuilding and secondary dwelling (see additional Photographs in Appendix F); lacks integrity of materials, workmanship, and feeling and is not a significant example of resource type or style.	Not eligible

Resource No.	Address/ Location	Function/ Sub-function	Architectural Style	Date(s)	Integrity/Comments	NRHP Eligibility
37a	3403 County Rd. 317	Domestic / Single Dwelling	Bungalow	ca. 1910	Pyramidal dwelling with asphalt shingle roof, exposed rafter tails, original wood cladding, original wood windows and wood-framed exterior window screens, two side-by-side front entrances with exterior aluminum storm doors, battered wood-clad skirting, a small, hipped-roof ell on the south side elevation that appears to be original and an open, shed-roof projection of historic age on the rear elevation with simple wooden supports and a concrete slab foundation; façade includes an integral wraparound front porch with square wooden supports and an unusual, vernacular wooden railing with geometrically cut boards between simple wooden rails; on active agricultural parcel with Resources 37b-37f (see additional Photographs in Appendix F); recommended NRHP eligible (Criterion C) as an early twentieth-century farmhouse with vernacular Craftsman stylistic influences.	NRHP Eligible; Criterion C
37b	3403 County Rd. 317	Domestic / Secondary Structure	No style	ca. 1960	Garage with an asphalt-shingle hipped-roof with exposed rafter tails, wide wooden cladding, and two bays with hinged wood-clad doors (see additional Photographs in Appendix F); recommended not eligible due to lack of significance.	Not eligible
37c	3403 County Rd. 317	Domestic / Secondary Structure	No style	ca. 1960	Pole barn with a broken-gabled corrugated metal roof, corrugated metal cladding, an open offset bay in the central section, and two lateral shed-roof bays (see additional Photographs in Appendix F); recommended not eligible due to lack of significance.	Not eligible
37d	3403 County Rd. 317	Domestic / Secondary Structure	No style	ca. 1960	Equipment shed with a front-gabled corrugated metal roof and cladding and a large open bay with a central wooden support (see additional Photographs in Appendix F); recommended not eligible due to lack of significance.	Not eligible

Resource No.	Address/ Location	Function/ Sub-function	Architectural Style	Date(s)	Integrity/Comments	NRHP Eligibility
37e	3403 County Rd. 317	Domestic / Secondary Structure	No style	ca. 1940	Small outbuilding with a front-gabled asphalt-shingle roof with exposed rafter tails, vertical wood cladding, and a single wooden door on the façade (see additional Photographs in Appendix F); recommended NRHP eligible (Criterion C) as a contributing resource to the NRHP-eligible dwelling.	NRHP Eligible; Criterion C (contributing resource)
37f	3403 County Rd. 317	Domestic / Secondary Structure	No style	ca. 1930	Storm cellar of concrete construction with a minimally pitched gabled concrete roof, hinged metal access doors, a large metal cover over a portion of the roof, and a small window opening with a louvered metal cover at the gable end (see additional Photographs in Appendix F); recommended NRHP eligible (Criterion C) as a contributing resource to the NRHP-eligible dwelling.	NRHP Eligible; Criterion C (contributing resource)
38a	1825 FM 546	Domestic / Single Dwelling	National Folk	ca. 1900	One-and-a-half-story dwelling with a side-gabled asphalt shingle roof, a one-and-a-half-story rear ell of historic age, original wood cladding, replacement two-over-two-light aluminum windows, hipped-roof dormers, and a hipped-roof full front porch with turned wooden columns, wooden brackets, and a simple wooden running trim with circle and diamond-shaped cut outs; historic-age additions include a small shed-roof side addition on the west side of the rear ell and a larger shed-roof addition on the east side of the main block and rear ell with a secondary shed-roof partially enclosed porch; on active agricultural parcel with Resources 38b-38e (see additional Photographs in Appendix F); recommended NRHP eligible (Criterion C) as significant example of a ca. 1900 National Folk-style dwelling with vernacular stylistic elements.	NRHP Eligible; Criterion C
38b	1825 FM 546	Domestic / Secondary Structure	No style	ca. 1960	Garage with an asphalt shingled hipped roof, exposed rafter tails, wide wood cladding, two garage bays, and a shed-roof side addition with wood cladding and hinged wooded doors (see	Not eligible

Resource No.	Address/ Location	Function/ Sub-function	Architectural Style	Date(s)	Integrity/Comments	NRHP Eligibility
					additional Photographs in Appendix F); recommended not eligible due to lack of significance.	
38c	1825 FM 546	Domestic / Secondary Structure	No style	ca. 1960	Pole barn/equipment shed with a front-gabled corrugated metal roof, corrugated metal cladding, and a corrugated metal door on the façade (see additional Photographs in Appendix F); recommended not eligible due to lack of significance.	Not eligible
38d	1825 FM 546	Domestic / Secondary Structure	No style	ca. 1960	Small secondary outbuilding with a front-gabled asphalt shingle roof, plywood cladding over vertical wood boards, and a single door on the front elevation; building's small size and proximity to the house suggest that it may have been a wellhouse (see additional Photographs in Appendix F); recommended not eligible due to lack of significance.	Not eligible
38e	1825 FM 546	Domestic / Secondary Structure	No style	ca. 1930	Concrete storm cellar features a segmental arched concrete roof and a hinged metal access door (see additional Photographs in Appendix F); recommended NRHP eligible (Criterion C) as a contributing resource to the NRHP-eligible dwelling.	NRHP Eligible; Criterion C (contributing resource)
39	1955 FM 546	Domestic / Single Dwelling	Ranch	ca. 1980	Side-gabled dwelling with brick cladding, aluminum windows, an integral front porch, a large rear gabled addition, and small shed-roof rear addition (see additional Photographs in Appendix F); retains fair integrity but is not a significant example of resource type or style.	Not eligible
40	1969 FM 546	Domestic / Single Dwelling	Ranch	ca. 1980	Side-gabled dwelling with replacement vertical plywood siding, aluminum windows, and non-historic-age carport addition (see additional Photographs in Appendix F); partially obscured from view of the public ROW; retains fair integrity but is not a significant example of resource type or style.	Not eligible

Resource No.	Address/ Location	Function/ Sub-function	Architectural Style	Date(s)	Integrity/Comments	NRHP Eligibility
41a	1975 FM 546	Domestic / Single Dwelling	Bungalow	ca. 1930	Highly-altered front-gabled dwelling with replacement faux stone cladding, vinyl siding at the gable ends, replacement aluminum windows, a gabled front porch, an interior brick chimney, and a gabled side addition; on the same parcel as Resource 41b and a secondary non-historic-age dwelling (see additional Photographs in Appendix F); lacks integrity and is not a significant example of resource type or style.	Not eligible
41b	1975 FM 546	Domestic / Secondary Structure	Barn	ca. 1950	Gabled barn with corrugated metal siding and metal roof; on the same parcel as Resource 41a (see additional Photographs in Appendix F); property appears vacant and is no longer in active agricultural use; not a significant example of resource type.	Not eligible
42	2928 Almeta Ln.	Domestic / Secondary Structure	No style	ca. 1980	Front gabled outbuilding/garage with vertical siding and a large open bay (see additional Photographs in Appendix F); no additional details were visible from the public ROW; appears on the 1981 historic aerial imagery (NETR); on parcel with non-historic-age dwelling and outbuilding; not a significant example of resource type.	Not eligible
43	3010 Almeta Ln.	Domestic / Single Dwelling	Ranch	ca. 1980	Hipped-roof dwelling with brick cladding, replacement vinyl windows, inset front porch, and large attached garage (see additional Photographs in Appendix F); retains integrity but is not a significant example of resource type or style.	Not eligible
44a (Enloe Farm)	2142 County Rd. 722	Domestic / Single Dwelling	National Folk/ Hall-and-parlor	ca. 1879	Heavily-altered side-gabled dwelling with a mix of original narrow and replacement wide wood cladding, an integral front porch with enclosures at both ends (one end enclosed with wood cladding, the other with replacement synthetic cladding), several enclosed windows along the primary façade, replacement aluminum windows within the main block; a central (replacement) front door, and rear shed-roof additions of historic age; on parcel with Resources 44b-44c and 44e-	Not eligible

Resource No.	Address/ Location	Function/ Sub-function	Architectural Style	Date(s)	Integrity/Comments	NRHP Eligibility
					44f, and associated with Resource 44d on parcel across the street (see additional Photographs in Appendix F); part of Enloe Farm; dwelling reportedly constructed ca. 1859 for early area settler Abe Enloe, but research suggests later date of ca. 1879; property remains in active agricultural use as pastureland; lacks integrity of design, materials, workmanship, and feeling due to alterations; important for its association with early area settlers but no longer able to reflect those associations; does not represent a significant or intact example of an extant nineteenth-century farmstead.	
44b (Enloe Farm)	2142 County Rd. 722	Domestic / Secondary Structure	No style	ca. 1980	Equipment shed with corrugated metal siding and flat roof; associated with Resources 44a-44f (see additional Photographs in Appendix F); retains integrity but is not a significant example of resource type.	Not eligible
44c (Enloe Farm)	2142 County Rd. 722	Domestic / Secondary Structure	No style	ca. 1920	Gabled outbuilding with wooden board-and-batten siding, replacement metal roof, and the remnants of a central hinged entry door; additional details were not visible from the public ROW; associated with Resources 44a-44f (see additional Photographs in Appendix F); retains fair integrity but is not a significant example of resource type.	Not eligible
44d (Enloe Farm)	2142 County Rd. 722	Domestic / Secondary Structure	No style	ca. 1940	Remains of former animal barn and gabled dairy/milk shed addition (per Enloe family member) with metal corral; features wood siding and metal roof; poor structural condition with building partially collapsed and no longer in use; across the street from Resources 44a-44c and 44e-44f but parcel is under same property ownership (see additional Photographs in Appendix F); lacks integrity and is not an intact or significant example of resource type.	Not eligible
44e (Enloe Farm)	2142 County Rd. 722	Storm Cellar	No style	ca. 1925	Storm cellar of concrete construction with a flat roof and hinged access doors; located behind	

Resource No.	Address/ Location	Function/ Sub-function	Architectural Style	Date(s)	Integrity/Comments	NRHP Eligibility
					dwelling on parcel with Resources 44a-f (see additional Photographs in Appendix F); not a significant example of resource type.	
44f (Enloe Farm)	2142 County Rd. 722	Vacant/ Not in use	No style	ca. 1920	Small hipped-roof wellhouse structure located on façade of dwelling with an asphalt shingle roof and simple wood supports; identified by Enloe family member as wellhouse; in poor structure condition; retains fair integrity but is not a significant example of resource type.	Not eligible
44g (Enloe Farm)	2142 County Rd. 722	Vacant/ Not in use	No style	ca. 1920	Side-gabled building with original wood siding, remains of original wooden window unit with missing glazing, two enclosed windows, and replacement metal roof; located in vicinity of former Enloe School identified on 1930 county soil map (U.S. Bureau of Chemistry and Soils 1930); identified by Enloe family member as a former store building relocated to site from Elm Street in downtown McKinney ca. 1970; associated with Resources 44a-44e (see additional Photographs in Appendix F); retains integrity but is not a significant example of resource type.	Not eligible
45	2055 County Rd.722	Domestic / Single Dwelling	Ranch	ca. 1965	Side-gabled dwelling with brick cladding and a mix of metal and vinyl windows; additional details of the resource were not visible from the public ROW (see additional Photographs in Appendix F); retains integrity but is not a significant example of resource type or style.	Not eligible
46	2236 E. University Dr. (US 380)	Domestic / Single Dwelling	Ranch	ca. 1975	Hipped-roof dwelling with synthetic siding, replacement vinyl windows, and integral garage; other details were not visible from the public ROW; associated with non-historic-age outbuilding (see additional Photographs in Appendix F); lacks integrity of materials and is not a significant example of resource type or style.	Not eligible

Resource No.	Address/ Location	Function/ Sub-function	Architectural Style	Date(s)	Integrity/Comments	NRHP Eligibility
47	2274 E. University Dr. (US 380)	Commercial / Professional	Simplified Ranch	ca. 1950	Side-gabled former dwelling with two projecting front gables (one converted to a garage opening), brick cladding, replacement windows, and a replacement garage door (see additional Photographs in Appendix F); lacks integrity of materials and workmanship and is not a significant example of resource type or style.	Not eligible
48	2452 E. University Dr. (US 380)	Commercial / Professional	No style	ca. 1980	Small, side-gabled building with wood siding, replacement metal roof, and a single vinyl window and door on the primary façade; on parcel with non-historic-age dwelling; undetermined use; not a significant example of resource type.	Not eligible
49	N. side of Old Mill Road west of County Ln. (S. Airport Dr.)	Funerary / Cemetery	No style	ca. 1860	Small cemetery noted for burials of members of the Isaac Scott family, settlers who arrived in the area ca. 1852; reportedly contains approximately 37 burials; most burials no longer marked; exact boundary not known but appears to be located within cleared area delineated by tree line between Old Mill Road and Harry McKillip Boulevard; not visible or accessible during the field survey; boundary may extent into a portion of the (non-physical or visual) 300-foot APE.	Undetermined

Appendix C: Survey Forms for All Surveyed Properties

Survey Date:	July 22-23, 2021
Resource No:	Resource 01a
Project Location:	US 75 to US 380 (Purple Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	Located southwest of the intersection of S. Airport Dr. and US 380 33.203684 / -96.600203
Function/Sub-function:	Industrial/Manufacturing
Construction Date:	ca. 1975
NRHP Eligibility:	Not eligible
Integrity/Comments:	Gabled outbuilding with metal roof, synthetic and wood siding, aluminum windows, and garage door; on parcel with Resource 01b and with non-historic-age buildings (see additional Photographs in Appendix F); undetermined commercial use; lacks integrity of materials and does not represent a significant example of its resource type.



View of Resource 01a, camera facing southwest.

Survey Date:	July 22-23, 2021
Resource No:	Resource 01b
Project Location:	US 75 to US 380 (Purple Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	Located southwest of the intersection of S. Airport Dr. and US 380 33.203684 / -96.600203
Function/Sub-function:	Industrial / Manufacturing
Construction Date:	ca. 1975
NRHP Eligibility:	Not eligible
Integrity/Comments:	Side-gabled five-bay equipment warehouse/garage with metal roof, metal cladding, and replacement overhead bay doors; on parcel with Resource 01a and with non-historic-age buildings (see additional Photographs in Appendix F); undetermined commercial/industrial use currently owned by Lattimore Materials Co.; not a significant example of resource type.



View of Resource 01b, camera facing west.

Survey Date:	July 22-23, 2021
Resource No:	Resource 02
Project Location:	US 75 to US 380 (Purple Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	1305 Roosevelt St. 33.201260 / -96.600740
Function/Sub-function:	Domestic / Single Dwelling
Construction Date:	ca. 1965
NRHP Eligibility:	No eligible
Integrity/Comments:	Hipped-roof dwelling with asbestos siding, replacement multi-light vinyl sash windows, and integrated entry porch associated with a non-historic-age shed (see additional Photographs in Appendix F); lacks integrity of materials, workmanship, and feeling and is not significant example of resource type or style.



View of Resource 02, camera facing north.

Survey Date:	July 22-23, 2021
Resource No:	Resource 03a
Project Location:	US 75 to US 380 (Purple Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	Located on the south side of Roosevelt St., approximately 0.04 mi. from the intersection with Lively Hill 33.200964 / -96.600664
Function/Sub-function:	Domestic / Secondary Structure
Construction Date:	ca. 1975
NRHP Eligibility:	Not eligible
Integrity/Comments:	Gabled outbuilding with metal roof and siding; undetermined use; on parcel with Resource 03b (see additional Photographs in Appendix F); retains integrity but is not associated with a historic-age dwelling; not a significant example of a particular resource type.



View of Resource 03a, camera facing south.

Survey Date:	July 22-23, 2021
Resource No:	Resource 03b
Project Location:	US 75 to US 380 (Purple Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	Located on the south side of Roosevelt St., approximately 0.04 mi. from the intersection with Lively Hill 33.200964 / -96.600664
Function/Sub-function:	Domestic / Secondary Structure
Construction Date:	ca. 1975
NRHP Eligibility:	Not eligible
Integrity/Comments:	Side-gabled outbuilding with metal roof and siding; undetermined use; on parcel with Resource 03a (see additional Photographs in Appendix F); retains integrity but is not associated with a historic-age dwelling; not a significant example of a particular resource type.



View of Resource 03b, camera facing south.

Survey Date:	July 22-23, 2021
Resource No:	Resource 04
Project Location:	US 75 to US 380 (Purple Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	1311 Garcia St. 33.200350 / -96.600410
Function/Sub-function:	Domestic / Single Dwelling
Construction Date:	ca. 1975
NRHP Eligibility:	No eligible
Integrity/Comments:	Side-gabled dwelling with vinyl siding, aluminum sash windows, integrated entry porch, and attached garage (see additional Photographs in Appendix F); retains fair integrity but is not a significant example of resource type or style.



View of Resource 04, camera facing north.

Survey Date:	July 22-23, 2021
Resource No:	Resource 05
Project Location:	US 75 to US 380 (Purple Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	Located on the south side of Garcia St., approximately 0.05 mi. from the intersection with Lively Hill 33.200025 / -96.600549
Function/Sub-function:	Domestic / Secondary Structure
Construction Date:	ca. 1975
NRHP Eligibility:	Not eligible
Integrity/Comments:	Side-gabled equipment storage outbuilding with metal roof, a mix of metal and plywood siding, lateral three-bay pole barn addition, and paired hinged barn doors (see additional Photographs in Appendix F); undetermined use; retains integrity but is not part of a domestic or agricultural complex; not a significant example of its resource type.



View of Resource 05, camera facing southeast

Survey Date:	July 22-23, 2021
Resource No:	Resource 06a
Project Location:	US 75 to US 380 (Purple Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	1504 Greenville Rd. 33.195630 / -96.598140
Function/Sub-function:	Domestic / Single Dwelling
Construction Date:	ca. 1960
NRHP Eligibility:	Not eligible
Integrity/Comments:	Hipped-roof dwelling with replacement synthetic siding, replacement vinyl sash windows, and integral carport; on parcel with Resource 06b (see additional Photographs in Appendix F); lacks integrity of materials, workmanship, and feeling and is not a significant example of resource type or style.



View of Resource 06a, camera facing south.

Survey Date:	July 22-23, 2021
Resource No:	Resource 06b
Project Location:	US 75 to US 380 (Purple Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	1504 Greenville Rd. 33.195630 / -96.598140
Function/Sub-function:	Domestic / Secondary Structure
Construction Date:	ca. 1960
NRHP Eligibility:	No eligible
Integrity/Comments:	Wood frame outbuilding with shed roof, exposed rafter tails, and corrugated metal cladding; on parcel with Resource 06a (see additional Photographs in Appendix F); retains integrity but is not a significant example of resource type.



View of Resource 06b, camera facing south.

Survey Date:	July 22-23, 2021
Resource No:	Resource 07a
Project Location:	US 75 to US 380 (Purple Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	1600 Greenville Rd. 33.196228 / -96.596869
Function/Sub-function:	Vacant / Not in use
Construction Date:	ca. 1965
NRHP Eligibility:	Not eligible
Integrity/Comments:	Abandoned gambrel dairy barn with metal roof, a mix of vertical wood and board-and-batten cladding, multiple small window openings missing glazing, and hayloft with portal access on primary façade; on parcel with Resource 07b (see additional Photographs in Appendix F); no associated dwelling and no longer in agricultural use; deterioration and material loss since abandonment have undermined the integrity of design, materials, workmanship, and feeling; lacks integrity of setting due to loss of historically associated resources and is not a significant example of resource type or style.



View of Resource 07a, camera facing northeast.

Survey Date:	July 22-23, 2021
Resource No:	Resource 07b
Project Location:	US 75 to US 380 (Purple Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	1600 Greenville Rd. 33.196228 / -96.596869
Function/Sub-function:	Vacant / Not in use
Construction Date:	ca. 1965
NRHP Eligibility:	Not eligible
Integrity/Comments:	Concrete stave silo with domed metal roof; on parcel with Resource 07a (see additional Photographs in Appendix F); no associated dwelling; retains physical integrity but lacks integrity of setting and feeling due to loss of historically associated resources; not a significant example of resource type.



View of Resource 07b, camera facing north.

Survey Date:	July 22-23, 2021
Resource No:	Resource 08
Project Location:	US 75 to US 380 (Purple Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	Located southeast of the intersection of S. Airport Dr. and Enloe Rd. 33.194437 / -96.596190
Function/Sub-function:	Domestic / Secondary Structure
Construction Date:	ca. 1975
NRHP Eligibility:	Shed-roof outbuilding with a metal roof and corrugated metal cladding (see additional Photographs in Appendix F); undetermined use; no associated resource on parcel; not a significant example of resource type.
Integrity/Comments:	No eligible



View of Resource 08, camera facing southeast.

Survey Date:	July 22-23, 2021
Resource No:	Resource 09a
Project Location:	US 75 to US 380 (Purple Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	1500 Industrial Blvd. 33.178580 / -96.592516
Function/Sub-function:	Transportation/Aviation
Construction Date:	ca. 1980
NRHP Eligibility:	Not eligible
Integrity/Comments:	Linear plan gabled hangar with replacement vinyl siding, multiple bays accessed via paired hinged doors, and vents on the gable ends; on parcel with Resource 09b, 09c, and non-historic-age buildings associated with McKinney National Airport (see additional Photographs in Appendix F); not a significant example of resource type.



Obstructed view of Resource 09a, camera facing west.

Survey Date:	July 22-23, 2021
Resource No:	Resource 09b
Project Location:	US 75 to US 380 (Purple Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	1500 Industrial Blvd. 33.178580 / -96.592516
Function/Sub-function:	Transportation/Aviation
Construction Date:	ca. 1980
NRHP Eligibility:	Not eligible
Integrity/Comments:	Linear plan gabled hangar with replacement vinyl siding, multiple bays accessed via paired hinged doors, and vents on the gable ends; on parcel with Resource 09a, 09c, and non-historic-age buildings related to the McKinney National Airport (see additional Photographs in Appendix F); not a significant example of resource type.



Obstructed view of Resource 09b, camera facing west.

Survey Date:	July 22-23, 2021
Resource No:	Resource 09c
Project Location:	US 75 to US 380 (Purple Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	1500 Industrial Blvd. 33.178580 / -96.592516
Function/Sub-function:	Transportation/Aviation
Construction Date:	ca. 1980
NRHP Eligibility:	Not eligible
Integrity/Comments:	Linear plan gabled hangar with replacement vinyl siding, multiple bays accessed via paired hinged doors, and vents on the gable ends; on parcel with Resource 09a, 09b, and non-historic-age buildings related to the McKinney National Airport (see additional Photographs in Appendix F); not a significant example of resource type.



Obstructed view of Resource 09c, camera facing west.

Survey Date:	July 22-23, 2021
Resource No:	10
Project Location:	US 75 to US 380 (Purple Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	1280 FM 546 33.171477 / -96.599001
Function/Sub-function:	Domestic/ Secondary Structure
Construction Date:	ca. 1960
NRHP Eligibility:	Not eligible
Integrity/Comments:	Concrete storm shelter with dome roof, paired wooden and metal doors, and metal vent pipes; not associated with another resource; retains integrity but is not a significant example of resource type; only one view of resource was available from the public ROW.



View of Resource 10, camera facing south.

Survey Date:	July 22-23, 2021
Resource No:	Resource 11a
Project Location:	US 75 to US 380 (Purple Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	2122 County Ln. 33.170313 / -96.598754
Function/Sub-function:	Domestic / Single Dwelling
Construction Date:	ca. 1960
NRHP Eligibility:	No eligible
Integrity/Comments:	Front-gabled dwelling with vinyl siding, mix of original aluminum sash and replacement metal sash windows, and an enclosed front porch; on parcel with Resources 11b and 11c (see additional Photographs in Appendix F); lacks integrity of design, materials, workmanship and feeling and is not a significant example of resource type or style.



View of Resource 11a, camera facing southwest.

Survey Date:	July 22-23, 2021
Resource No:	Resource 11b
Project Location:	US 75 to US 380 (Purple Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	2122 County Ln. 33.170313 / -96.598754
Function/Sub-function:	Domestic / Secondary Structure
Construction Date:	ca. 1910
NRHP Eligibility:	No eligible
Integrity/Comments:	Pyramidal outbuilding or possibly secondary dwelling with a mix of replacement plywood, metal, and unidentified cladding, replacement seamed metal roof, full front porch, and large shed-roof lateral additions with wood and metal siding and large sliding wooden doors; all window units were boarded or obscured from view of public ROW; on parcel with Resources 11a and 11c (see additional Photographs in Appendix F); lacks integrity of design, materials, workmanship, and feeling; not a significant example of resource type.



View of Resource 11b, camera facing southwest.

Survey Date:	July 22-23, 2021
Resource No:	Resource 11c
Project Location:	US 75 to US 380 (Purple Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	2122 County Ln. 33.170313 / -96.598754
Function/Sub-function:	Domestic / Secondary Structure
Construction Date:	ca. 1980
NRHP Eligibility:	No eligible
Integrity/Comments:	Shed-roofed outbuilding with plywood siding and hinged door; on parcel with Resources 11a and 11b (see additional Photographs in Appendix F); not significant example of resource type.



View of Resource 11c, camera facing west.

Survey Date:	July 22-23, 2021
Resource No:	Resource 12a
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	2152 County Ln. 33.169163 / -96.598896
Function/Sub-function:	Domestic / Single Dwelling
Construction Date:	ca. 1960
NRHP Eligibility:	No eligible
Integrity/Comments:	Side-gabled dwelling with brick cladding, aluminum windows, and a ca. 1990 second-story addition; on parcel with Resource 12b and non-historic-age sheds (see additional Photographs in Appendix F); lacks integrity of design, materials, workmanship, and feeling due to addition and is not a significant example of resource type or style.



View of Resource 12a, camera facing west

Survey Date:	July 22-23, 2021
Resource No:	Resource 12b
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	2152 County Ln. 33.169163 / -96.598896
Function/Sub-function:	Domestic / Secondary Structure
Construction Date:	ca. 1960
NRHP Eligibility:	No eligible
Integrity/Comments:	Large outbuilding with synthetic siding and metal windows; on parcel with Resource 12a and non-historic-age sheds (see additional Photographs in Appendix F); not a significant example of resource type.



Obstructed view of Resource 12b, camera facing northwest.

Survey Date:	July 22-23, 2021
Resource No:	Resource 13 (Eagle Barricade)
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	2162 County Ln. 33.168117 / -96.59899
Function/Sub-function:	Commerce / Business
Construction Date:	ca. 1965
NRHP Eligibility:	Not eligible
Integrity/Comments:	Cross-gabled dwelling converted to commercial use with vinyl siding, entry porch under projecting front gable, and large rear addition; on parcel with non-historic-age outbuildings (see additional Photographs in Appendix F); not a significant example of resource type or style.



View of Resource 13, camera facing west.

Survey Date:	July 22-23, 2021
Resource No:	Resource 14
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	Located northeast of the intersection of County Ln. and Harry McKillop Blvd. 33.166765 / -96.597968
Function/Sub-function:	Vacant / Not in use
Construction Date:	ca. 1920
NRHP Eligibility:	Not eligible
Integrity/Comments:	Abandoned barn with broken-gabled roof, wooden board-and-batten cladding (much of which is missing), a corrugated metal roof, hayloft with portal access, and hinged doors; currently vacant and property no longer in agricultural use (see additional Photographs in Appendix F); abandonment has resulted in material loss, diminishing the resource's integrity of materials, workmanship, and feeling; also lacks integrity of setting due to loss of historically-associated resources and is not a significant example of resource type or an extant agricultural complex.



View of Resource 14, camera facing northeast

Survey Date:	July 22-23, 2021
Resource No:	Resource 15a
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	2198 S Airport Dr. 33.163559 / -96.599551
Function/Sub-function:	Domestic / Single Dwelling
Construction Date:	ca. 1940
NRHP Eligibility:	Not eligible
Integrity/Comments:	Front-gabled dwelling with enclosed entry porch, replacement vinyl siding and windows, and a large lateral shed-roof addition; on parcel with Resource 15b (see additional Photographs in Appendix F); lacks integrity of design, materials, workmanship, and feeling and is not a significant example of resource type or style.



Obstructed view of Resource 15a, camera facing southwest

Survey Date:	July 22-23, 2021
Resource No:	Resource 15b
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	2198 S Airport Dr. 33.163559 / -96.599551
Function/Sub-function:	Domestic / Secondary Structure
Construction Date:	ca. 1950
NRHP Eligibility:	Not eligible
Integrity/Comments:	Pole barn/outbuilding with metal roof; other details were not visible from the public ROW; on parcel with Resource 15a (see additional Photographs in Appendix F); not a significant example of resource type.



Obstructed view of Resource 15b, camera facing west.

Survey Date:	July 22-23, 2021
Resource No:	Resource 16 (Ross Cemetery)
Project Location:	US 75 to US 380 (Purple Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	Located on the north side of Harry McKillop Blvd., approximately 0.24 mi. from the intersection with S. McDonald St. 33.174578 / -96.613782
Function/Sub-function:	Funerary / Cemetery
Construction Date:	ca. 1892
NRHP Eligibility:	NRHP Eligible; Criterion A (Criteria Consideration D, Cemeteries)
Integrity/Comments:	Located immediately south of Potters Field and Pecan Grove Memorial Park; established ca. 1892 as the "Colored People Cemetery" for African Americans on approximately 3 acres; separate deed from Pecan Grove Memorial Park Cemetery; contains over 1,100 graves, including graves of African American veterans; designated as a Historic Texas Cemetery (HTC) in 2021 (THC Atlas and Allen American); cemetery is located on a rise on the north side of Harry McKillop Blvd. and is partially enclosed with non-historic-age decorative iron fencing; reflects modest headstones (flat and upright) and likely many unmarked graves (see additional Photographs in Appendix F); recommended NRHP eligible (Criterion A) for its association with African American residents of McKinney and Collin County as a segregated burial ground through the mid-twentieth century.



View of Resource 16 (Ross Cemetery, HTC), camera facing south.

Survey Date:	July 22-23, 2021
Resource No:	Resource 17 (Potter's Field)
Project Location:	US 75 to US 380 (Purple Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	Located on the north side of Harry McKillop Blvd., approximately 0.15 mi. from the intersection with S. McDonald St. 33.175899 / -96.616459
Function/Sub-function:	Funerary / Cemetery
Construction Date:	ca. 1870
NRHP Eligibility:	NRHP Eligible; Criterion A (Criteria Consideration D, Cemeteries)
Integrity/Comments:	Located immediately between Pecan Grove Memorial Park and Ross Cemetery; not noted in THC Atlas as a separate cemetery but signage identifies it as Potter's Field, noting "members of the community are buried in this area in marked and unmarked graves;" identified in Collin County CAD as 13-acre parcel under ownership of Potter's Field Cemetery and conveyed by Pecan Grove Cemetery to Potter's Field Cemetery in 2018; cemetery is unfenced with scattered modest grave markers; reportedly many unmarked graves and many Hispanic burials (Collin County History) (see additional Photographs in Appendix F); recommended NRHP eligible (Criterion A) for its association with Mexican American and likely indigent residents of McKinney and Collin County as a segregated burial ground.



Overview of Resource 17 (Potter's Field), camera facing west.

Survey Date:	July 22-23, 2021
Resource No:	Resource 18 (Pecan Grove Memorial Park Cemetery)
Project Location:	US 75 to US 380 (Purple Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	Located southeast of the intersection of Industrial Blvd. and S. McDonald St. 33.177308 / -96.618567
Function/Sub-function:	Cemetery / Pecan Grove Memorial Park (Pecan Grove Cemetery)
Construction Date:	1870
NRHP Eligibility:	NRHP Eligible; Criteria A and C (NRHP Criteria Consideration D, Cemeteries)
Integrity/Comments:	Located north of Ross and Potter's Field cemeteries; burial ground established in 1870 on approximately 21 acres; chartered in 1889 under the Pecan Grove Cemetery Association, Inc.; acquired additional land in 1892 and 1960 for total of approximately 49 acres; official name of Pecan Grove Memorial Park re-chartered in 1964; cemetery includes the burials of early Texas pioneers and veterans and over 2,000 graves (OTHM and Collin County History); includes brick entry posts at main entrance on S. McDonald Street; cemetery is enclosed with non-historic-age decorative iron fencing; wide variety of headstones including statuary, obelisks, upright, and flat markers; cemetery platted in grid with paved streets, scattered trees, informal landscaping, and a non-historic-age pavilion; chapel near entrance is ca. 2009 recreation of a late-nineteenth-century building previously on site (waymarking.com); cemetery includes two OTHMs (Governor James Webb Throckmorton and Pecan Grove Memorial Park) and a 2000 marker dedicated by the Sons of Confederate Veterans (see additional Photographs in Appendix F); recommended NRHP eligible (Criteria A and C) in the areas of community planning and development and landscape architecture for its association with the Rural Cemetery Movement in United States in the mid- to late nineteenth century.



Overview of Resource 18 (Pecan Grove Cemetery), camera facing northeast.

Survey Date:	July 22-23, 2021
Resource No:	Resource 19 (Martin Marietta - McKinney Ready Mix)
Project Location:	US 75 to US 380 (Purple Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	1955 S. McDonald St. 33.170349 / -96.624935
Function/Sub-function:	Industrial/Manufacturing
Construction Date:	ca. 1975
NRHP Eligibility:	Not eligible
Integrity/Comments:	Three large, metal concrete silos and attached infrastructure associated with a non-historic-age concrete plant and non-historic-age outbuildings (see additional Photographs in Appendix F); not a significant example of resource type.



View of Resource 19, camera facing southeast.

Survey Date:	July 22-23, 2021
Resource No:	Resource 20 (Purple Alternative)
Project Location:	US 75 to US 380
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	1513 Stewart Rd. 33.170501 / -96.62653
Function/Sub-function:	Domestic / Single Dwelling
Construction Date:	Ca. 1980
NRHP Eligibility:	Not eligible
Integrity/Comments:	Hipped-roof brick-clad dwelling with metal windows obscured by security bars and an integrated entry porch with arched openings (see additional Photographs in Appendix F); retains integrity but is not a significant example of resource type or style.



Obstructed view of Resource 20, camera facing northwest.

Survey Date:	July 22-23, 2021
Resource No:	Resource 21 (High Point Manufactured Housing Community)
Project Location:	US 75 to US 380 (Purple Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	Located on the east side of S. McDonald St., approximately 0.34 mi. south of the intersection with Stewart Rd. 33.16657677 / -96.628728
Function/Sub-function:	Domestic/ Multiple Dwelling
Construction Date:	ca. 1975
NRHP Eligibility:	Not eligible
Integrity/Comments:	Rectangularly planned manufactured housing community with several small adjacent streets; not fully visible or accessible from the public ROW; visible in 1981 historic aerial imagery (NETR); not significant examples of resource types and not a significant example of community planning or design (see additional Photographs in Appendix F).



View of Resource 21, camera facing northeast

Survey Date:	July 22-23, 2021
Resource No:	Resource 22a (Texas Department of Transportation)
Project Location:	US 75 to US 380 (Purple Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	2205 TX-5 33.165679 / -96.628873
Function/Sub-function:	Government/ Government Office
Construction Date:	ca. 1960
NRHP Eligibility:	Not eligible
Integrity/Comments:	Large gabled office/warehouse building with metal siding and multi-light metal windows; on parcel with Resource 22b, two additional historic-age buildings not visible from the public ROW, and several non-historic-age buildings (see additional Photographs in Appendix F); not a significant example of resource type.



View of Resource 22a, camera facing southeast.

Survey Date:	July 22-23, 2021
Resource No:	Resource 22b (Texas Department of Transportation)
Project Location:	US 75 to US 380 (Purple Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	2205 TX-5 33.165679 / -96.628873
Function/Sub-function:	Government/ Government Office
Construction Date:	ca. 1975
NRHP Eligibility:	Not eligible
Integrity/Comments:	Office/Administrative building with gable-on-hip roof, vinyl siding, and vinyl windows; on parcel with Resource 22a, two additional historic-age buildings not visible from the public ROW, and several non-historic-age buildings (see additional Photographs in Appendix F); not a significant example of resource type.



View of Resource 22b, camera facing southeast.

Survey Date:	July 22-23, 2021
Resource No:	Resource 23
Project Location:	US 75 to US 380 (Purple Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	Located on the east side of S. McDonald St., approximately 0.45 mi. south from the intersection with Stewart Rd. 33.165032 / -96.629256
Function/Sub-function:	Commerce / Business
Construction Date:	ca. 1950
NRHP Eligibility:	Not eligible
Integrity/Comments:	Cross-gabled dwelling with brick cladding, a double-door at the front entrance with side lights and transom, and a large lateral side-gabled addition (see additional Photographs in Appendix F); appears vacant; signage indicates property for sale for commercial use; lacks integrity of design due to the large addition and is not a significant example of resource type or style.



View of Resource 23, camera facing southeast

Survey Date:	July 22-23, 2021
Resource No:	Resource 24
Project Location:	US 75 to US 380 (Purple Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	Located on the east side of S. McDonald St., approximately 0.48 mi. south from the intersection with Stewart Rd. 33.164561 / -96.629312
Function/Sub-function:	Vacant / Not in use
Construction Date:	ca. 1940
NRHP Eligibility:	Not eligible
Integrity/Comments:	Gabled barn with metal roof, exposed rafter tails, vertical wood siding, and attached animal corral with wood rail fencing; no additional features visible from the public ROW; not a significant example of resource type; not in active agricultural use and no longer associated with additional historic-age resources (see additional Photographs in Appendix F).



View of Resource 24, camera facing northeast.

Survey Date:	July 22-23, 2021
Resource No:	Resource 25
Project Location:	US 75 to US 380 (Purple Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	Located on the east side of S. McDonald St., approximately 0.54 mi. south from the intersection with Stewart Rd. 33.164053 / -96.62954
Function/Sub-function:	Domestic / Single Dwelling
Construction Date:	ca. 1950
NRHP Eligibility:	Not eligible
Integrity/Comments:	Side-gabled dwelling with a mix of masonry veneer and particle board cladding, replacement fixed vinyl windows, and two small front gables forming a recessed entry porch; associated with non-historic-age sheds (see additional Photographs in Appendix F); lacks integrity of materials, workmanship, and feeling and is not a significant example of resource type or style.



View of Resource 25, camera facing east.

Survey Date:	July 22-23, 2021
Resource No:	Resource 26
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	1312 Old Mill Rd. 33.161116 / -96.59756
Function/Sub-function:	Domestic / Single Dwelling
Construction Date:	ca. 1950
NRHP Eligibility:	Not eligible
Integrity/Comments:	Cross-gabled dwelling with asbestos siding, aluminum sash windows, a shed-roof front porch, and a rear shed-roof projection; associated with a non-historic-age detached carport and shed/outbuilding not visible from the public ROW (see additional Photographs in Appendix F); lacks integrity of materials, workmanship, and feeling and is not a significant example of resource type or style.



View of Resource 26, camera facing south.

Survey Date:	July 22-23, 2021
Resource No:	Resource 27
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	1322 Old Mill Rd. 33.160914 / -96.597059
Function/Sub-function:	Domestic / Single Dwelling
Construction Date:	ca. 1975
NRHP Eligibility:	Not eligible
Integrity/Comments:	Side-gabled dwelling with brick cladding, metal windows, a shed-roof carport addition over the original integrated garage, and a non-historic-age lateral front-gabled addition clad in particle board siding (see additional Photographs in Appendix F); lacks integrity of design due to the additions and is not a significant example of resource type.



Obstructed view of Resource 27, camera facing south.

Survey Date:	July 22-23, 2021
Resource No:	Resource 28
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	1332 Old Mill Rd. 33.161121 / -96.596493
Function/Sub-function:	Domestic / Single Dwelling
Construction Date:	ca. 1935
NRHP Eligibility:	Not eligible
Integrity/Comments:	Highly-altered formerly front-gabled dwelling with replacement vinyl siding and windows, an enclosed former hipped-roof front porch, and a replacement gabled front porch with shed-roof extensions on either side (see additional Photographs in Appendix F); lacks integrity of design, materials, workmanship, and feeling and is not a significant example of resource type or style.



View of Resource 28, camera facing west.

Survey Date:	July 22-23, 2021
Resource No:	Resource 29
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	1377 Old Mill Rd. 33.161404 / -96.596195
Function/Sub-function:	Domestic / Single Dwelling
Construction Date:	ca. 1970
NRHP Eligibility:	Not eligible
Integrity/Comments:	Abandoned and partially obscured manufactured dwelling with metal panel siding and aluminum awning windows (see additional Photographs in Appendix F); no additional details were visible from the public ROW; appears vacant; not a significant example of resource type.



Obstructed view of Resource 29, camera facing northeast.

Survey Date:	July 22-23, 2021
Resource No:	Resource 30
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	1345 Old Mill Rd. 33.160232 / -96.595838
Function/Sub-function:	Domestic / Single Dwelling
Construction Date:	ca. 1940
NRHP Eligibility:	Not eligible
Integrity/Comments:	Cross-gabled dwelling with wide wood siding, board and batten siding at the gable ends below the porch roof, mostly replacement vinyl windows, and an inset porch (see additional Photographs in Appendix F); lacks integrity of materials, workmanship, and feeling and is not a significant example of resource type or style.



Obstructed view of Resource 30, camera facing east.

Survey Date:	July 22-23, 2021
Resource No:	Resource 31a
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	1372 Old Mill Rd. 33.159293 / -96.595981
Function/Sub-function:	Domestic / Single Dwelling
Construction Date:	ca. 1965
NRHP Eligibility:	Not eligible
Integrity/Comments:	Hipped-roof dwelling with brick cladding, aluminum windows, gabled porch with synthetic column supports, and a side carport addition; associated with a non-historic-age manufactured dwelling and outbuilding on parcel (see additional Photographs in Appendix F); lacks integrity of design, materials, workmanship, feeling and is not a significant example of resource type or style.



View of Resource 31a, camera facing south.

Survey Date:	July 22-23, 2021
Resource No:	Resource 31b
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	1372 Old Mill Rd. 33.159293 / -96.595981
Function/Sub-function:	Domestic / Secondary Structure
Construction Date:	ca. 1975
NRHP Eligibility:	Not eligible
Integrity/Comments:	Abandoned manufactured dwelling with synthetic siding and a shed-roof porch with wood supports; appears on the 1995 Historic Aerial Imagery (NETR); lacks integrity of design, material, and location; not a significant example of resource type or style.



View of Resource 31b, camera facing southwest.

Survey Date:	July 22-23, 2021
Resource No:	Resource 31c
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	1372 Old Mill Rd. 33.159293 / -96.595981
Function/Sub-function:	Domestic / Secondary Structure
Construction Date:	ca. 1950
NRHP Eligibility:	Not eligible
Integrity/Comments:	Abandoned outbuilding with an asphalt shingle roof, vertical wood siding, and exposed rafter tails; lacks integrity of design, workmanship, and feeling and is not a significant example of resource type or style.



View of Resource 31c, camera facing south.

Survey Date:	July 22-23, 2021
Resource No:	Resource 32
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	1392 Old Mill Rd. 33.159109 / -96.589541
Function/Sub-function:	Domestic / Single Dwelling
Construction Date:	ca. 1965
NRHP Eligibility:	Not eligible
Integrity/Comments:	L-shaped, dwelling with cross-hipped roof, brick cladding, original aluminum windows with diamond-patterned screens, and an integral garage with original overhead door (see additional Photographs in Appendix F); retains integrity but is not a significant example of resource type or style.



View of Resource 32, camera facing south.

Survey Date:	July 22-23, 2021
Resource No:	Resource 33a
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	3499 County Rd. 317 33.158799 / -96.587006
Function/Sub-function:	Domestic / Single Dwelling
Construction Date:	ca. 1980
NRHP Eligibility:	Not eligible
Integrity/Comments:	Manufactured dwelling with vinyl siding and skirting and an enclosed screen porch at the main entry; no additional details were visible from the public ROW; on parcel with Resource 33b and non-historic-age outbuildings (see additional Photographs in Appendix F); retains fair integrity but is not a significant example of resource type.



Obstructed view of Resource 33a, camera facing west.

Survey Date:	July 22-23, 2021
Resource No:	Resource 33b
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	3499 County Rd. 317 33.158799 / -96.587006
Function/Sub-function:	Domestic / Single Dwelling
Construction Date:	ca. 1980
NRHP Eligibility:	Not eligible
Integrity/Comments:	Manufactured dwelling with vinyl siding, vinyl windows, and non-historic-age shed-roof porch addition; on parcel with Resource 33a and non-historic-age outbuildings (see additional Photographs in Appendix F); retains fair integrity but is not a significant example of resource type.



View of Resource 33b, camera facing west.

Survey Date:	July 22-23, 2021
Resource No:	Resource 34
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	3843 County Rd. 317 33.156589 / -96.583586
Function/Sub-function:	Domestic / Single Dwelling
Construction Date:	ca. 1975
NRHP Eligibility:	Not eligible
Integrity/Comments:	Hipped-roof dwelling with brick cladding and aluminum windows (see additional Photographs in Appendix F); retains integrity but is not a significant example of resource type or style.



View of Resource 34, camera facing east.

Survey Date:	July 22-23, 2021
Resource No:	Resource 35a
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	3908 County Rd. 317 33.155305 / -96.584233
Function/Sub-function:	Domestic / Single Dwelling
Construction Date:	ca. 1960
NRHP Eligibility:	Not eligible
Integrity/Comments:	Side-gabled dwelling mostly obscured from view of the public ROW; features replacement synthetic siding, replacement vinyl windows, a front-gabled porch, and a shed-roof rear porch addition; on parcel associated with Resource 35b and non-historic-age carport (see additional Photographs in Appendix F); lacks integrity of materials and workmanship and is not a significant example of resource type or style.



View of Resource 35a, camera facing southwest.

Survey Date:	July 22-23, 2021
Resource No:	Resource 35b
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	3908 County Rd. 317 33.155305 / -96.584233
Function/Sub-function:	Domestic / Secondary Structure
Construction Date:	ca. 1980
NRHP Eligibility:	Not eligible
Integrity/Comments:	Front-gabled garage with vinyl siding and vinyl garage door; on parcel associated with Resource 35b and non-historic-age carport (see additional Photographs in Appendix F); lacks integrity of materials and is not a significant example of resource type.



View of Resource 35b and non-historic-age carport, camera facing northwest.

Survey Date:	July 22-23, 2021
Resource No:	Resource 36
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	3487 County Rd. 317 33.159491 / -96.585839
Function/Sub-function:	Domestic / Single Dwelling
Construction Date:	ca. 1975
NRHP Eligibility:	Not eligible
Integrity/Comments:	Cross-gabled dwelling with replacement vinyl siding, replacement metal sash windows, and a non-historic-age wooden front deck and wheelchair ramp; associated with non-historic-age outbuilding and secondary dwelling (see additional Photographs in Appendix F); lacks integrity of materials, workmanship, and feeling and is not a significant example of resource type or style.



View of Resource 36, camera facing east.

Survey Date:	July 22-23, 2021
Resource No:	Resource 37a
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	3403 County Rd. 317 33.160987 / -96.585308
Function/Sub-function:	Domestic / Single Dwelling
Construction Date:	ca. 1910
NRHP Eligibility:	NRHP Eligible; Criterion C
Integrity/Comments:	Pyramidal dwelling with asphalt shingle roof, exposed rafter tails, original wood cladding, original wood windows and wood-framed exterior window screens, two side-by-side front entrances with exterior aluminum storm doors, battered wood-clad skirting, a small, hipped-roof ell on the south side elevation that appears to be original and an open, shed-roof projection of historic age on the rear elevation with simple wooden supports and a concrete slab foundation; façade includes an integral wraparound front porch with square wooden supports and an unusual, vernacular wooden railing with geometrically cut boards between simple wooden rails; on active agricultural parcel with Resources 37b-37f (see additional Photographs in Appendix F); recommended NRHP eligible (Criterion C) as an early twentieth-century farmhouse with vernacular Craftsman stylistic influences.



View of Resource 37a, camera facing north.

Survey Date:	July 22-23, 2021
Resource No:	Resource 37b
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	3403 County Rd. 317 33.160987 / -96.585308
Function/Sub-function:	Domestic / Secondary Structure
Construction Date:	ca. 1960
NRHP Eligibility:	Not eligible (non-contributing)
Integrity/Comments:	Garage with an asphalt-shingle hipped-roof with exposed rafter tails, wide wooden cladding, and two bays with hinged wood-clad doors; recommended not eligible due to lack of significance.



View of Resource 37b, camera facing west.

Survey Date:	July 22-23, 2021
Resource No:	Resource 37c
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	3403 County Rd. 317 33.160987 / -96.585308
Function/Sub-function:	Domestic / Secondary Structure
Construction Date:	ca. 1960
NRHP Eligibility:	Not eligible (non-contributing)
Integrity/Comments:	Pole barn with a broken-gabled corrugated metal roof, corrugated metal cladding, an open offset bay in the central section, and two lateral shed-roof bays; recommended not eligible due to lack of significance.



View of Resource 37c, camera facing southeast.

Survey Date:	July 22-23, 2021
Resource No:	Resource 37d
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	3403 County Rd. 317 33.160987 / -96.585308
Function/Sub-function:	Domestic / Secondary Structure
Construction Date:	ca. 1960
NRHP Eligibility:	Not eligible (non-contributing)
Integrity/Comments:	Equipment shed with a front-gabled corrugated metal roof and cladding and a large open bay with a central wooden support; recommended not eligible due to lack of significance.



View of Resource 37d, camera facing northeast.

Survey Date:	July 22-23, 2021
Resource No:	Resource 37e
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	3403 County Rd. 317 33.160987 / -96.585308
Function/Sub-function:	Domestic / Secondary Structure
Construction Date:	ca. 1940
NRHP Eligibility:	NRHP eligible; Criterion C (contributing resource)
Integrity/Comments:	Small outbuilding with a front-gabled asphalt-shingle roof with exposed rafter tails, vertical wood cladding, and a single wooden door on the façade; recommended NRHP eligible (Criterion C) as a contributing resource to the NRHP-eligible dwelling.



View of Resource 37e, camera facing north.

Survey Date:	July 22-23, 2021
Resource No:	Resource 37f
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	3403 County Rd. 317 33.160987 / -96.585308
Function/Sub-function:	Domestic / Secondary Structure
Construction Date:	ca. 1930
NRHP Eligibility:	NRHP eligible; Criterion C (contributing resource)
Integrity/Comments:	Storm cellar of concrete construction with a minimally pitched gabled concrete roof, hinged metal access doors, a large metal cover over a portion of the roof, and a small window opening with a louvered metal cover at the gable end; recommended NRHP eligible (Criterion C) as a contributing resource to the NRHP-eligible dwelling.



View of Resource 37f, camera facing southeast.

Survey Date:	July 22-23, 2021
Resource No:	Resource 38a
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	1825 FM 546 33.162963 / -96.585995
Function/Sub-function:	Domestic / Single Dwelling
Construction Date:	ca. 1900
NRHP Eligibility:	NRHP Eligible; Criterion C
Integrity/Comments:	One-and-a-half-story dwelling with a side-gabled asphalt shingle roof, a one-and-a-half-story rear ell of historic age, original wood cladding, replacement two-over-two-light aluminum windows, hipped-roof dormers, and a hipped-roof full front porch with turned wooden columns, wooden brackets, and a simple wooden running trim with circle and diamond-shaped cut outs; historic-age additions include a small shed-roof side addition on the west side of the rear ell and a larger shed-roof addition on the east side of the main block and rear ell with a secondary shed-roof partially enclosed porch; on active agricultural parcel with Resources 38b-38e (see additional Photographs in Appendix F); recommended NRHP eligible (Criterion C) as significant example of a ca. 1900 National Folk-style dwelling with vernacular stylistic elements.



View of Resource 38a, camera facing north.

Survey Date:	July 22-23, 2021
Resource No:	Resource 38b
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	1825 FM 546 33.162963 / -96.585995
Function/Sub-function:	Domestic / Secondary Structure
Construction Date:	ca. 1960
NRHP Eligibility:	Not eligible (non-contributing)
Integrity/Comments:	Garage with an asphalt shingle hipped roof, exposed rafter tails, wide wood cladding, two garage bays, and a shed-roof side addition with wood cladding and hinged wooded doors; recommended not eligible due to lack of significance.



View of Resource 38b, camera facing north.

Survey Date:	July 22-23, 2021
Resource No:	Resource 38c
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	1825 FM 546
Function/Sub-function:	Domestic / Secondary Structure
Construction Date:	ca. 1960
NRHP Eligibility:	Not eligible (non-contributing)
Integrity/Comments:	Pole barn/equipment shed with a front-gabled corrugated metal roof, corrugated metal cladding, and a corrugated metal door on the façade; recommended not eligible due to lack of significance.



View of Resource 38c, camera facing southeast.

Survey Date:	July 22-23, 2021
Resource No:	Resource 38d
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	1825 FM 546
Function/Sub-function:	Domestic / Secondary Structure
Construction Date:	ca. 1960
NRHP Eligibility:	Not eligible (non-contributing)
Integrity/Comments:	Small secondary outbuilding with a front-gabled asphalt shingle roof, plywood cladding over vertical wood boards, and a single door on the front elevation; building's small size and its proximity to the house suggest that it may have been a wellhouse; recommended not eligible due to lack of significance.



View of Resource 38d, camera facing northeast.

Survey Date:	July 22-23, 2021
Resource No:	Resource 38e
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	1825 FM 546
Function/Sub-function:	Domestic / Secondary Structure
Construction Date:	ca. 1930
NRHP Eligibility:	NRHP Eligible, Criterion C (contributing resource)
Integrity/Comments:	Concrete storm cellar with a segmental arched concrete roof and a hinged metal access door; recommended NRHP eligible (Criterion C) as a contributing resource to the NRHP-eligible dwelling.



View of Resource 38e, camera facing west.

Survey Date:	July 22-23, 2021
Resource No:	Resource 39
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	1955 FM 546 33.167161 / -96.578892
Function/Sub-function:	Domestic / Single Dwelling
Construction Date:	ca. 1980
NRHP Eligibility:	Not eligible
Integrity/Comments:	Side-gabled dwelling with brick cladding, aluminum windows, an integral front porch, a large rear gabled addition, and small shed-roof rear addition (see additional Photographs in Appendix F); retains fair integrity but is not a significant example of resource type or style.



Overview of Resource 39, camera facing southeast.

Survey Date:	July 22-23, 2021
Resource No:	Resource 40
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	1969 FM 546 33.167152 / -96.576805
Function/Sub-function:	Domestic / Single Dwelling
Construction Date:	ca. 1980
NRHP Eligibility:	Not eligible
Integrity/Comments:	Side-gabled dwelling with replacement vertical plywood siding, aluminum windows, and non-historic-age carport addition (see additional Photographs in Appendix F); partially obscured from view of the public ROW; retains fair integrity but is not a significant example of resource type or style.



Obstructed view of Resource 40, camera facing southeast.

Survey Date:	July 22-23, 2021
Resource No:	Resource 41a
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	1975 FM 546 33.167134 / -96.575513
Function/Sub-function:	Domestic / Single Dwelling
Construction Date:	ca. 1930
NRHP Eligibility:	Not eligible
Integrity/Comments:	Highly-altered front-gabled dwelling with replacement faux stone cladding, vinyl siding at the gable ends, replacement aluminum windows, a gabled front porch, an interior brick chimney, and a gabled side addition; on the same parcel as Resource 41b and a secondary non-historic-age dwelling (see additional Photographs in Appendix F); lacks integrity and is not a significant example of resource type or style.



View of Resource 41a, camera facing south.

Survey Date:	July 22-23, 2021
Resource No:	Resource 41b
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	1975 FM 546 33.167134 / -96.575513
Function/Sub-function:	Agricultural (vacant)
Construction Date:	ca. 1950
NRHP Eligibility:	Not eligible
Integrity/Comments:	Gabled barn with corrugated metal siding and metal roof; on the same parcel as Resource 41a (see additional Photographs in Appendix F); property appears vacant and is no longer in active agricultural use; not a significant example of resource type.



Obstructed view of Resource 41b, camera facing northwest.

Survey Date:	July 22-23, 2021
Resource No:	Resource 42
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	2928 Almeta Ln. 33.166918 / -96.575024
Function/Sub-function:	Domestic / Secondary Structure
Construction Date:	ca. 1980
NRHP Eligibility:	Not eligible
Integrity/Comments:	Front gabled outbuilding/garage with vertical siding and a large open bay (see additional Photographs in Appendix F); no additional details were visible from the public ROW; appears on the 1981 historic aerial imagery (NETR); on parcel with non-historic-age dwelling and outbuilding; not a significant example of resource type.



View of Resource 42, camera facing west.

Survey Date:	July 22-23, 2021
Resource No:	Resource 43
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	3010 Almeta Ln.
Function/Sub-function:	Domestic / Single Dwelling
Construction Date:	ca. 1980
NRHP Eligibility:	Not eligible
Integrity/Comments:	Hipped-roof dwelling with brick cladding, replacement vinyl windows, inset front porch, and large attached garage (see additional Photographs in Appendix F); retains integrity but is not a significant example of resource type or style.



View of Resource 43, camera facing west.

Survey Date:	July 22-23, 2021
Resource No:	Resource 44a (Enloe Farm)
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	2142 County Rd. 722 33.174749 / -96.57716
Function/Sub-function:	Domestic / Single Dwelling
Construction Date:	ca. 1879
NRHP Eligibility:	Not eligible
Integrity/Comments:	Heavily-altered side-gabled dwelling with a mix of original narrow and replacement wide wood cladding, an integral front porch with enclosures at both ends (one end enclosed with wood cladding, the other with replacement synthetic cladding), several enclosed windows along the primary façade, replacement aluminum windows within the main block; a central (replacement) front door, and rear shed-roof additions of historic age; on parcel with Resources 44b-44c and 44e-44g, and associated with Resource 44d on parcel across the street (see additional Photographs in Appendix F); part of Enloe Farm; dwelling reportedly constructed ca. 1859 for early area settler Abe Enloe, but research suggests later date of ca. 1879; property remains in active agricultural use as pastureland; lacks integrity of design, materials, workmanship, and feeling due to alterations; important for its association with early area settlers but no longer able to reflect those associations; does not represent a significant or intact example of an extant nineteenth-century farmstead.



View of Resource 44a, camera facing southeast.

Survey Date:	July 22-23, 2021
Resource No:	Resource 44b (Enloe Farm)
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	2142 County Rd. 722 33.174749 / -96.57716
Function/Sub-function:	Domestic / Secondary Structure
Construction Date:	ca. 1980
NRHP Eligibility:	Not eligible
Integrity/Comments:	Equipment shed with corrugated metal siding and flat roof; associated with Resources 44a-44g (see additional Photographs in Appendix F); retains integrity but is not a significant example of resource type.



View of Resource 44b, camera facing southwest.

Survey Date:	July 22-23, 2021
Resource No:	Resource 44c (Enloe Farm)
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	2142 County Rd. 722 33.174749 / -96.57716
Function/Sub-function:	Domestic / Secondary Structure
Construction Date:	ca. 1920
NRHP Eligibility:	Not eligible
Integrity/Comments:	Gabled outbuilding with wooden board-and-batten siding, replacement metal roof, and the remnants of a central hinged entry door; additional details were not visible from the public ROW; associated with Resources 44a-44g (see additional Photographs in Appendix F); retains fair integrity but is not a significant example of resource type.



View of Resource 44c, camera facing south.

Survey Date:	July 22-23, 2021
Resource No:	Resource 44d (Enloe Farm)
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	2142 County Rd. 722 33.174749 / -96.57716
Function/Sub-function:	Domestic / Secondary Structure
Construction Date:	ca. 1940
NRHP Eligibility:	Not eligible
Integrity/Comments:	Remains of former gabled animal barn and dairy/milk shed addition with metal coral; features wood siding and metal roof; poor structural condition with building partially collapsed and no longer in use; across the street from Resources 44a-44c and 44e-44g but parcel is under same property ownership (see additional Photographs in Appendix F); lacks integrity and is not an intact or significant example of resource type.



View of Resource 44d, camera facing northwest.

Survey Date:	July 22-23, 2021
Resource No:	Resource 44e (Enloe Farm)
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	2142 County Rd. 722 33.174749 / -96.57716
Function/Sub-function:	Domestic / Secondary Structure
Construction Date:	ca. 1925
NRHP Eligibility:	Not eligible
Integrity/Comments:	Storm cellar of concrete construction with a flat roof and hinged access doors; located behind dwelling on parcel with Resources 44a-44g (see additional Photographs in Appendix F); not a significant example of resource type.



View of Resource 44e, camera facing south.

Survey Date:	July 22-23, 2021
Resource No:	Resource 44f (Enloe Farm)
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	2142 County Rd. 722 33.174749 / -96.57716
Function/Sub-function:	Vacant/ No longer in use
Construction Date:	ca. 1920
NRHP Eligibility:	Not eligible
Integrity/Comments:	Small hipped-roof wellhouse structure located on façade of dwelling with an asphalt shingle roof and simple wood supports; identified by Enloe family member as wellhouse; associated with Resources 44a-44g (see additional Photographs in Appendix F); in poor structure condition; retains fair integrity but is not a significant example of resource type.



View of Resource 44f, camera facing southwest.

Survey Date:	July 22-23, 2021
Resource No:	Resource 44g (Enloe Farm)
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	2142 County Rd. 722 33.174749 / -96.57716
Function/Sub-function:	Vacant/ No longer in use
Construction Date:	ca. 1920
NRHP Eligibility:	Not eligible
Integrity/Comments:	Side-gabled building with original wood siding, remains of original wooden window unit with missing glazing, two enclosed windows, and replacement metal roof; located in vicinity of former Enloe School identified on 1930 county soil map (U.S. Bureau of Chemistry and Soils 1930); identified by Enloe family member as a former store building relocated to site from Elm Street in downtown McKinney ca. 1970; associated with Resources 44a-44f (see additional Photographs in Appendix F); retains integrity but is not a significant example of resource type.



View of Resource 44g, camera facing southwest.

Survey Date:	July 22-23, 2021
Resource No:	Resource 45
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	2055 County Rd.722 33.175737 / -96.580539
Function/Sub-function:	Residential
Construction Date:	ca. 1965
NRHP Eligibility:	Not eligible
Integrity/Comments:	Side-gabled dwelling with brick cladding and a mix of metal and vinyl windows; additional details of the resource were not visible from the public ROW (see additional Photographs in Appendix F); retains integrity but is not a significant example of resource type or style.



Obstructed view of Resource 45, camera facing northwest.

Survey Date:	July 22-23, 2021
Resource No:	Resource 46
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	2236 E. University Dr. 33.197834 / -96.57915
Function/Sub-function:	Domestic / Single Dwelling
Construction Date:	ca. 1975
NRHP Eligibility:	Not eligible
Integrity/Comments:	Hipped-roof dwelling with synthetic siding, replacement vinyl windows, and integral garage; other details were not visible from the public ROW; associated with non-historic-age outbuilding (see additional Photographs in Appendix F); lacks integrity of materials and is not a significant example of resource type or style.



View of Resource 46, camera facing southwest.

Survey Date:	July 22-23, 2021
Resource No:	Resource 47
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	2274 E University Dr. 33.197951 / -96.577916
Function/Sub-function:	Commercial / Professional
Construction Date:	ca. 1950
NRHP Eligibility:	Not eligible
Integrity/Comments:	Side-gabled former dwelling with two projecting front gables (one converted to a garage opening), brick cladding, replacement windows, and a replacement garage door (see additional Photographs in Appendix F); lacks integrity of materials and workmanship and is not a significant example of resource type or style.



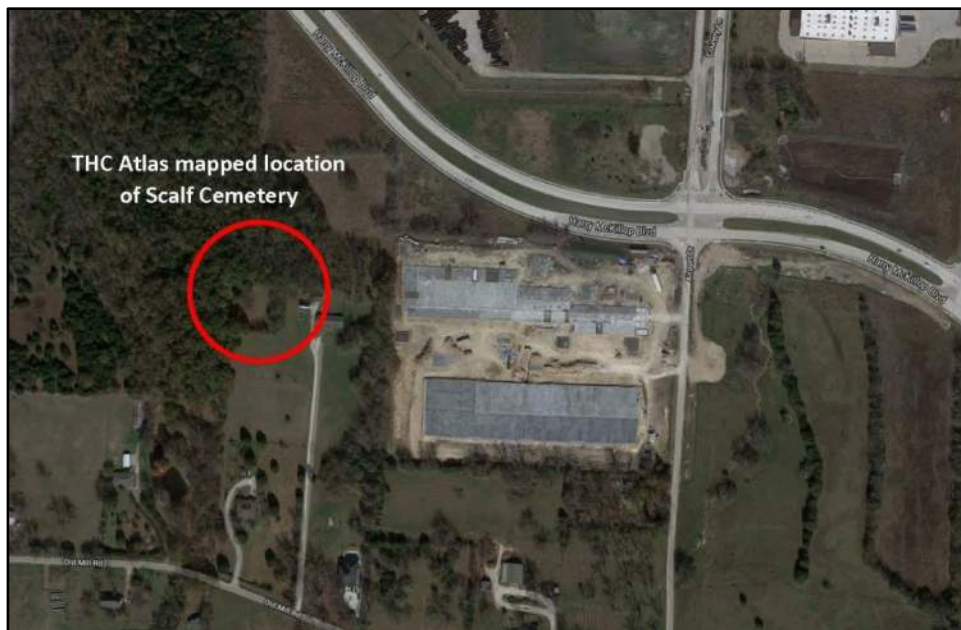
View of Resource 47, camera facing south.

Survey Date:	July 22-23, 2021
Resource No:	Resource 48
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	2452 E. University Dr. 33.197439 / -96.574214
Function/Sub-function:	Commercial / Professional
Construction Date:	ca. 1980
NRHP Eligibility:	Not eligible
Integrity/Comments:	Small, side-gabled building with wood siding, replacement metal roof, and a single vinyl window and door on the primary façade (see additional Photographs in Appendix F); on parcel with non-historic-age dwelling; undetermined use; not a significant example of resource type.



View of Resource 48, camera facing south.

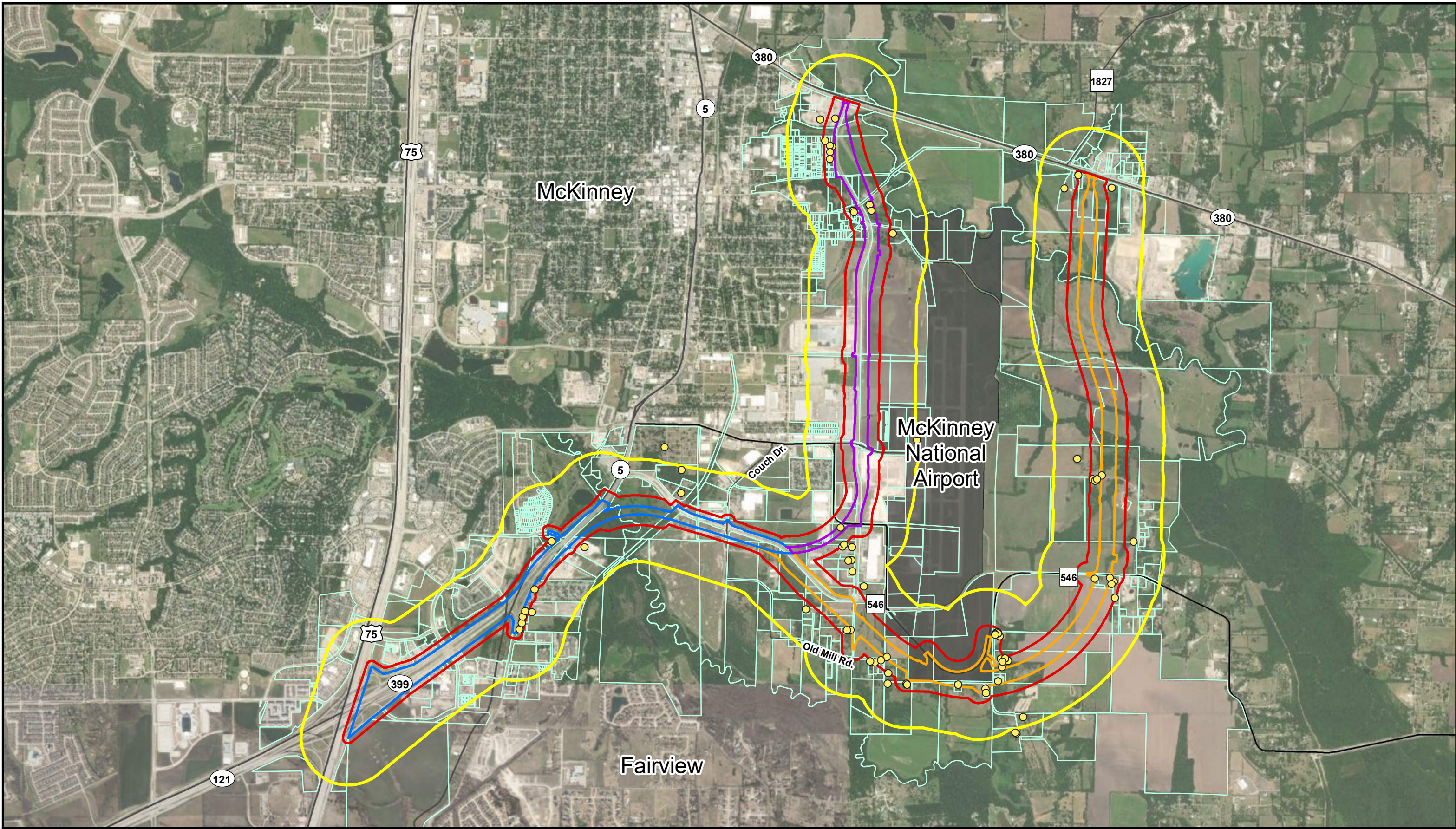
Survey Date:	July 22-23, 2021
Resource No:	Resource 49 (Scalf Cemetery)
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	N. side of Old Mill Rd. west of County Ln. (S. Airport Dr.) 33.165188 / -96.603275
Function/Sub-function:	Funerary/Cemetery
Construction Date:	ca. 1860
NRHP Eligibility:	Undetermined (not accessible)
Integrity/Comments:	Small cemetery noted for burials of members of the Isaac Scott family, settlers who arrived in the area ca. 1852; reportedly contains approximately 37 burials; most burials no longer marked; exact boundary not known but appears to be located within cleared area delineated by tree line between Old Mill Road and Harry McKillip Boulevard; not visible or accessible during the field survey; may extent into a portion of the (non-physical or visual) 300-foot APE.



THC Atlas mapped location of Resource 49, Google Aerial Imagery (2021)

Appendix D: Figures

Path: Z:\Resources\Local\Clients\KCM\TRN\TXDOT\199436_US380\ArcGIS\Map\MapSeries\Spur399_HRSR_Fig1.mxd sspurgeon 11/15/2021
Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



- Historic-Age Resource
- 1/4-Mile Study Area
- Common Proposed ROW
- Parcels
- Orange Proposed ROW
- McKinney National Airport Property
- Purple Proposed ROW
- Variable APE

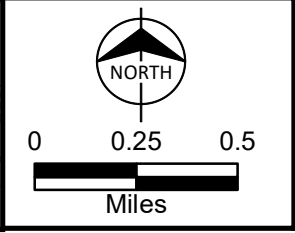
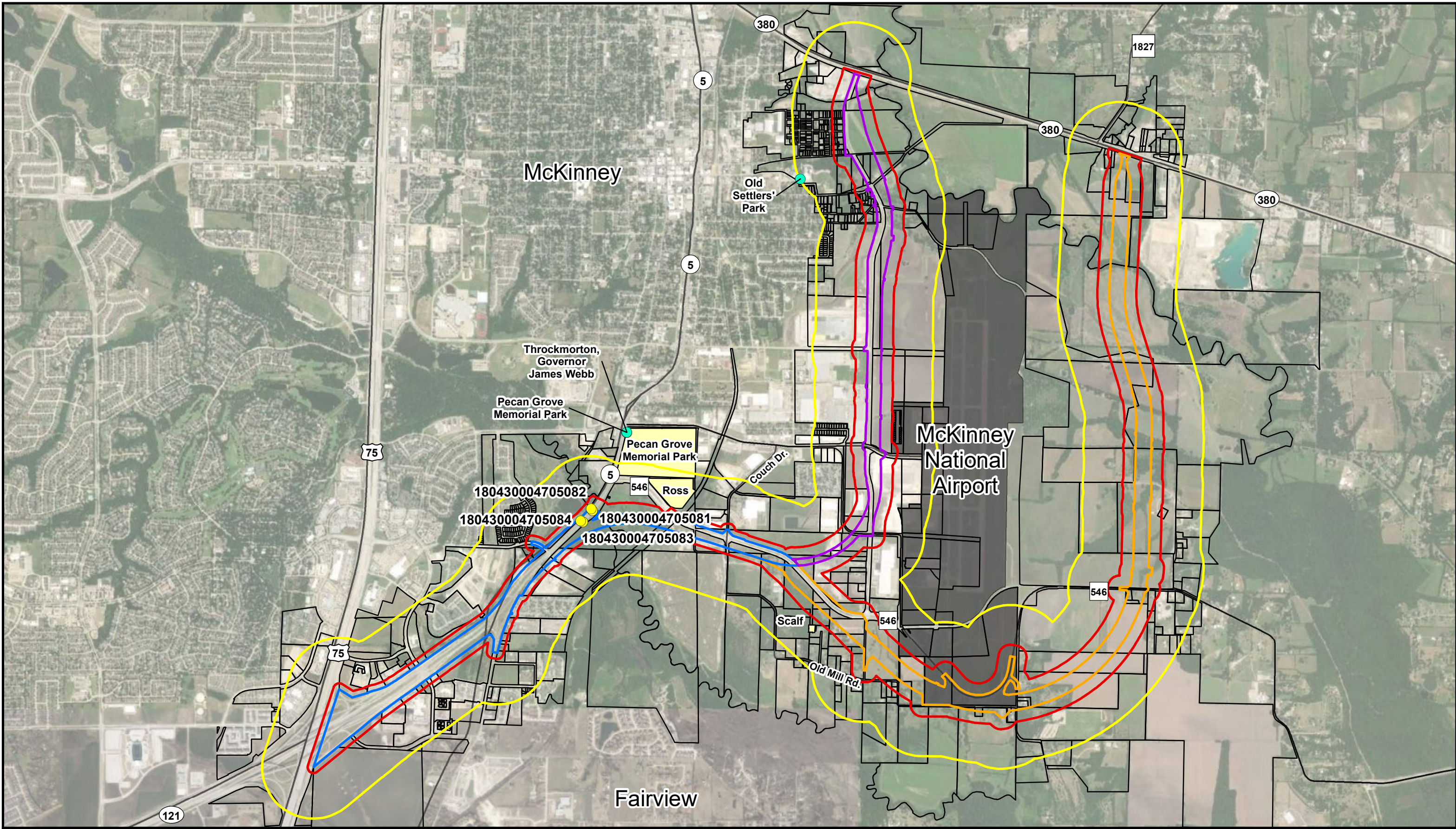


Figure 1
Project Location Map
Spur 399 Extension
CSJ: 0364-04-051
Collin County, TX

Path: Z:\Resources\Local\Clients\KCMTRNITXD01199436_US380\ArcGIS\DataFiles\ArcDocs\Spur399_HRSR_Fig2.mxd sspurgeon 11/15/2021
 Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



- | | |
|---------------------|---|
| Common Proposed ROW | Cemeteries |
| Orange Proposed ROW | Parcels |
| Purple Proposed ROW | McKinney National Airport Property |
| Variable APE | Official Texas Historical Marker (OTHM) |
| 1/4-Mile Study Area | Historic-Age Bridges |

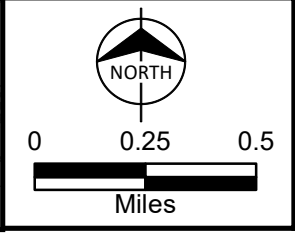
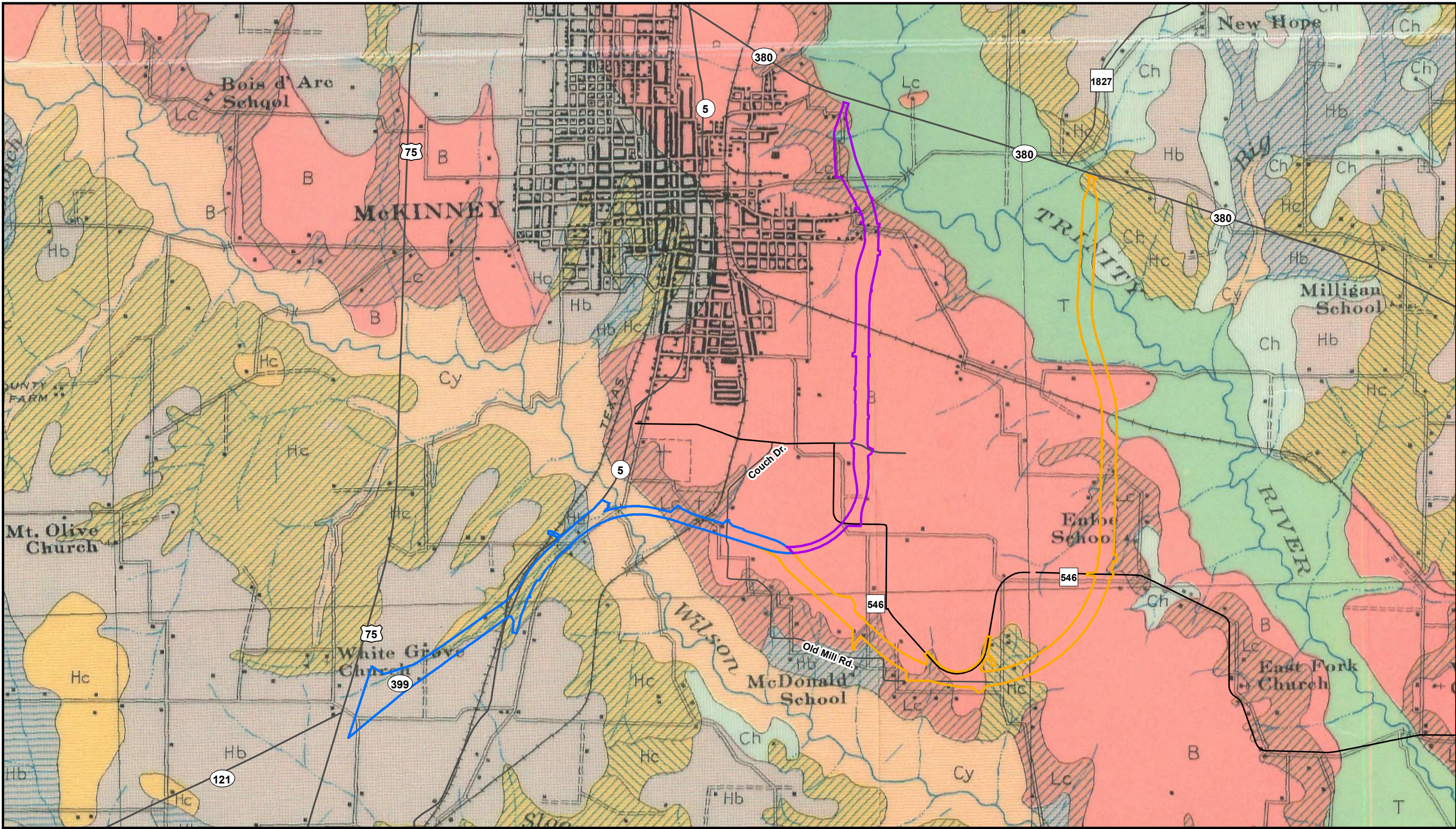





Figure 2
 Previously Recorded Resources
 Spur 399 Extension
 CSJ: 0364-04-051
 Collin County, TX

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Service Layer Credits:



-  Common Proposed ROW
-  Orange Proposed ROW
-  Purple Proposed ROW

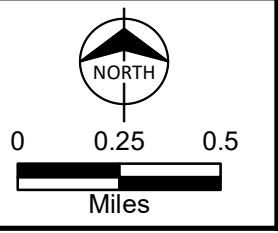
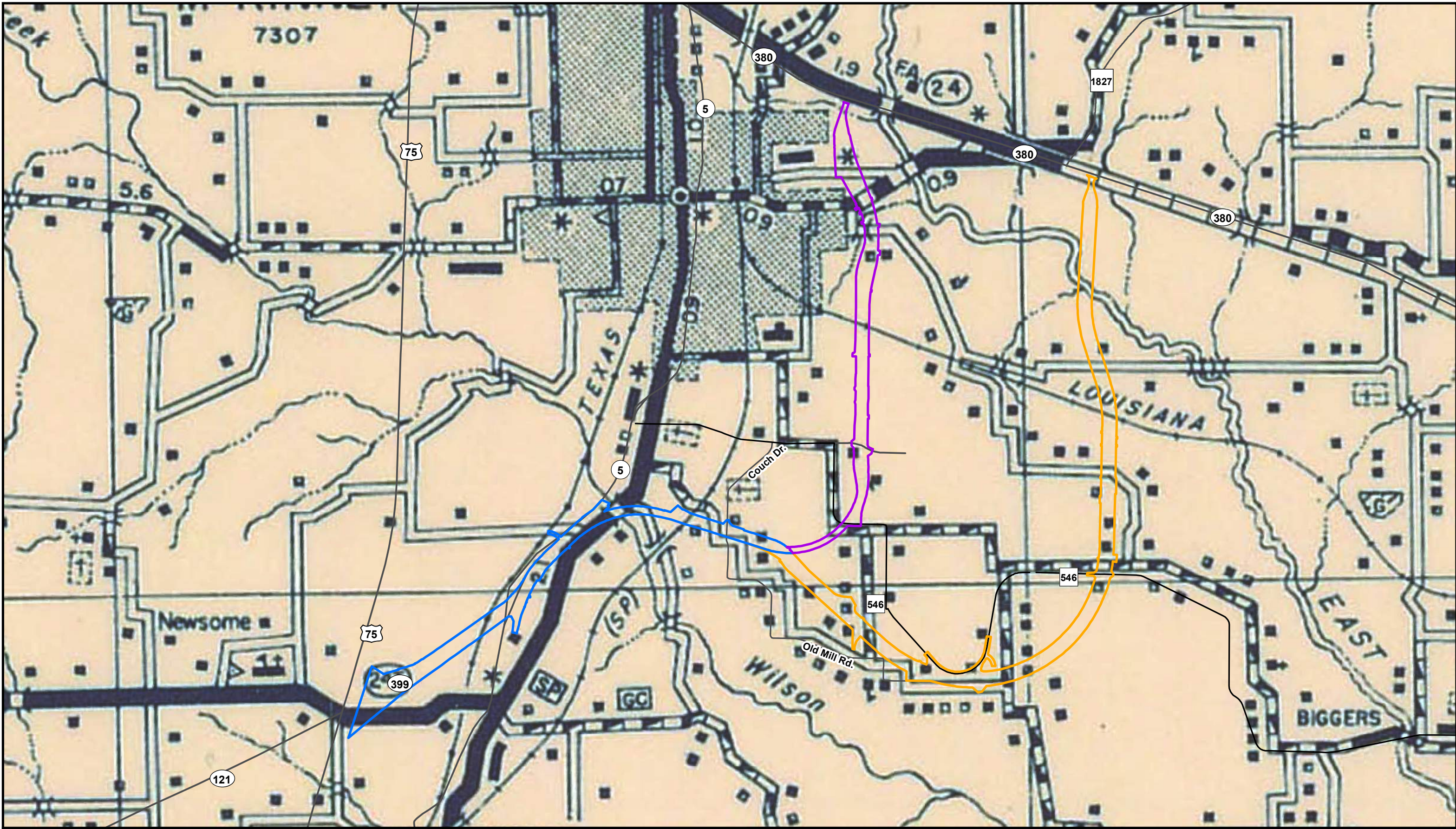





Figure 3
1930 Soil Map
Spur 399 Extension
CSJ: 0364-04-051
Collin County, TX

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Service Layer Credits:



-  Common Proposed ROW
-  Orange Proposed ROW
-  Purple Proposed ROW

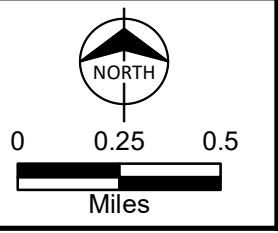
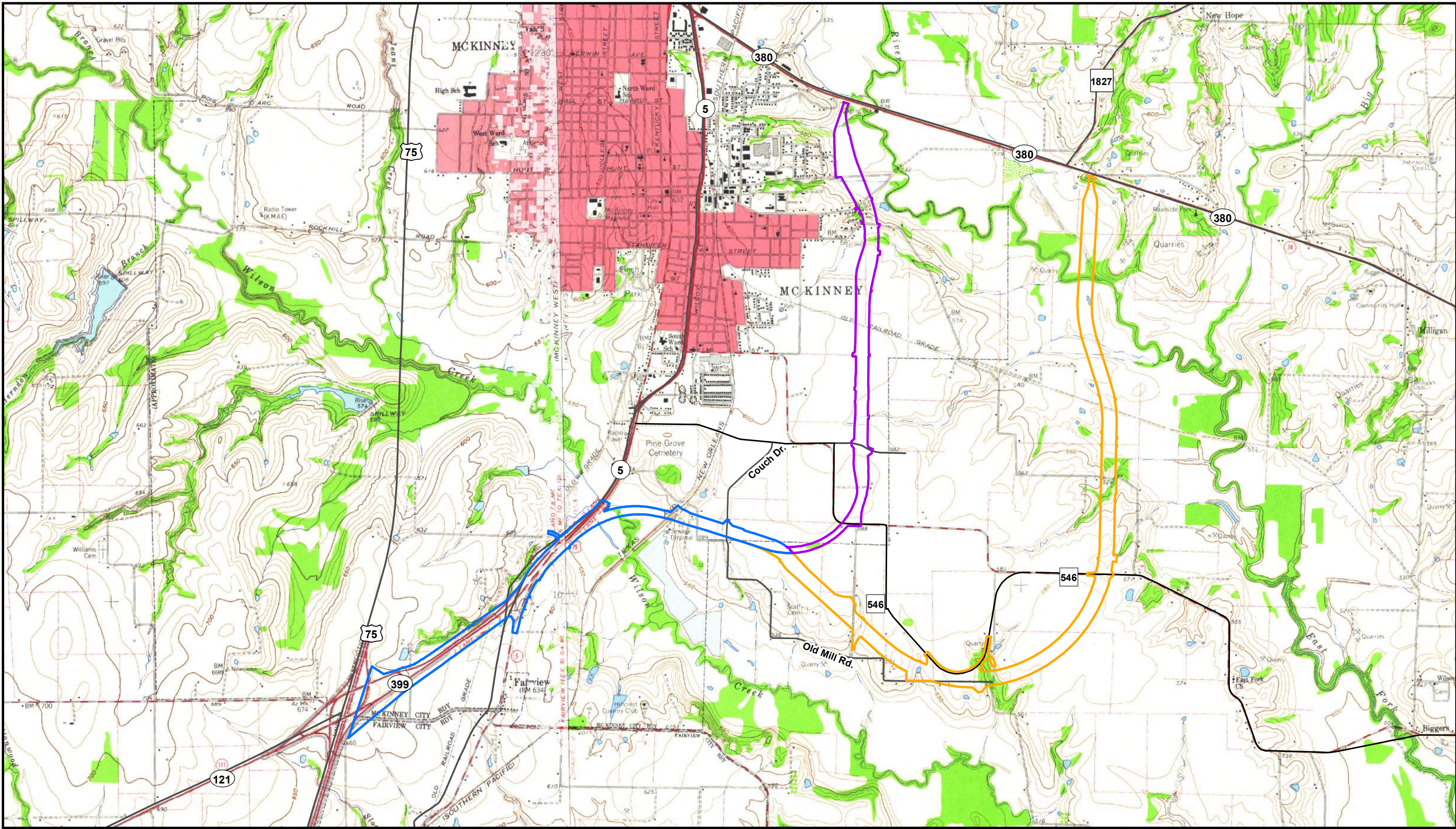





Figure 4
1939 Highway Map
Spur 399 Extension
CSJ: 0364-04-051
Collin County, TX

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Service Layer Credits:



-  Common Proposed ROW
-  Orange Proposed ROW
-  Purple Proposed ROW

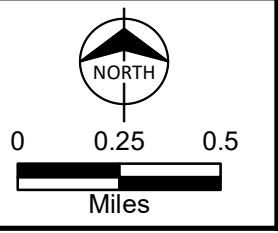
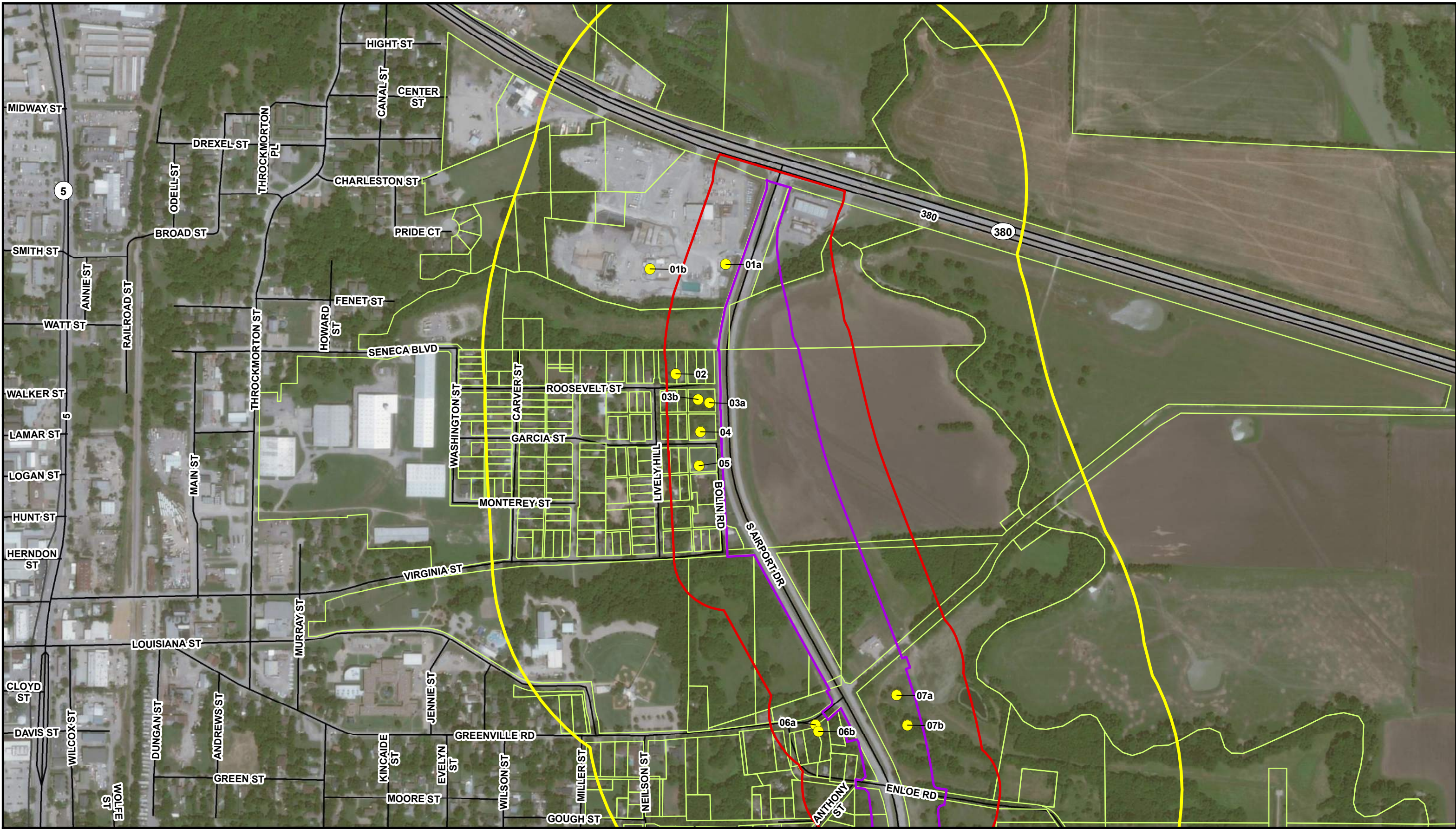


Figure 5
1960 Topo Map
Spur 399 Extension
CSJ: 0364-04-051
Collin County, TX

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 Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



- Purple Proposed ROW
- Parcel
- Variable APE
- Historic-age Resource
- 1/4-Mile Study Area

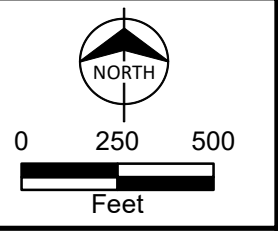
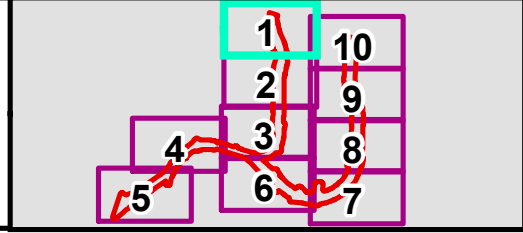
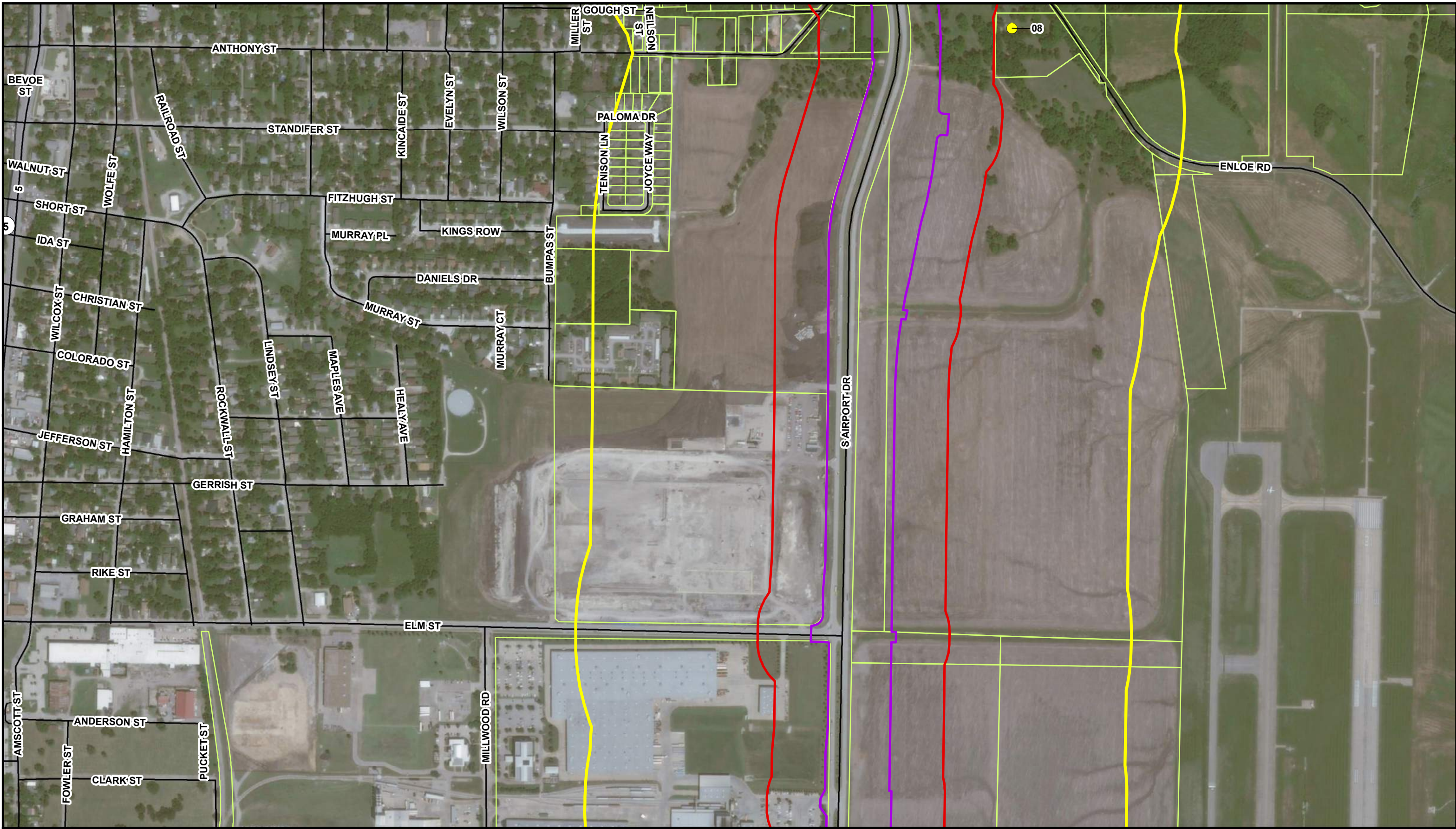


Figure 6
 Surveyed Resources
 Spur 399 Extension
 CSJ: 0364-04-051
 Collin County, TX
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Path: Z:\Resources\Local\Clients\KCM\TRNITXD\199436_US380\ArcGIS\DataFiles\ArcDocs\Spur399_HRSR_Fig6.mxd sspurgeon 11/15/2021
 Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



- Purple Proposed ROW
- Parcel
- Variable APE
- Historic-age Resource
- 1/4-Mile Study Area

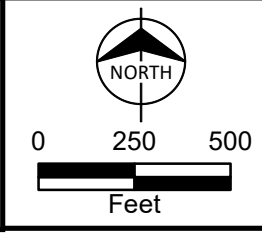
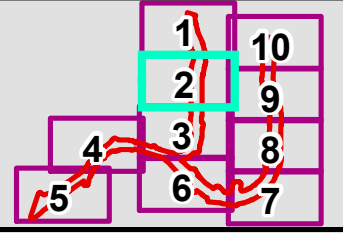
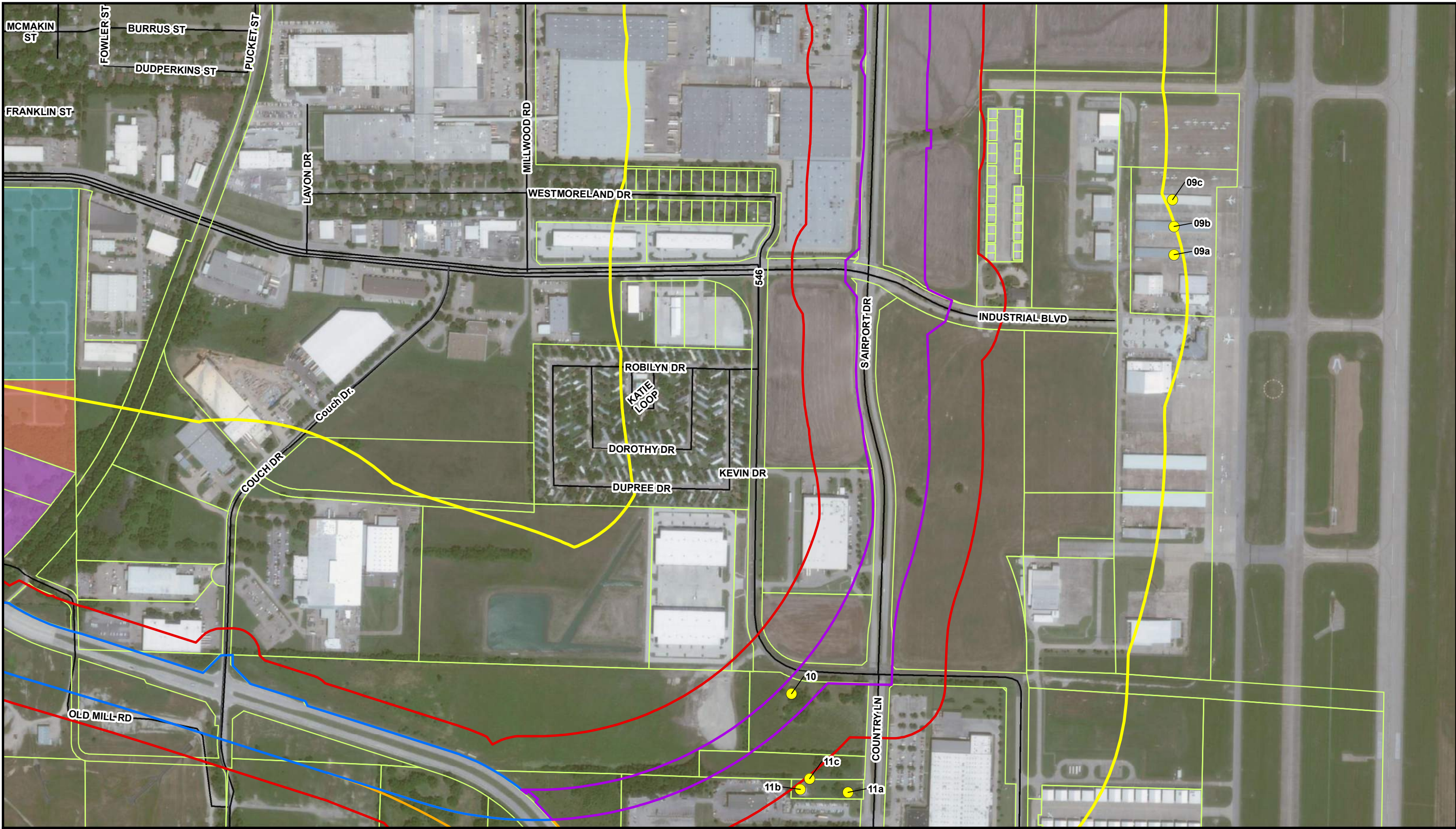


Figure 6
 Surveyed Resources
 Spur 399 Extension
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 Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



- Common Proposed ROW
- Orange Proposed ROW
- Purple Proposed ROW
- Variable APE
- 1/4-Mile Study Area
- Parcel
- Pecan Grove Cemetery
- Potter's Field Cemetery
- Ross Cemetery
- Historic-age Resource

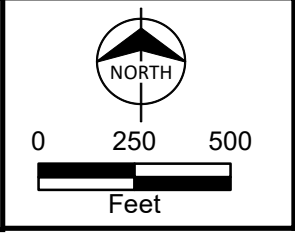
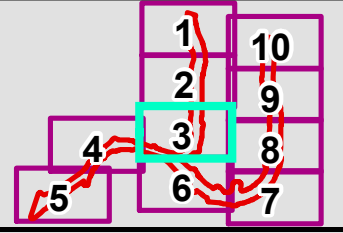
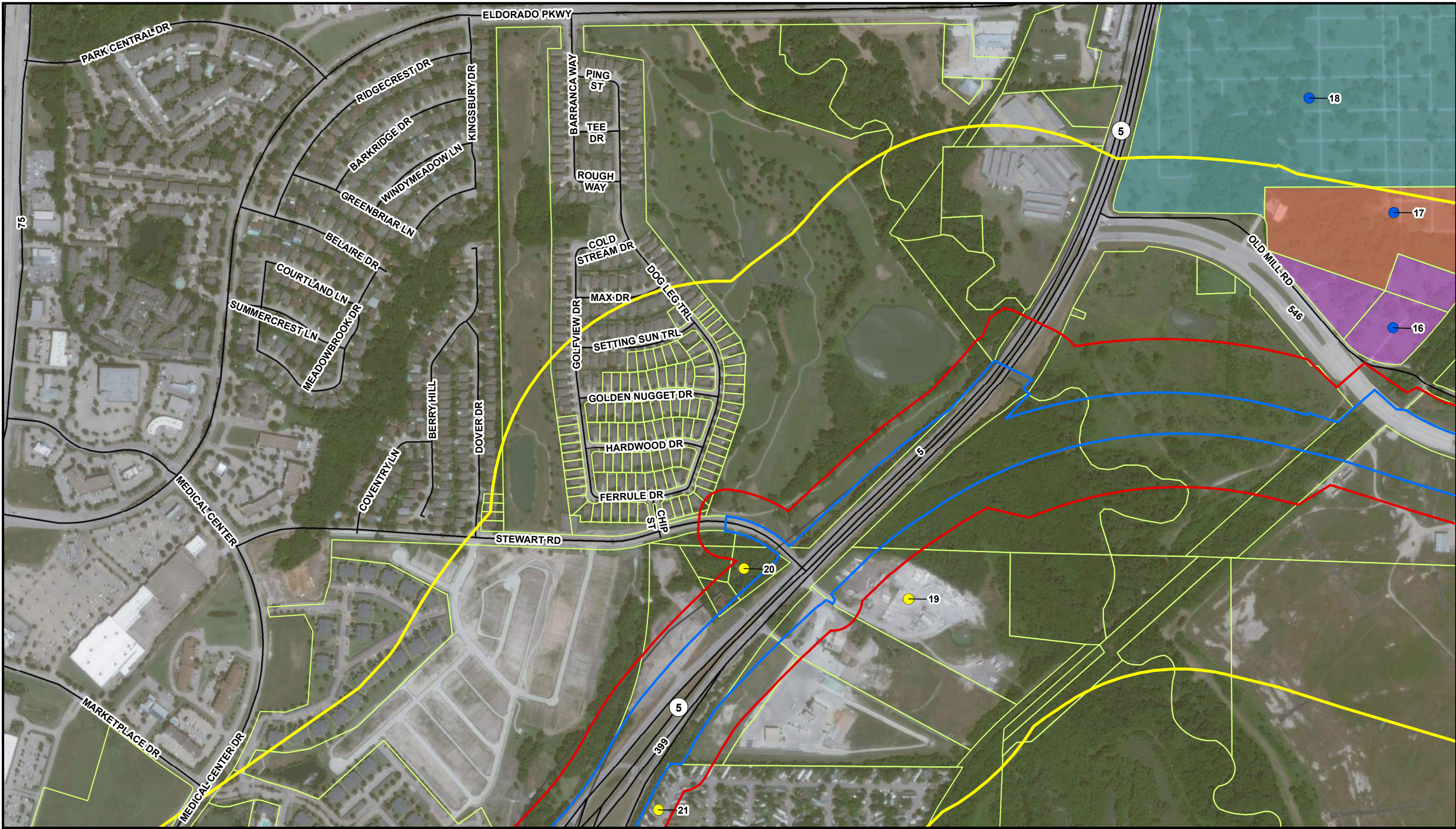


Figure 6
 Surveyed Resources
 Spur 399 Extension
 CSJ: 0364-04-051
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 Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



- ▬ Common Proposed ROW
- ▬ Variable APE
- ▬ 1/4-Mile Study Area
- Parcel
- Pecan Grove Cemetery
- Potter's Field Cemetery
- Ross Cemetery
- Historic-age Resource
- Recommended NRHP Eligible Resource

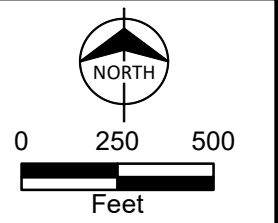
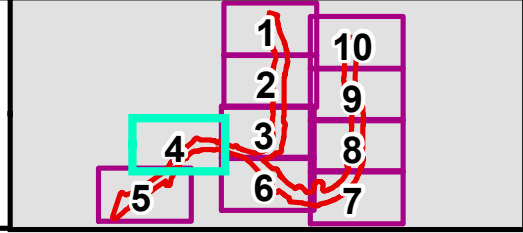
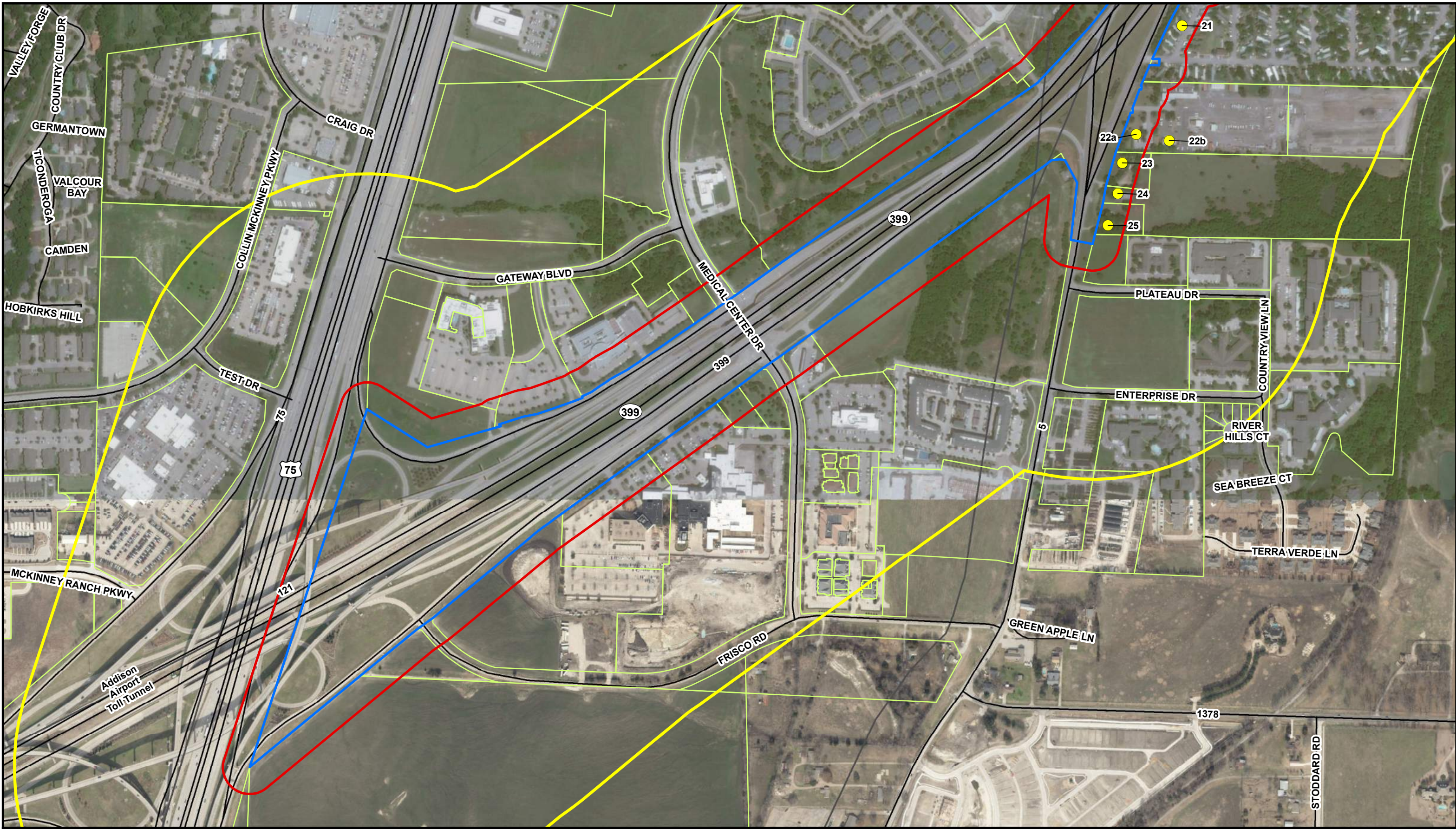


Figure 6
 Surveyed Resources
 Spur 399 Extension
 CSJ: 0364-04-051
 Collin County, TX
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 Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



- ▬ Common Proposed ROW
- ▬ Variable APE
- ▬ 1/4-Mile Study Area
- Parcel
- Historic-age Resource

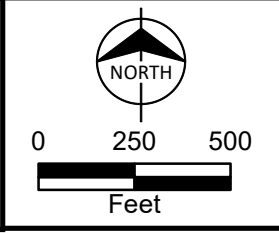
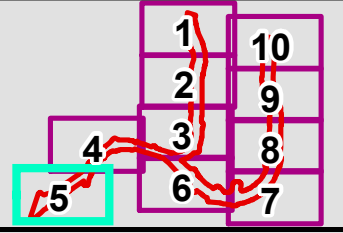
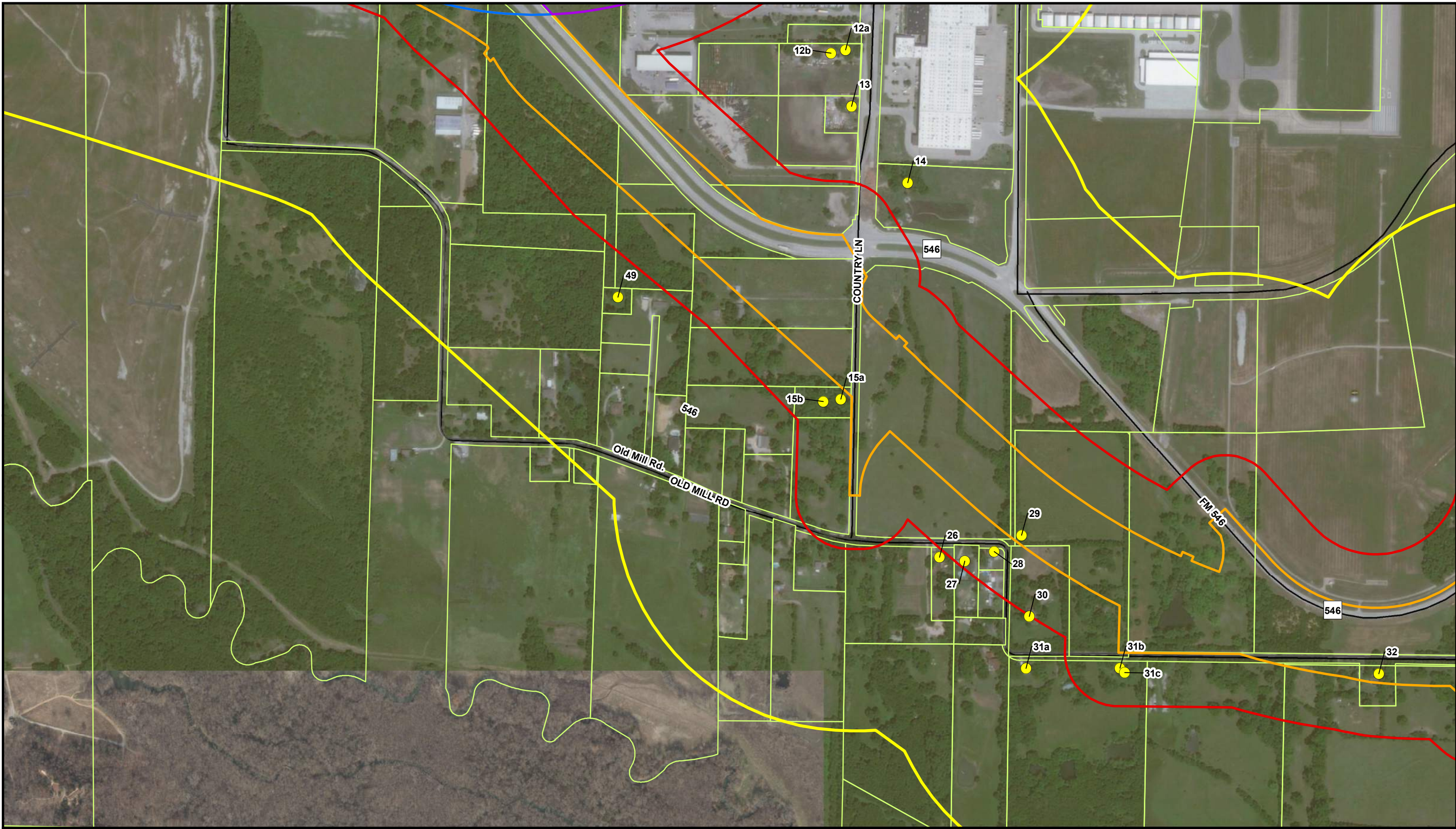


Figure 6
 Surveyed Resources
 Spur 399 Extension
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 Collin County, TX
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Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



- Common Proposed ROW
- Orange Proposed ROW
- Purple Proposed ROW
- Variable APE
- 1/4-Mile Study Area
- Parcel
- Historic-age Resource

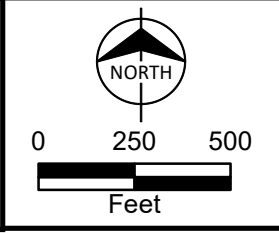
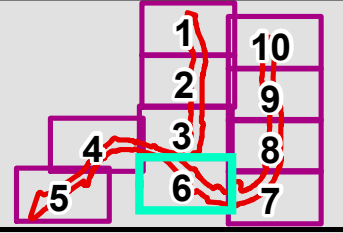


Figure 6
Surveyed Resources
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Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



-  Orange Proposed ROW
-  Variable APE
-  1/4-Mile Study Area
-  Parcel
-  Approximate Recommended NRHP Boundary
-  Historic-age Resource
-  Recommended NRHP Eligible Resource

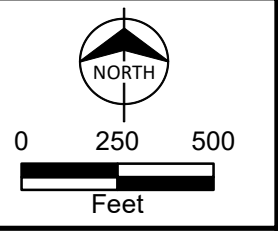
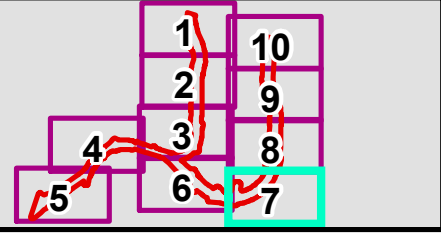







Figure 6
Surveyed Resources
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Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



-  Orange Proposed ROW
-  Variable APE
-  1/4-Mile Study Area
-  Parcel
-  Historic-age Resource

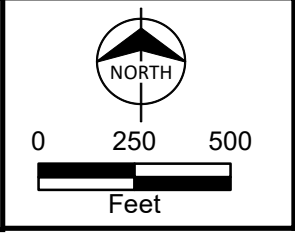
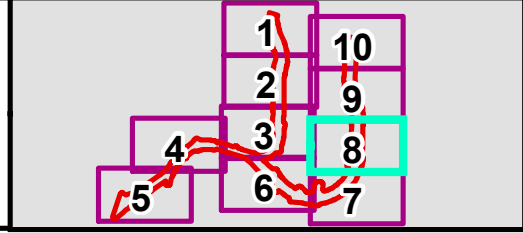


Figure 6
Surveyed Resources
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Collin County, TX
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Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



- Orange Proposed ROW
- Variable APE
- 1/4-Mile Study Area
- Parcel

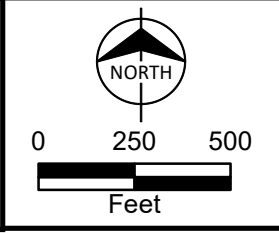
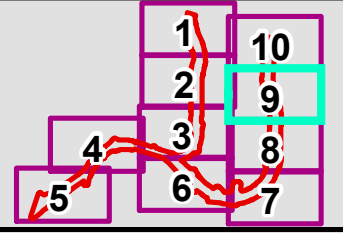







Figure 6
Surveyed Resources
Spur 399 Extension
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Collin County, TX
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Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



-  Orange Proposed ROW
-  Variable APE
-  1/4-Mile Study Area
-  Parcel
-  Historic-age Resource

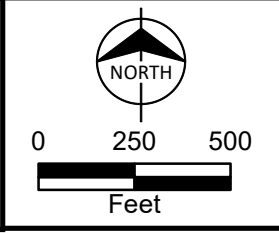
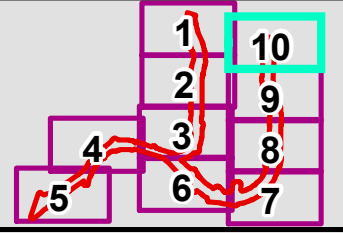
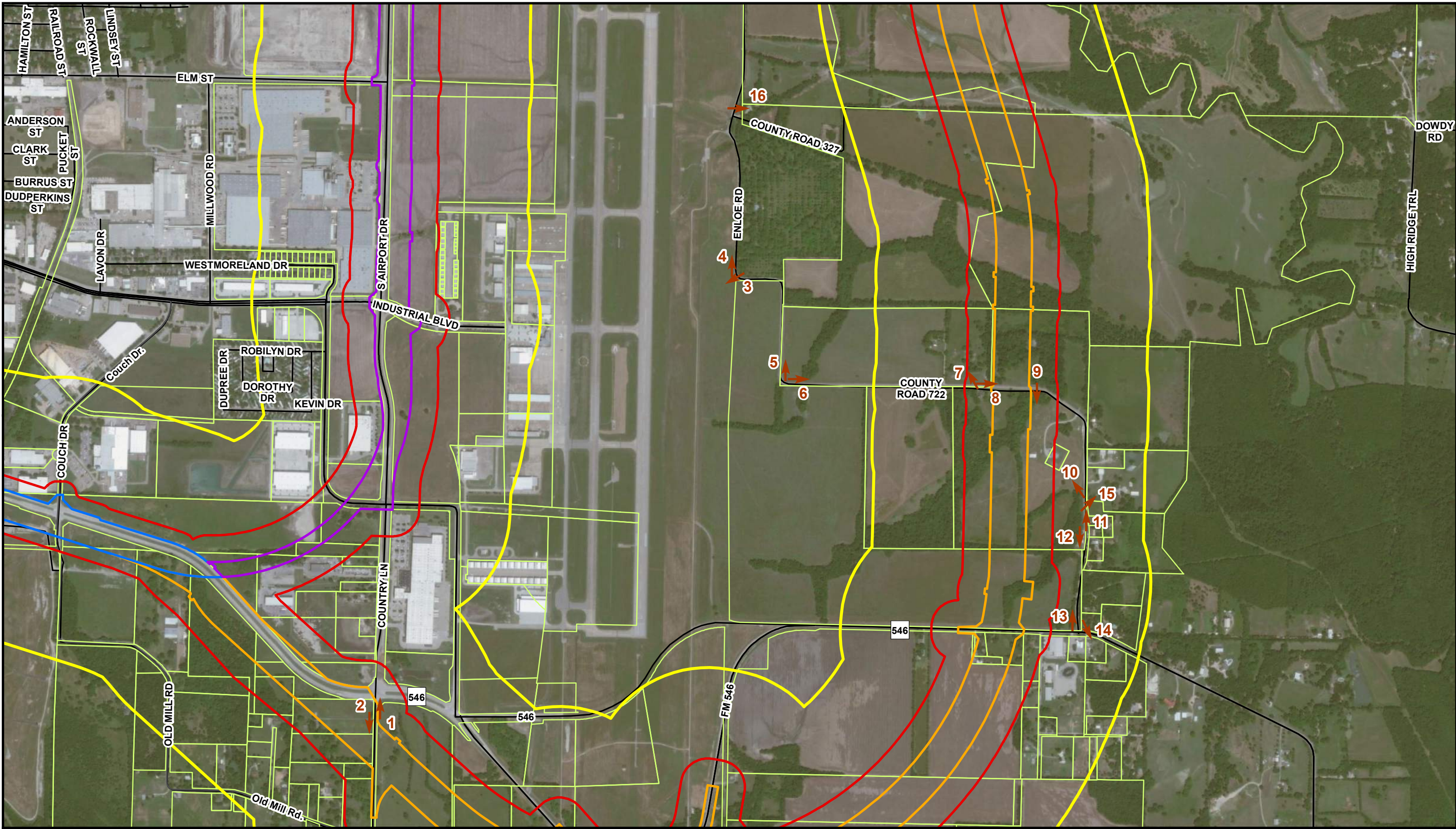


Figure 6
Surveyed Resources
Spur 399 Extension
CSJ: 0364-04-051
Collin County, TX
Page 10 of 10

Path: Z:\Resources\Local\Clients\KCM\TRN\TXDOT\199436_US380\ArcGIS\GIS\DataFiles\ArcDocs\Spur399_HRSR_Fig7.mxd_sspurgeon_11/15/2021
Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



- Variable APE
- Common Proposed ROW
- Orange Proposed ROW
- Purple Proposed ROW
- 1/4-Mile Study Area
- Parcel
- Photo Points

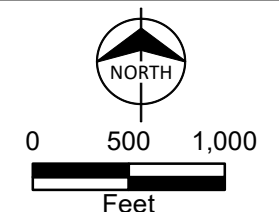


Figure 7
Rural Historic Landscape Evaluation Photo Points
Spur 399 Extension
CSJ: 0364-04-051
Collin County, TX

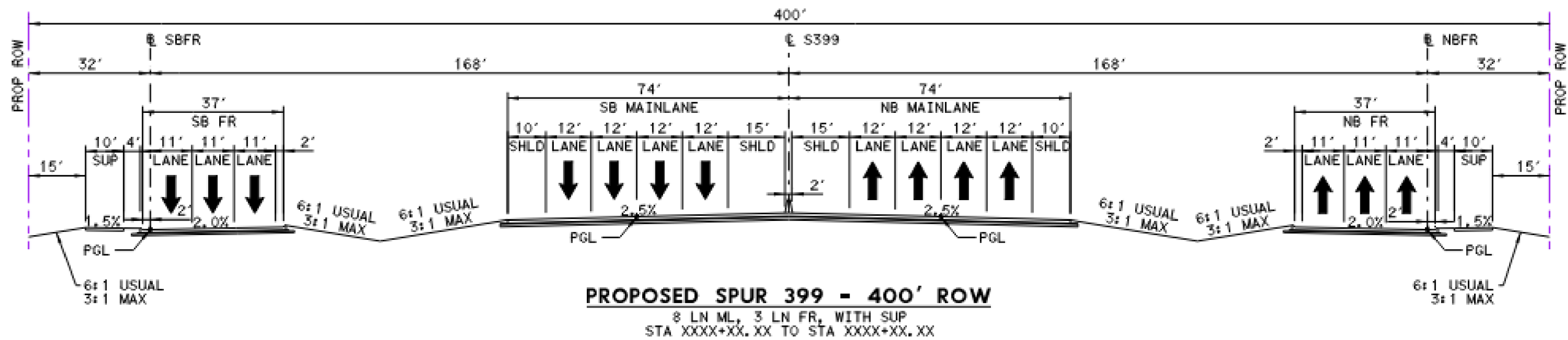


Figure 8
 Typical Section
 Spur 399 Extension
 CSJ: 0364-04-051
 Collin County, TX

Path: Z:\Resources\Local\Clients\KCM\TRNIT\XDOT\199436_US380\ArcGIS\GIS\DataFiles\ArcDocs\Spur399_HRSR_Fig8.mxd_jaclausen 8/12/2021
 Service Layer Credits:

Appendix E: Schematics

Refer to project schematics in ECOS.

Appendix F: Project Area Photographs



Photograph F-1: Overview of Resource 01, camera facing west.



Photograph F-2: Overview of Resource 01, camera facing north.



Photograph F-3: Overview of historic-age warehouses, camera facing northwest.



Photograph F-4: View of Resource 01a, camera facing southwest.



Photograph F-5: View of Resource 01b, camera facing west.



Photograph F-6: View of non-historic-age building associated with Resource 01, camera facing west.



Photograph F-7: Overview of Resource 02, camera facing northwest.



Photograph F-8: View of Resource 02, camera facing northwest.



Photograph F-9: View of Resource 02, camera facing north.



Photograph F-10: View of non-historic-age shed associated with Property 02, camera facing northwest.



Photograph F-11: Overview of Property 03, camera facing southwest.



Photograph F-12: View of Resource 03a, camera facing south.



Photograph F-13: View of Resource 03b, camera facing south.



Photograph F-14: View of Resource 04, camera facing north.



Photograph F-15: View of Resource 04, camera facing northwest.



Photograph F-16: View of Resource 05, camera facing southeast.



Photograph F-17: View of Resource 05, camera facing southwest.



Photograph F-18: View of Resource 06a, camera facing southeast.



Photograph F-19: View of Resource 06a, camera facing south.



Photograph F-20: Obstructed view of Resource 06b, camera facing south.



Photograph F-21: View of Resource 07a, camera facing northeast.



Photograph F-22: Obstructed view of Resource 07a, camera facing east.



Photograph F-23: View of Resource 07b, camera facing east.



Photograph F-24: View of Resource 07b, camera facing north.



Photograph F-25: View of Resource 08, camera facing southeast.



Photograph F-26: View of Resource 08, camera facing southwest.



Photograph F-27: Overview of Resource 09, camera facing west.



Photograph F-28: Obstructed view of Resource 09a, camera facing west.



Photograph F-29: Obstructed view of Resource 09b, camera facing west.



Photograph F-30: Obstructed view of Resource 09c, camera facing west.



Photograph F-31: View of non-historic-age air control tower and terminal (McKinney National Airport) associated with Property 09, camera facing southwest.



Photograph F-32: View of Resource 10, camera facing south.



Photograph F-33: Overview of Resource 11, camera facing southwest.



Photograph F-34: View of Resource 11a, camera facing southwest.



Photograph F-35: Obstructed view of Resource 11a, camera facing northwest.



Photograph F-36: Obstructed view of Resource 11b, camera facing west.



Photograph F-37: View of Resource 11b, camera facing southwest.



Photograph F-38: View of Resource 11c, camera facing west.



Photograph F-39: View of Resource 12a, camera facing west.



Photograph F-40: Obstructed view of Resource 12a, camera facing northwest.



Photograph F-41: Obstructed view of Resource 12b, camera facing northwest.



Photograph F-42: View of non-historic-age sheds associated with Resource 12, camera facing southwest.



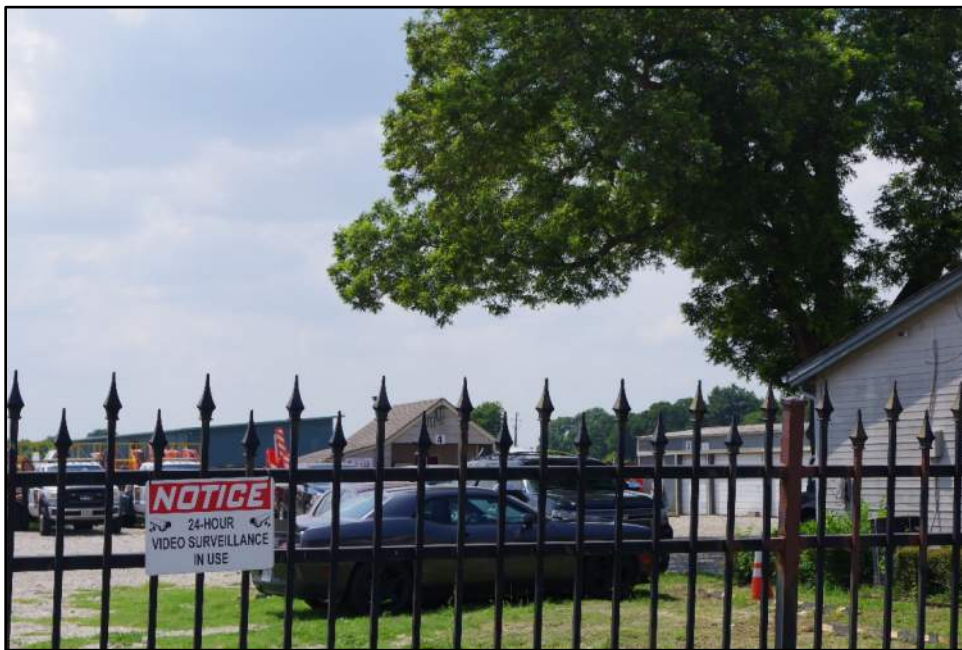
Photograph F-43: View of Resource 13, camera facing southwest.



Photograph F-44: View of Resource 13, camera facing west.



Photograph F-45: View of non-historic-age outbuilding associated with Resource 13, camera facing west.



Photograph F-46: View of non-historic-age outbuildings associated with Resource 13, camera facing northwest.



Photograph F-47: View of Resource 14, camera facing northeast.



Photograph F-48: View of Resource 14, camera facing northeast.



Photograph F-49: Obstructed view of Resource 15a, camera facing southwest.



Photograph F-50: Obstructed view of Resource 15a, camera facing southwest.



Photograph F-51: Obstructed view of Resource 15b, camera facing west.



Photograph F-52: View of Resource 16 (Ross Cemetery, HTC), camera facing south.



Photograph F-53: View of Resource 16 (Ross Cemetery, HTC), camera facing southeast.



Photograph F-54: View of Resource 16 (Ross Cemetery, HTC), camera facing south.



Photograph F-55: Overview of Resource 17 (Potter's Field), camera facing west.



Photograph F-56: View of Resource 17 (Potter's Field), camera facing north.



Photograph F-57: View of entrance gates to Resource 18 (Pecan Grove Cemetery), camera facing northeast.



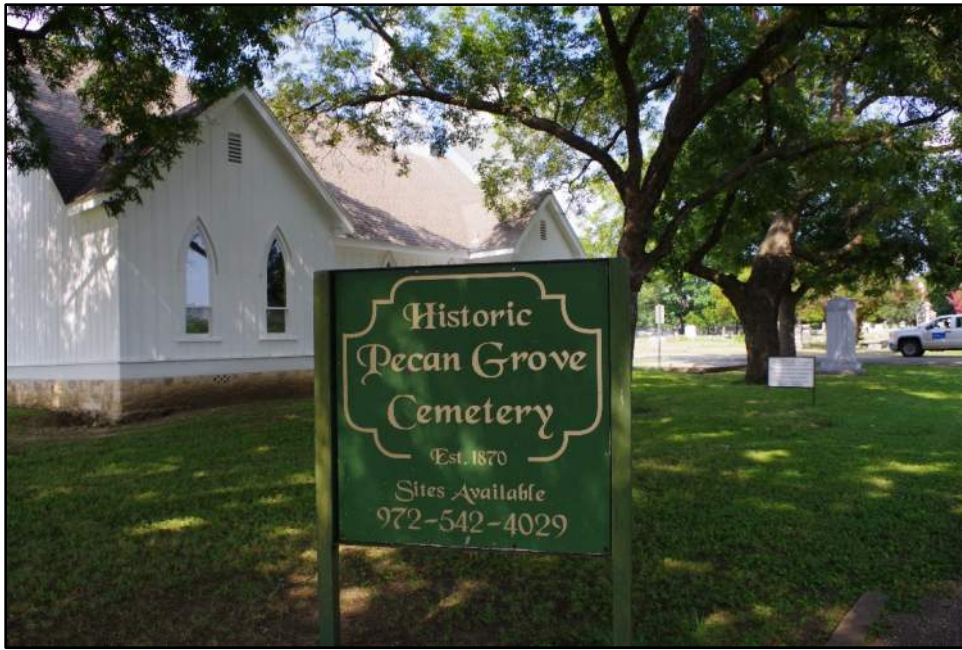
Photograph F-58: View of entrance gates to Resource 18 (Pecan Grove Cemetery), camera facing south.



Photograph F-59: View of Official Texas Historical Markers (OTHM) associated with Resource 18 (Pecan Grove Cemetery), camera facing east.



Photograph F-60: View of sign associated with Resource 18 (Pecan Grove Cemetery), camera facing northeast.



Photograph F-61: View of Resource 18 (Pecan Grove Cemetery), camera facing southeast.



Photograph F-62: View of Resource 18 (Pecan Grove Cemetery), camera facing southeast.



Photograph F-63: Representative view of headstone associated with Resource 18 (Pecan Grove Cemetery), camera facing east.



Photograph F-64: View of mausoleum associated with Resource 18 (Pecan Grove Cemetery), camera facing south.



Photograph F-65: View of non-historic-age chapel associated with Resource 18 (Pecan Grove Cemetery), camera facing northwest.



Photograph F-66: View of non-historic-age chapel associated with Resource 18 (Pecan Grove Cemetery), camera facing southwest.



Photograph F-67: View of non-historic-age pavilion associated with Resource 18 (Pecan Grove Cemetery), camera facing northwest.



Photograph F-68: Overview of Resource 18 (Pecan Grove Cemetery), camera facing northeast.



Photograph F-69: Overview of Resource 18 (Pecan Grove Cemetery), camera facing northeast.



Photograph F-70: Overview of Resource 18 (Pecan Grove Cemetery), camera facing northwest.



Photograph F-71: View of Resource 19, camera facing southeast.



Photograph F-72: View of Resource 19, camera facing southeast.



Photograph F-73: View of Resource 19, camera facing east.



Photograph F-74: Overview of Resource 20, camera facing northwest.



Photograph F-75: Obstructed view of Resource 20, camera facing northwest.



Photograph F-76: Obstructed view of Resource 20, camera facing west.



Photograph F-77: View of Resource 21, camera facing northeast.



Photograph F-78: View of Resource 21, camera facing east.



Photograph F-79: Overview of Resource 22, camera facing east.



Photograph F-80: View of Resource 22a, camera facing southeast.



Photograph F-81: View of Resource 22a, camera facing east.



Photograph F-82: View of Resource 22b, camera facing southeast.



Photograph F-83: View of Resource 22b, camera facing southeast.



Photograph F-84: View of Resource 23, camera facing southeast.



Photograph F-85: View of Resource 23, camera facing northeast.



Photograph F-86: View of Resource 24, camera facing northeast.



Photograph F-87: View of Resource 24, camera facing east.



Photograph F-88: Overview of Resource 25, camera facing east.



Photograph F-89: View of Resource 25, camera facing east.



Photograph F-90: View of non-historic-age outbuildings associated with Resource 25, camera facing southeast.



Photograph F-91: Overview of Resource 26, camera facing southeast.



Photograph F-92: View of Resource 26, camera facing south.



Photograph F-93: Obstructed view of Resource 27, camera facing south.



Photograph F-94: Obstructed view of Resource 27, camera facing south.



Photograph F-95: View of Resource 28, camera facing west.



Photograph F-96: View of Resource 28, camera facing west.



Photograph F-97: Obstructed view of Resource 29, camera facing northeast.



Photograph F-98: Obstructed view of Resource 29, camera facing northeast.



Photograph F-99: Overview of Resource 30, camera facing east.



Photograph F-100: Obstructed view of Resource 30, camera facing east.



Photograph F-101: Obstructed view of Resource 30, camera facing east.



Photograph F-102: View of Resource 31a, camera facing south.



Photograph F-103: View of Resource 31a, camera facing southeast.



Photograph F-104: View of Resource 31b, camera facing southwest.



Photograph F-105: View of Resource 31c, camera facing south.



Photograph F-106: Obstructed overview of Resource 32, camera facing southeast.



Photograph F-107: View of Resource 32, camera facing southeast.



Photograph F-108: View of Resource 32, camera facing south.



Photograph F-109: Overview of Resource 33, camera facing west.



Photograph F-110: Obstructed view of Resource 33a, camera facing west.



Photograph F-111: View of Resource 33b, camera facing west.



Photograph F-112: View of non-historic-age outbuildings associated with Resource 33, camera facing southwest.



Photograph F-113: Overview of Resource 34, camera facing northeast.



Photograph F-114: View of Resource 34, camera facing east.



Photograph F-115: View of Resource 34, camera facing east.



Photograph F-116: Overview of Resource 35, camera facing southwest.



Photograph F-117: View of Resource 35a, camera facing southwest.



Photograph F-118: View of Resource 35b and non-historic-age carport, camera facing northwest.



Photograph F-119: View of Resource 36, camera facing east.



Photograph F-120: View of Resource 36, camera facing east.



Photograph F-121: View of non-historic-age secondary dwelling associated with Resource 36, camera facing northeast.



Photograph F-122: Overview of Resource 37, camera facing northwest.



Photograph F-123: View of Resource 37a, camera facing west.



Photograph F-124: View of Resource 37a, camera facing north.



Photograph F-125: View of Resource 37a, camera facing northwest.



Photograph F-126: View of Resource 37b, camera facing northwest.



Photograph F-127: View of Resource 37b, camera facing west.



Photograph F-128: View of Resource 37c, camera facing southeast.



Photograph F-129: View of Resource 37d, camera facing northeast.



Photograph F-130: View of Resource 37e, camera facing north.



Photograph F-131: View of Resource 37f, camera facing southeast.



Photograph F-132: Overview of Resource 38, camera facing northeast.



Photograph F-133: View of Resource 38a, camera facing north.



Photograph F-134: View of Resource 38a, camera facing northwest.



Photograph F-135: View of Resource 38a, camera facing northwest.



Photograph F-136: View of Resource 38b, camera facing north.



Photograph F-137: View of Resource 38c, camera facing southeast.



Photograph F-138: View of Resource 38c, camera facing southeast.



Photograph F-139: View of Resource 38d, camera facing northeast.



Photograph F-140: View of Resource 38d, camera facing east.



Photograph F-141: View of Resource 38e, camera facing west.



Photograph F-142: Overview of Property 39, camera facing southeast.



Photograph F-143: View of Resource 39, camera facing south.



Photograph F-144: View of Resource 39, camera facing southwest.



Photograph F-145: Obstructed view of Resource 40, camera facing southeast.



Photograph F-146: Obstructed view of Resource 40, camera facing south.



Photograph F-147: View of Resource 41a, camera facing southeast.



Photograph F-148: View of Resource 41a, camera facing south.



Photograph F-149: Obstructed view of Resource 41b, camera facing southeast.



Photograph F-150: Obstructed view of Resource 41b, camera facing northwest.



Photograph F-151: Obstructed view of non-historic-age dwelling associated with Resource 41, camera facing southeast.



Photograph F-152: View of Resource 42, camera facing west.



Photograph F-153: View of non-historic-age dwelling associated with Resource 42, camera facing south.



Photograph F-154: View of non-historic-age shed associated with Resource 42, camera facing southwest.



Photograph F-155: Overview of Resource 43, camera facing northwest.



Photograph F-156: View of Resource 43, camera facing west.



Photograph F-157: View of Resource 44a, camera facing southeast.



Photograph F-158: View of Resource 44a, camera facing southwest.



Photograph F-159: Obstructed view of Resource 44a, camera facing southeast.



Photograph F-160: View of Resource 44a, camera facing south.



Photograph F-161: View of Resource 44b, camera facing southwest.



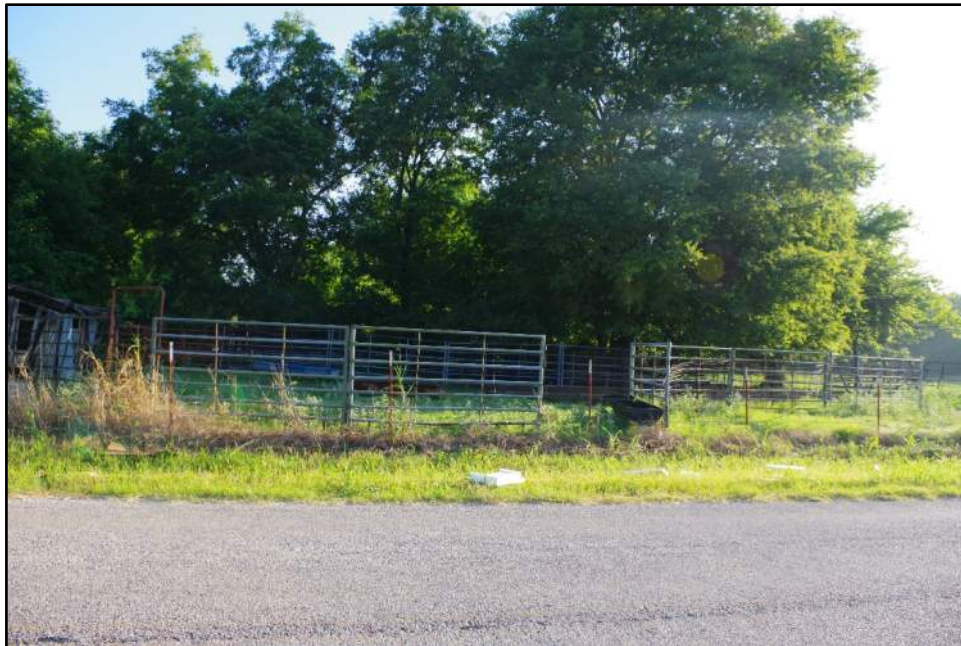
Photograph F-162: View of Resource 44b and Resource 44c (right), camera facing south.



Photograph F-163: View of Resource 44d, camera facing northeast.



Photograph F-164: View of Resource 44d, camera facing northwest.



Photograph F-165: View of corrals associated with Resource 44d, camera facing north.



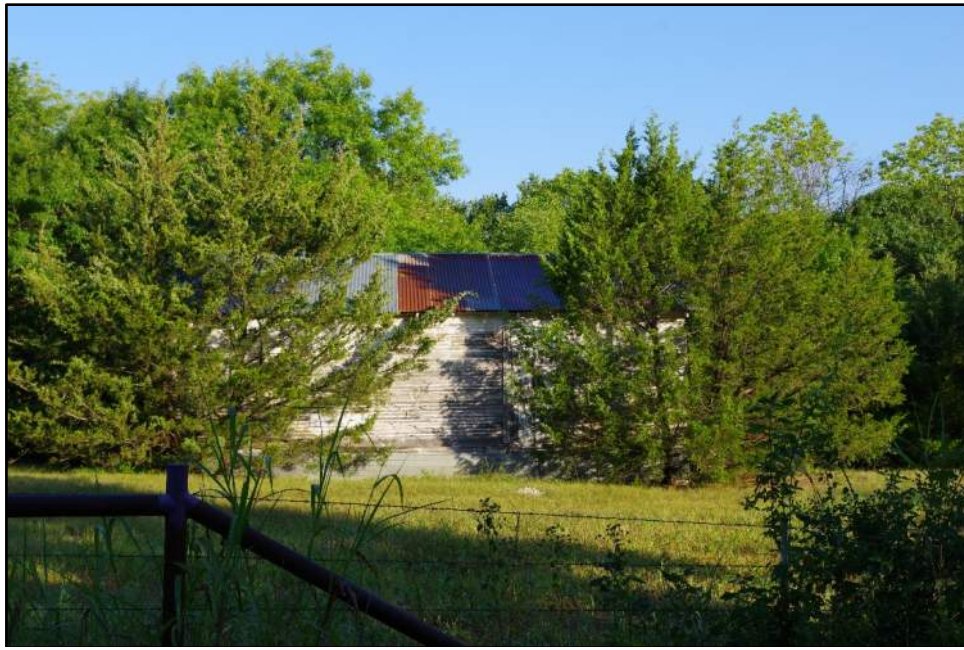
Photograph F-166: View of Resource 44e, camera facing south.



Photograph F-167: View of Resource 44f, camera facing southwest.



Photograph F-168: View of Resource 44g, camera facing southwest.



Photograph F-169: View of Resource 44g, camera facing west.



Photograph F-170: View of Resource 44g, camera facing northeast.



Photograph F-171: Obstructed view of Resource 45, camera facing northwest.



Photograph F-172: Obstructed view of Resource 45, camera facing north.



Photograph F-173: Overview of driveway associated with Resource 45, camera facing north.



Photograph F-174: Overview of Resource 46, camera facing northeast.



Photograph F-175: View of Resource 46a, camera facing northwest.



Photograph F-176: View of Resource 46, camera facing southeast.



Photograph F-177: View of Resource 46, camera facing southwest.



Photograph F-178: View of non-historic-age building associated with Resource 46, camera facing south.



Photograph F-179: Obstructed view of Resource 47, camera facing southeast.



Photograph F-180: View of Resource 47, camera facing south.



Photograph F-181: Overview of Resource 48, camera facing south.



Photograph F-182: View of Resource 48, camera facing southeast.



Photograph F-183: View of non-historic-age dwelling associated with Resource 48, camera facing south.



Photograph F-184: Viewshed from public ROW toward location of Resource 49 (Scalf Cemetery), camera facing north (Google Street View imagery, January 2021)



Photograph F-185: Rural Historic Landscape Evaluation Photo Point 01, view of Physical APE from County Lane at FM 546 (Harry McKillop Boulevard), camera facing north.



Photograph F-186: Rural Historic Landscape Evaluation Photo Point 02, view toward Physical APE from Country Lane south of FM 546 (Harry McKillop Boulevard), camera facing south.



Photograph F-187: Rural Historic Landscape Evaluation Photo Point 03, view from FM 722 (Enloe Road) toward McKinney National Airport, camera facing southwest.



Photograph F-188: Rural Historic Landscape Evaluation Photo Point 04, view of FM 722 (Enloe Road), camera facing north.



Photograph F-189: Rural Historic Landscape Evaluation Photo Point 05, view of FM 722 (Enloe Road), camera facing north.



Photograph F-190: Rural Historic Landscape Evaluation Photo Point 06, view of FM 722 (Enloe Road), camera facing east.



Photograph F-191: Rural Historic Landscape Evaluation Photo Point 07, view of FM 722 (Enloe Road), camera facing northwest.



Photograph F-192: Rural Historic Landscape Evaluation Photo Point 08, view of portion of APE (Orange Alternative) from FM 722 (Enloe Road), camera facing east.



Photograph F-193: Rural Historic Landscape Evaluation Photo Point 09, view of APE (Orange Alternative) from FM 722 (Enloe Road), camera facing South.



Photograph F-194: Rural Historic Landscape Evaluation Photo Point 10, view toward APE (Orange Alternative) and non-historic-age dwelling from FM 722 (Enloe Road), camera facing northwest.



Photograph F-195: Rural Historic Landscape Evaluation Photo Point 11, view of FM 722 (Enloe Road), camera facing north.



Photograph F-196: Rural Historic Landscape Evaluation Photo Point 12, view of FM 722 (Enloe Road), camera facing south.



Photograph F-197: Rural Historic Landscape Evaluation Photo Point 13, view of FM 722 (Enloe Road) from intersection of FM 546, camera facing north.



Photograph F-198: Rural Historic Landscape Evaluation Photo Point 14, view of intersection of FM 722 (Enloe Road) and FM 546, camera facing southeast.



Photograph F-199: Rural Historic Landscape Evaluation Photo Point 15, view of FM 722 (Enloe Road), camera facing northeast.



Photograph F-200: Rural Historic Landscape Evaluation Photo Point 16, View of from FM 722 (Enloe Road), camera facing east.

Appendix G: Consulting Party Comments

TxDOT Section 106 Consulting Party Notification

From: [Rebekah Dobrasko](#)
To: cchcmail@yahoo.com; [Guy Giersch](#); mdoty@mckinneytexas.org; info@collincountyhistoricalsociety.org; [Justin Kockritz](#)
Cc: [Christine Polito](#); [Porterfield, Elizabeth I](#); [Michelle Lueck](#); [Allen Bettis Jr](#); [Rebekah Dobrasko](#)
Subject: TxDOT Project--Spur 399 around McKinney, Texas
Date: Tuesday, September 7, 2021 3:08:25 PM
Attachments: [Spur 399 Maps and Properties.pdf](#)

Hello everyone,

I am reaching out to you and your organizations about an upcoming TxDOT project. You may already be aware of this project through our public outreach methods, but I am contacting you today to specifically discuss historic properties along the proposed alternatives for the Spur 399 project around McKinney, Texas. TxDOT is currently examining two alternative routes, the Purple and the Orange, to construct the extension of this roadway. I've attached some information for your review about this project:

1. The first map in the attached packet shows our overall projects, with the different colors for the Purple and the Orange alternatives. The red lines around the two color alternatives are what we are using as our Area of Potential Effect, or APE. That means we are examining all properties and the entire parcels that intersect with that line to see how our project may affect them. The green lines around the red line and the color alternatives are our project study area, where we identify any previously known historic places in that area but do not examine all the properties and parcels within that study area.
2. Within the red line, the APE, we found 5 non-archeological historic places that we believe may be eligible for listing in the National Register of Historic Places. I would like your feedback on these places—**do you agree** that these are significant historic resources to the history of McKinney or to the history of Collin County? I've attached our "survey cards" for the 5 places as well as maps of their locations:
 - a. A modest bungalow residence and its associated outbuildings. The proposed significant place does not include any of the associated fields with the property—just the house and its outbuildings. (Resource 37)
 - b. A Folk-style residence and its associated outbuildings. The proposed significant place does not include any of the associated fields with the property—just the house and its outbuildings. (Resource 38)
 - c. McKinney's Pecan Grove, Ross, and Potter's Field Cemeteries, as examples of segregated city cemeteries.
3. We will be conducting additional research into the history of the Enloe Farm that is in the project's APE. Once I have that additional information, I will let you know what we uncovered. **Are we missing** any additional non-archeological historic places in the project area that we should investigate?
4. **Are there any additional organizations** that TxDOT should reach out to and discuss the historic properties on this project?
5. We will also be conducting an archeological survey of the project. Our staff archeologist, Allen Bettis, may be reaching out to you in the future about the findings of that survey, although the survey may be completed years from now.

As of right now, we are **not** planning to demolish or destroy any of the 5 non-archeological historic places identified at this time. However, we will be looking at other potential impacts to those places, which could involve increased traffic noise or visual impacts.

I hope to hear from you within the next **thirty days (30)** or by October 7, 2021 with your answers to the above questions. If you would like to see TxDOT's technical report with all the properties surveyed and identified in the project's Area of Potential Effect, please let me know, and I can send you a Box link to the report. If you have any further questions about this project or our requests, please let me know that, too!

Sincerely,

Rebekah



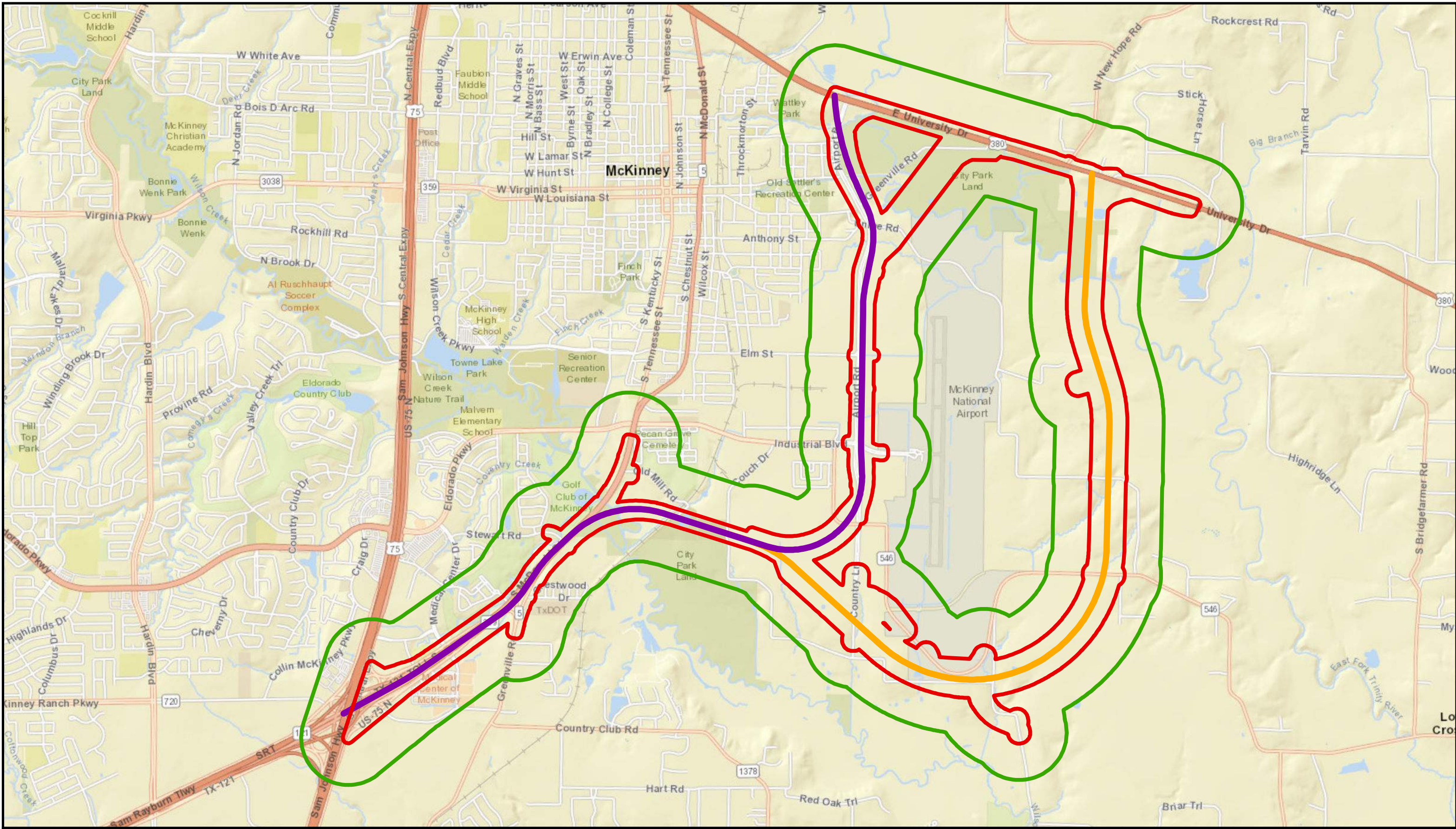
REBEKAH DOBRASKO

Environmental Program ManagerO: 512-416-2570

M: 512-431-3422



Path: Z:\Resources\Local\Clients\KCM\TRNT\XDOT\99436_US380\ArcGIS\DataFiles\ArcDocs\Spur399_PCR_Fig1.mxd_jaclausen 5/14/2021
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community



- APE
- PCR Study Area 1/4-Mile
- Purple Alternative
- Orange Alternative

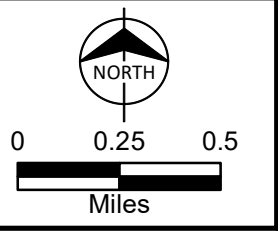


Figure 1
Project Location Map
Spur 399 Extension
CSJ: 0364-04-051
Collin County, TX

Survey Date:	July 22-23, 2021
Resource No:	Resource 37a
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	3403 County Rd. 317 33.160987 / -96.585308
Function/Sub-function:	Domestic / Single Dwelling
Construction Date:	ca. 1910
NRHP Eligibility:	NRHP Eligible; Criterion C
Integrity/Comments:	Pyramidal dwelling with asphalt shingle roof, exposed rafter tails, original wood cladding, original wood windows and wood-framed exterior window screens, two side-by-side front entrances with exterior aluminum storm doors, battered wood-clad skirting, a small, hipped-roof ell on the south side elevation that appears to be original and an open, shed-roof projection of historic age on the rear elevation with simple wooden supports and a concrete slab foundation; façade includes an integral wraparound front porch with square wooden supports and an unusual, vernacular wooden railing with geometrically cut boards between simple wooden rails; on active agricultural parcel with Resources 37b-37f (see additional Photographs in Appendix F); recommended NRHP eligible (Criterion C) as an early twentieth-century farmhouse with vernacular Craftsman stylistic influences.



View of Resource 37a, camera facing north.

Survey Date:	July 22-23, 2021
Resource No:	Resource 37b
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	3403 County Rd. 317 33.160987 / -96.585308
Function/Sub-function:	Domestic / Secondary Structure
Construction Date:	ca. 1960
NRHP Eligibility:	Not eligible
Integrity/Comments:	Garage with an asphalt-shingle hipped-roof with exposed rafter tails, wide wooden cladding, and two bays with hinged wood-clad doors; recommended not eligible due to lack of significance.



View of Resource 37b, camera facing west.

Survey Date:	July 22-23, 2021
Resource No:	Resource 37c
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	3403 County Rd. 317 33.160987 / -96.585308
Function/Sub-function:	Domestic / Secondary Structure
Construction Date:	ca. 1960
NRHP Eligibility:	Not eligible
Integrity/Comments:	Pole barn with a broken-gabled corrugated metal roof, corrugated metal cladding, an open offset bay in the central section, and two lateral shed-roof bays; recommended not eligible due to lack of significance.



View of Resource 37c, camera facing southeast.

Survey Date:	July 22-23, 2021
Resource No:	Resource 37d
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	3403 County Rd. 317 33.160987 / -96.585308
Function/Sub-function:	Domestic / Secondary Structure
Construction Date:	ca. 1960
NRHP Eligibility:	Not eligible
Integrity/Comments:	Equipment shed with a front-gabled corrugated metal roof and cladding and a large open bay with a central wooden support; recommended not eligible due to lack of significance.



View of Resource 37d, camera facing northeast.

Survey Date:	July 22-23, 2021
Resource No:	Resource 37e
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	3403 County Rd. 317 33.160987 / -96.585308
Function/Sub-function:	Domestic / Secondary Structure
Construction Date:	ca. 1940
NRHP Eligibility:	NRHP eligible; Criterion C (contributing resource)
Integrity/Comments:	Small outbuilding with a front-gabled asphalt-shingle roof with exposed rafter tails, vertical wood cladding, and a single wooden door on the façade; recommended NRHP eligible (Criterion C) as a contributing resource to the NRHP-eligible dwelling.



View of Resource 37e, camera facing north.

Survey Date:	July 22-23, 2021
Resource No:	Resource 37f
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	3403 County Rd. 317 33.160987 / -96.585308
Function/Sub-function:	Domestic / Secondary Structure
Construction Date:	ca. 1930
NRHP Eligibility:	NRHP eligible; Criterion C (contributing resource)
Integrity/Comments:	Storm cellar of concrete construction with a minimally pitched gabled concrete roof, hinged metal access doors, a large metal cover over a portion of the roof, and a small window opening with a louvered metal cover at the gable end; recommended NRHP eligible (Criterion C) as a contributing resource to the NRHP-eligible dwelling.



View of Resource 37f, camera facing southeast.

Survey Date:	July 22-23, 2021
Resource No:	Resource 38a
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	1825 FM 546 33.162963 / -96.585995
Function/Sub-function:	Domestic / Single Dwelling
Construction Date:	ca. 1900
NRHP Eligibility:	NRHP Eligible; Criterion C
Integrity/Comments:	One-and-a-half-story dwelling with a side-gabled asphalt shingle roof, a one-and-a-half-story rear ell of historic age, original wood cladding, replacement two-over-two-light aluminum windows, hipped-roof dormers, and a hipped-roof full front porch with turned wooden columns, wooden brackets, and a simple wooden running trim with circle and diamond-shaped cut outs; historic-age additions include a small shed-roof side addition on the west side of the rear ell and a larger shed-roof addition on the east side of the main block and rear ell with a secondary shed-roof partially enclosed porch; on active agricultural parcel with Resources 38b-38e (see additional Photographs in Appendix F); recommended NRHP eligible (Criterion C) as significant example of a ca. 1900 National Folk-style dwelling with vernacular stylistic elements.



View of Resource 38a, camera facing north.

Survey Date:	July 22-23, 2021
Resource No:	Resource 38b
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	1825 FM 546 33.162963 / -96.585995
Function/Sub-function:	Domestic / Secondary Structure
Construction Date:	ca. 1960
NRHP Eligibility:	Garage with an asphalt shingle hipped roof, exposed rafter tails, wide wood cladding, two garage bays, and a shed-roof side addition with wood cladding and hinged wooded doors; recommended not eligible due to lack of significance.
Integrity/Comments:	Not eligible



View of Resource 38b, camera facing north.

Survey Date:	July 22-23, 2021
Resource No:	Resource 38c
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	1825 FM 546
Function/Sub-function:	Domestic / Secondary Structure
Construction Date:	ca. 1960
NRHP Eligibility:	Not eligible
Integrity/Comments:	Pole barn/equipment shed with a front-gabled corrugated metal roof, corrugated metal cladding, and a corrugated metal door on the façade; recommended not eligible due to lack of significance.



View of Resource 38c, camera facing southeast.

Survey Date:	July 22-23, 2021
Resource No:	Resource 38d
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	1825 FM 546
Function/Sub-function:	Domestic / Secondary Structure
Construction Date:	ca. 1960
NRHP Eligibility:	Not eligible
Integrity/Comments:	Small secondary outbuilding with a front-gabled asphalt shingle roof, plywood cladding over vertical wood boards, and a single door on the front elevation; building's small size and its proximity to the house suggest that it may have been a wellhouse; recommended not eligible due to lack of significance.



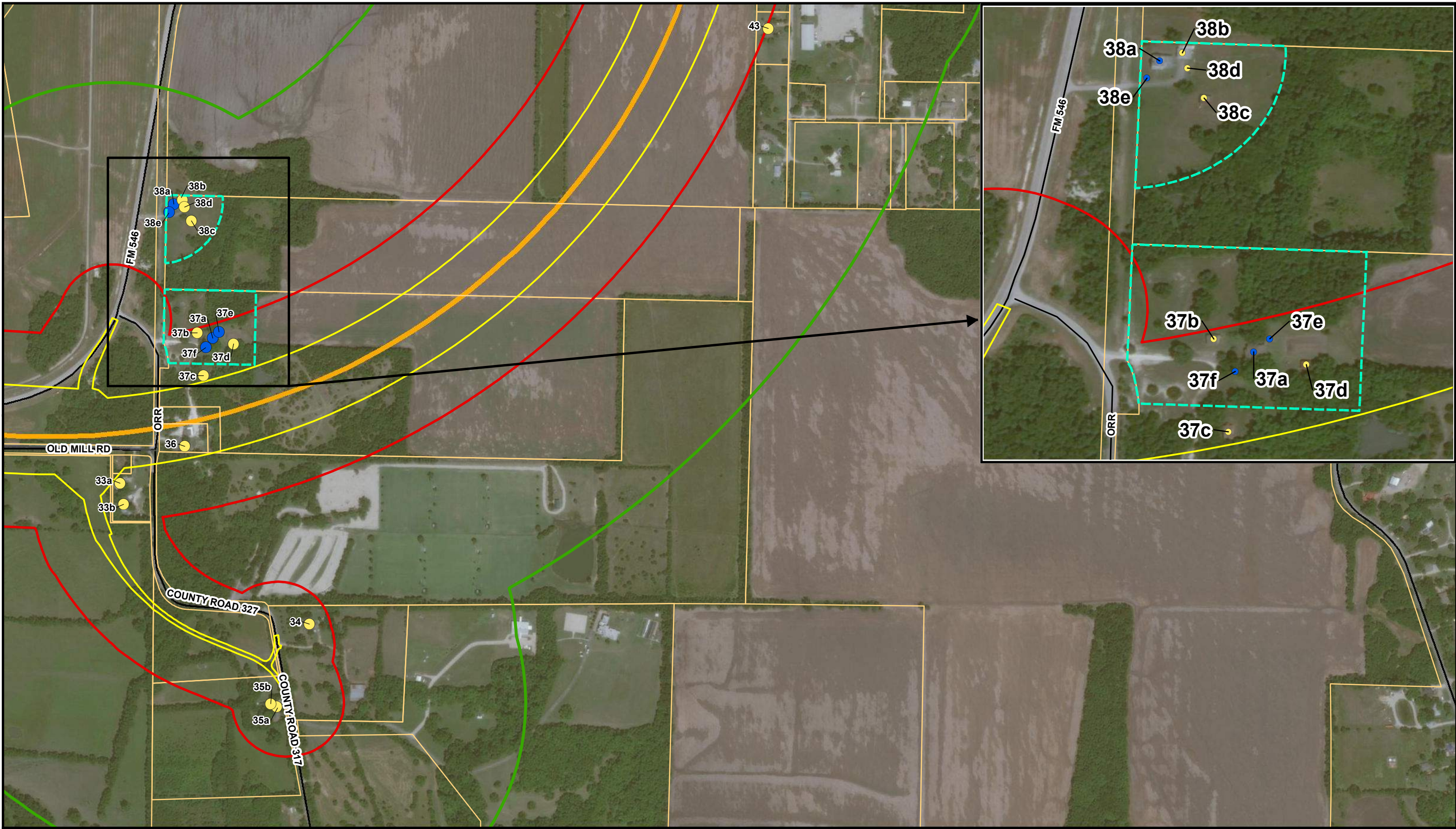
View of Resource 38d, camera facing northeast.

Survey Date:	July 22-23, 2021
Resource No:	Resource 38e
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	1825 FM 546
Function/Sub-function:	Domestic / Secondary Structure
Construction Date:	ca. 1930
NRHP Eligibility:	NRHP Eligible, Criterion C (contributing resource)
Integrity/Comments:	Concrete storm cellar with a segmental arched concrete roof and a hinged metal access door; recommended NRHP eligible (Criterion C) as a contributing resource to the NRHP-eligible dwelling.



View of Resource 38e, camera facing west.

Path: Z:\Resources\Local\Clients\KCM\TRNIT\DOT\99436_US380\ArcGIS\DataFiles\ArcDocs\Spur399_HRSR_Fig6.mxd_jclaussen_8/18/2021
 Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



- Historic-Age Resource
- Recommended NRHP Eligible Resource
- Purple Alternative
- Orange Alternative
- Spur 399 Proposed ROW
- Parcel
- Variable APE
- 1/4-Mile Study Area
- Approximate Recommended NRHP Boundary

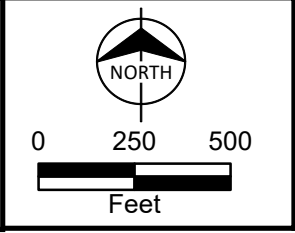
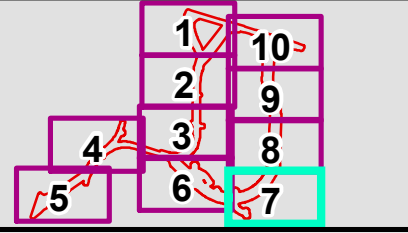


Figure 6
 Surveyed Resources
 Spur 399 Extension
 CSJ: 0364-04-051
 Collin County, TX
 Page 7 of 10

Survey Date:	July 22-23, 2021
Resource No:	Resource 16 (Ross Cemetery)
Project Location:	US 75 to US 380 (Purple Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	Located on the north side of Harry McKillop Blvd., approximately 0.24 mi. from the intersection with S. McDonald St. 33.174578 / -96.613782
Function/Sub-function:	Funerary / Cemetery
Construction Date:	ca. 1892
NRHP Eligibility:	NRHP Eligible; Criterion A (Criteria Consideration D, Cemeteries)
Integrity/Comments:	Located immediately south of Potters Field and Pecan Grove Memorial Park; established ca. 1892 as the “Colored People Cemetery” for African Americans on approximately 3 acres; separate deed from Pecan Grove Memorial Park Cemetery; contains over 1,100 graves, including graves of African American veterans; designated as a Historic Texas Cemetery (HTC) in 2021 (THC Atlas and Allen American); cemetery is located on a rise on the north side of Harry McKillop Blvd. and is partially enclosed with non-historic-age decorative iron fencing; reflects modest headstones (flat and upright) and likely many unmarked graves (see additional Photographs in Appendix F); recommended NRHP eligible (Criterion A) for its association with African American residents of McKinney and Collin County as a segregated burial ground through the mid-twentieth century.



View of Resource 16 (Ross Cemetery, HTC), camera facing south.

Survey Date:	July 22-23, 2021
Resource No:	Resource 17 (Potter's Field)
Project Location:	US 75 to US 380 (Purple Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	Located on the north side of Harry McKillop Blvd., approximately 0.15 mi. from the intersection with S. McDonald St. 33.175899 / -96.616459
Function/Sub-function:	Funerary / Cemetery
Construction Date:	ca. 1870
NRHP Eligibility:	NRHP Eligible; Criterion A (Criteria Consideration D, Cemeteries)
Integrity/Comments:	Located immediately south of Pecan Grove Memorial Park; not noted in THC Atlas as a separate cemetery but signage identifies it as Potter's Field, noting "members of the community are buried in this area in marked and unmarked graves;" identified in Collin County CAD as 13-acre parcel under ownership of Potter's Field Cemetery and conveyed by Pecan Grove Cemetery to Potter's Field Cemetery in 2018; cemetery is unfenced with scattered modest grave markers; reportedly many unmarked graves and many Hispanic burials (Collin County History) (see additional Photographs in Appendix F); recommended NRHP eligible (Criterion A) for its association with Mexican American and likely indigent residents of McKinney and Collin County as a segregated burial ground.



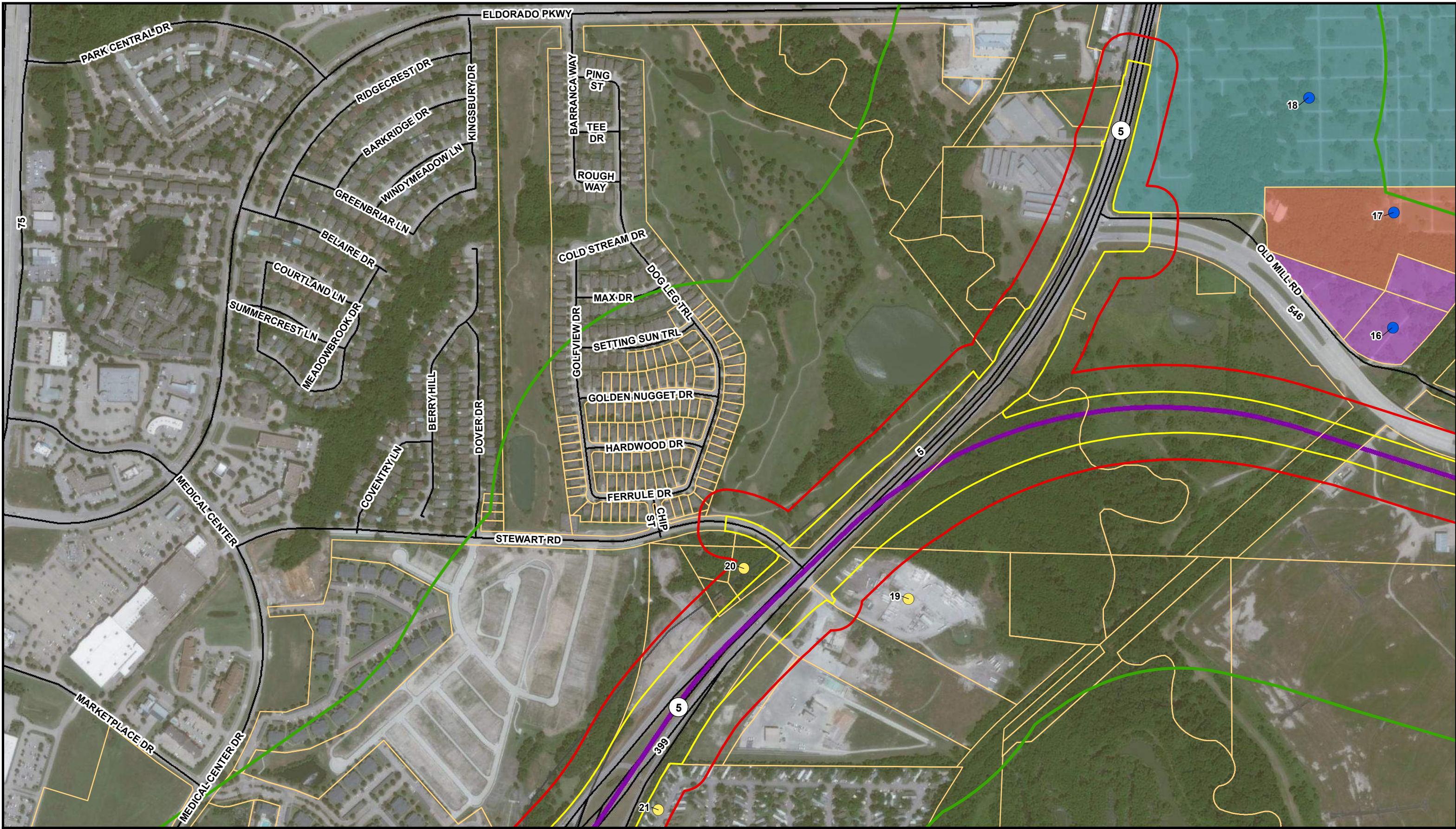
Overview of Resource 17 (Potter's Field), camera facing west.

Survey Date:	July 22-23, 2021
Resource No:	Resource 18 (Pecan Grove Memorial Park Cemetery)
Project Location:	US 75 to US 380 (Purple Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	Located southeast of the intersection of Industrial Blvd. and S. McDonald St. 33.177308 / -96.618567
Function/Sub-function:	Cemetery / Pecan Grove Memorial Park (Pecan Grove Cemetery)
Construction Date:	1870
NRHP Eligibility:	NRHP Eligible; Criteria A and C (NRHP Criteria Consideration D, Cemeteries)
Integrity/Comments:	Cemetery established in 1870 on approximately 21 acres; chartered in 1889 under the Pecan Grove Cemetery Association, Inc.; acquired additional land in 1892 and 1960 for total of approximately 49 acres; official name of Pecan Grove Memorial Park re-chartered in 1964; cemetery includes the burials of early Texas pioneers and veterans and over 2,000 graves (OTHM and Collin County History); includes brick entry posts at main entrance on S. McDonald Street; cemetery is enclosed with non-historic-age decorative iron fencing; wide variety of headstones including statuary, obelisks, upright, and flat markers; cemetery platted in grid with paved streets, scattered trees, informal landscaping, and a non-historic-age pavilion; chapel near entrance is ca. 2009 recreation of a late-nineteenth-century building previously on site (waymarking.com); cemetery includes two OTHMs (Governor James Webb Throckmorton and Pecan Grove Memorial Park) and a 2000 marker dedicated by the Sons of Confederate Veterans (see additional Photographs in Appendix F); recommended NRHP eligible (Criteria A and C) in the areas of community planning and development and landscape architecture for its association with the Rural Cemetery Movement in United States in the mid- to late nineteenth century.



Overview of Resource 18 (Pecan Grove Cemetery), camera facing northeast.

Path: Z:\Resources\Local\Clients\KCM\TRNT\DOT\99436_US380\ArcGIS\DataFiles\ArcDocs\Spur399_HRSR_Fig6.mxd_jaclausen_8/18/2021
 Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



- Historic-Age Resource
- Recommended NRHP Eligible Resource
- Purple Alternative
- Orange Alternative
- Spur 399 Proposed ROW
- Parcel
- Variable APE
- 1/4-Mile Study Area
- Pecan Grove Cemetery
- Potter's Field Cemetery
- Ross Cemetery

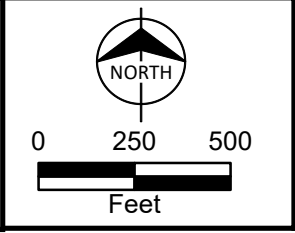
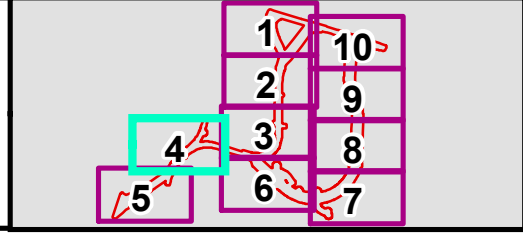


Figure 6
 Surveyed Resources
 Spur 399 Extension
 CSJ: 0364-04-051
 Collin County, TX
 Page 4 of 10

Consulting Party Comments

From: [Rebekah Dobrasko](#)
To: [Porterfield, Elizabeth I](#)
Cc: [Christine Polito](#); [Michelle Lueck](#); [Cannon-Mackey, Shari](#); [Harris, Brandy M](#)
Subject: RE: Spur 399 Extension
Date: Monday, September 13, 2021 10:05:14 AM

Thank you for the clarification. I did not check the HRSR before just forwarding you the comment

Rebekah

From: Porterfield, Elizabeth I [mailto:eiporterfield@burnsmcd.com]
Sent: Monday, September 13, 2021 10:01 AM
To: Rebekah Dobrasko <Rebekah.Dobrasko@txdot.gov>
Cc: Christine Polito <Christine.Polito@txdot.gov>; Michelle Lueck <Michelle.Lueck@txdot.gov>; Cannon-Mackey, Shari <scannonmackey@burnsmcd.com>; Harris, Brandy M <bmharris@burnsmcd.com>
Subject: RE: Spur 399 Extension

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Rebekah,

Thanks so much for forwarding this information, and we will be sure to include this contact/email in the revisions. We did address Scalf Cemetery in the HRSR in the Previously Designated Historic Properties section (p. 11) and noted that while the mapped location (based on the THC Atlas) didn't show the cemetery within the APE, that it was possible that it could extend into the APE. We did not have permissible access to this property, so it could not be evaluated during the field survey. The cemetery is also included on Figure 2: Previously Recorded Resources of the HRSR.

We can include this information again in the Determination of Section 106 Effects section of the revised HRSR.

Thanks again,

Elizabeth

Elizabeth Porterfield \ Burns & McDonnell
Senior Cultural Resources Specialist
O (737) 236-0113 \ M (401) 965-6996
eiporterfield@burnsmcd.com \ burnsmcd.com
8911 North Capital of Texas Highway \ Suite 3100
Austin, Texas 78759

From: Rebekah Dobrasko <Rebekah.Dobrasko@txdot.gov>
Sent: Monday, September 13, 2021 8:53 AM

To: Porterfield, Elizabeth I <eiporterfield@burnsmcd.com>
Cc: Christine Polito <Christine.Polito@txdot.gov>; Michelle Lueck <Michelle.Lueck@txdot.gov>
Subject: FW: Spur 399 Extension

Hi Elizabeth,

Can you please make sure that this email and this resource are addressed in the revisions to the HRSR?

Thanks!

Rebekah

From: James Blenis [<mailto:jamesblenis@sbcglobal.net>]
Sent: Friday, September 10, 2021 2:47 PM
To: Rebekah Dobrasko <Rebekah.Dobrasko@txdot.gov>
Cc: Kristin Spalding <spalding@collincountyhistoricalsociety.org>; Marianne Wells <mdwells50@gmail.com>
Subject: Spur 399 Extension

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I recently had occasion to look at the document CSJ:0364-04-051 which describes the planned extension of Spur 399 in McKinney, Texas.

Looking at the two route alternatives as shown on the document maps it appears the Extended Spur 399 will pass near the historic Scalf cemetery on it's way to US 380.

I have a concern is for the safety and continued integrity of the Scalf cemetery. It is located is to the north off County Road 326 (33.165N 96.603W), which is not represented on the Project map but it can be seen on the County GIS Map at [ArcGIS Web Application](#). While the precise location of the cemetery on the TXDOT Project Map is not clear it is in the proximity of the south end of the McKinney airport being about 700 ft south of the current (Old Mill Road) Harry McKillop Blvd. This cemetery contains the graves of nearly fifty Collin County pioneers, the first burial being in 1865 and the most recent being in 1959.

My goal in contacting TXDOT is to make TXDOT aware of the existence and location of the Scalf cemetery so it can be included in the planning phases of the Spur 399 Extension Project and it can be protected from inadvertent damage.

Please respond with information including TXDOT plans to maintain the safety and integrity of this historic cemetery.

Thank you
James Blenis.

I can be reached at jamesblenis@sbcglobal.net
landline 972-396-1500



From: [Rebekah Dobrasko](#)
To: [Porterfield, Elizabeth I](#)
Cc: [Christine Polito](#); [Michelle Lueck](#)
Subject: FW: TxDOT Project--Spur 399 around McKinney, Texas
Date: Monday, September 13, 2021 3:18:18 PM

Hi Elizabeth,

Here are the updated contacts for the Historic Preservation Office at the City of McKinney. Please make sure these are the correct people you reach out to for the US 380 project, too.

Thanks,

Rebekah

From: Gary Graham [mailto:ggraham@mckinneytexas.org]
Sent: Friday, September 10, 2021 8:58 AM
To: Rebekah Dobrasko <Rebekah.Dobrasko@txdot.gov>
Cc: Paula Nasta <pnasta@mckinneytexas.org>; Jennifer Arnold <jarnold@mckinneytexas.org>
Subject: TxDOT Project--Spur 399 around McKinney, Texas

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Rebekah,

Unfortunately, Mark Doty and Guy Giersch have both left the City of McKinney. Could you please replace them with Paula Nasta, Historic Resource Preservation and Downtown Development Planner, and Jennifer Arnold, Director of Planning? I have copied both Paula and Jennifer on this email. Their contact information is listed below.

Paula J. Nasta, AIA
Historic Preservation and Downtown Development Planner
City of McKinney
[972-547-7416](tel:972-547-7416) | pnasta@mckinneytexas.org

Jennifer Arnold, AICP
Director of Planning
City of McKinney | Development Services Division
[221 N. Tennessee St.](https://www.mckinneytx.gov/221-N-Tennessee-St) | [McKinney, TX 75069](https://www.mckinneytx.gov)
phone [972.547.7378](tel:972.547.7378) | jarnold@mckinneytexas.org

Could you also resend the original email to all three of us that you sent out on September 7, 2021, with all the attachments? We have received notification of the email from other agencies, but it did not include any attachments.

Thank you for your help.

Gary Graham, PE, PTOE

Director of Engineering

City of McKinney | Engineering Department

[221 N. Tennessee St.](#) | [McKinney, TX 75069](#)

phone 972.547.7383 | ggraham@mckinneytexas.org



Please tell us how we're doing by [completing a brief survey.](#)

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From: [Rebekah Dobrasko](#)
To: [Christine Polito](#); [Porterfield, Elizabeth I](#)
Subject: FW: TxDOT Project--Spur 399 around McKinney, Texas (Important)
Date: Monday, September 27, 2021 9:59:53 AM

Here is the response from the Collin County Historical Society. I've also been in touch with the City and sent them a copy of the HRSR but I have not yet received any comments from them.

Rebekah

From: Clarke, David <dwclarke@sbinfra.com>
Sent: Friday, September 24, 2021 11:09 AM
To: Rebekah Dobrasko <Rebekah.Dobrasko@txdot.gov>
Cc: Jaymie Pedigo <jaymie@chestnutsquare.org>; trouse@collincountyhistoricalsociety.org; brian@selfopportunity.com; Gary Graham <ggraham@mckinneytexas.org>
Subject: RE: TxDOT Project--Spur 399 around McKinney, Texas (Important)

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Rebekah,

I am responding to your email below dated 9/7/21 on behalf of our Chestnut Square Heritage Guild, where I serve as a Board Member.

While the proposed TxDOT Spur 399 project around McKinney does not directly impact our Chestnut Square historic village, I want to address some items in your email as follows:

- In your Item #2, we agree that the 5 non-archeology historic places you referenced **are in fact significant historical resources to the history of McKinney AND Collin County and must be preserved.**
- Guy Giersch has retired from the City of McKinney. His replacement is Ms. Paula Nasta as the city's Historic Preservation Planner. She may have further comments regarding this project.

We would also request to be kept informed of further Spur 399 project updates, including the results of your upcoming archeological survey of the project.

Thank you.

DAVID W. CLARKE, P.E.
SENIOR PROJECT MANAGER | S&B INFRASTRUCTURE

📞 469.534.0372

📠 214.213.7990

dwclarke@sbinfra.com

2150 S. Central Expressway, Ste 200, McKinney, Texas 75070

From: Jaymie Pedigo <jaymie@chestnutsquare.org>
Sent: Saturday, September 11, 2021 9:12 AM
To: Clarke, David <dwclarke@sbinfra.com>; brian@selfopportunity.com
Subject: [EXTERNAL] FW: TxDOT Project--Spur 399 around McKinney, Texas (Important)

[External Email] CAUTION - THIS IS AN EXTERNAL E-MAIL. Do not open attachments or click links from unknown sources or unexpected e-mail.

From: trouse@collincountyhistoricalsociety.org <trouse@collincountyhistoricalsociety.org>
Sent: Wednesday, September 8, 2021 8:52 PM
To: Paula Ross, Chr <perdesigns@tx.rr.com>; Billy Boone <bpboone12@gmail.com>; Chuck Schuelke <schuelkechuck@gmail.com>; Glenn Coleman2 <glenncoleman@ebby.com>; Glenn Coleman <glenncoleman1@tx.rr.com>; Jennifer Davis <JenDavis@FDIC.gov>; Jennifer Davis <jwdavis@ymail.com>; Brandon2 Fulenchek <bfulench@gmail.com>; John Hartoon <farrtoon@sbcglobal.net>; Kenneth Mott <kennethmott@gmail.com>; Don Parker <parkerdo@sbcglobal.net>; BettyWebb Petkovsek <mcpetko@swbell.net>; Nina Ringley <ninadowell1@gmail.com>; Pat Rodgers 2 <prdgrs@gmail.com>; Pat Rodgers <prodgers@airmail.net>; Kristin Spalding <kgn2507@yahoo.com>; MaryCarole Strother2 <mcstrother@icloud.com>; Contact-HistoricPreservation@mckinneytexas.org; Jaymie Pedigo <director@chestnutsquare.org>
Subject: Fwd: TxDOT Project--Spur 399 around McKinney, Texas (Important)

Paula (CCHC), CCHM Board of Directors, Heritage Guild, City of McKinney (Historic Preservation)...

The Museum received this correspondence from TxDOT concerning Spur 399 (around McKinney) which I'm not sure if you might have received on a separate email mailing.

I did not wanting to take any chances assuming you received it prior, or that the emails Rebekah Dobrasko (TxDOT) used were valid, so here it is. I do know that Guy Giersch and Mark Doty are no longer with the City the McKinney, Historic Preservation Department and there is only a "generic" email being used at this time.

Rebekah Dobrasko, Environmental Program Manager (TxDOT) is looking for feedback on or before October 7th.

The .PDF attached is quite informative

Yours,

THOMAS ROUSE

Museum Mngr.

972-542-9457

TRouse@CollinCountyHistoricalSociety.org



----- Original Message -----

Subject:TxDOT Project--Spur 399 around McKinney, Texas

Date:2021-09-07 15:07

From:Rebekah Dobrasko <Rebekah.Dobrasko@txdot.gov>

To:"cchcmail@yahoo.com" <cchcmail@yahoo.com>, Guy Giersch <ggiersch@mckinneytexas.org>, "mdoty@mckinneytexas.org" <mdoty@mckinneytexas.org>, "info@collincountyhistoricalsociety.org" <info@collincountyhistoricalsociety.org>, Justin Kockritz <justin.kockritz@thc.texas.gov>

Cc:Christine Polito <Christine.Polito@txdot.gov>, "eiporterfield@burnsmcd.com" <eiporterfield@burnsmcd.com>, Michelle Lueck <Michelle.Lueck@txdot.gov>, Allen Bettis Jr <Allen.Bettis@txdot.gov>, Rebekah Dobrasko <Rebekah.Dobrasko@txdot.gov>

Hello everyone,

I am reaching out to you and your organizations about an upcoming TxDOT project. You may already be aware of this project through our public outreach methods, but I am contacting you today to specifically discuss historic properties along the proposed alternatives for the Spur 399 project around McKinney, Texas. TxDOT is currently examining two alternative routes, the Purple and the Orange, to construct the extension of this roadway. I've attached some information for your review about this project:

1. The first map in the attached packet shows our overall projects, with the different colors for the Purple and the Orange alternatives. The red lines around the two color alternatives are what we are using as our Area of Potential Effect, or APE. That means we are examining all properties and the entire parcels that intersect with that line to see how our project may affect them. The green lines

around the red line and the color alternatives are our project study area, where we identify any previously known historic places in that area but do not examine all the properties and parcels within that study area.

2. Within the red line, the APE, we found 5 non-archeological historic places that we believe may be eligible for listing in the National Register of Historic Places. I would like your feedback on these places—**do you agree** that these are significant historic resources to the history of McKinney or to the history of Collin County? I've attached our "survey cards" for the 5 places as well as maps of their locations:
 - a. A modest bungalow residence and its associated outbuildings. The proposed significant place does not include any of the associated fields with the property—just the house and its outbuildings. (Resource 37)
 - b. A Folk-style residence and its associated outbuildings. The proposed significant place does not include any of the associated fields with the property—just the house and its outbuildings. (Resource 38)
 - c. McKinney's Pecan Grove, Ross, and Potter's Field Cemeteries, as examples of segregated city cemeteries.
3. We will be conducting additional research into the history of the Enloe Farm that is in the project's APE. Once I have that additional information, I will let you know what we uncovered. **Are we missing** any additional non-archeological historic places in the project area that we should investigate?
4. **Are there any additional organizations** that TxDOT should reach out to and discuss the historic properties on this project?
5. We will also be conducting an archeological survey of the project. Our staff archeologist, Allen Bettis, may be reaching out to you in the future about the findings of that survey, although the survey may be completed years from now.

As of right now, we are **not** planning to demolish or destroy any of the 5 non-archeological historic places identified at this time. However, we will be looking at other potential impacts to those places, which could involve increased traffic noise or visual impacts.

I hope to hear from you within the next **thirty days (30)** or by October 7, 2021 with your answers to the above questions. If you would like to see TxDOT's technical report with all the properties surveyed and identified in the project's Area of Potential Effect, please let me know, and I can send you a Box link to the report. If you have any further questions about this project or our requests, please let me know that, too!

Sincerely,

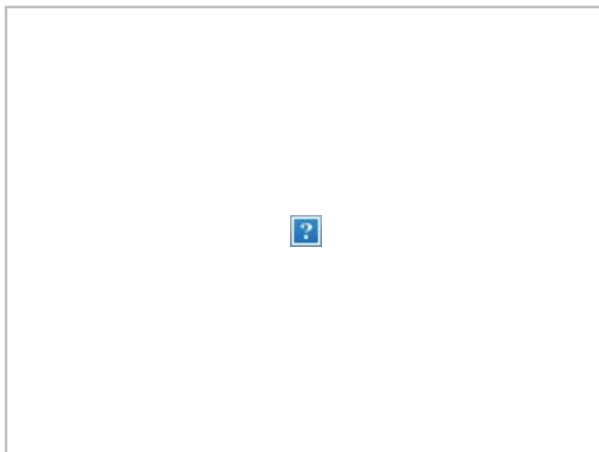
Rebekah



REBEKAH DOBRASKO

Environmental Program ManagerO: 512-416-2570

M: 512-431-3422



From: [Rebekah Dobrasko](#)
To: [Porterfield, Elizabeth I](#); [Cannon-Mackey, Shari](#); [Harris, Brandy M](#)
Cc: [Christine Polito](#)
Subject: FW: TxDOT Project--Spur 399 around McKinney, Texas
Date: Thursday, October 7, 2021 3:00:55 PM

Hi Elizabeth,

Below please find the consulting party comments from the City of McKinney. This is a great example of why TxDOT requires historians doing historic resources surveys to reach out to local historical organizations prior to finalizing surveys reports to find out what we may have missed in those surveys.

Please make sure you incorporate and address these comments in your revised report, especially around the African American and Latino communities around McKinney. In addition, please reach out to the organizations that Paula provided below to help make sure that you are not missing any additional significant resources associated with those communities in our APE.

With these comments, I should have passed along to you all the comments we plan to receive from the initial consulting party outreach. That means:

1. Comment on Scalf Cemetery
2. Comments from the Collin County Historical Society
3. Comments from the City's Historic Preservation Office

All these comments will be uploaded into ECOS as well. Please let me know if you have any additional questions!

Thank you!

Rebekah

From: Paula Nasta <pnasta@mckinneytexas.org>
Sent: Wednesday, October 6, 2021 4:10 PM
To: Rebekah Dobrasko <Rebekah.Dobrasko@txdot.gov>
Cc: Jennifer Arnold <jarnold@mckinneytexas.org>; Gary Graham <ggraham@mckinneytexas.org>; Nicholas Ataie <nataie@mckinneytexas.org>
Subject: RE: TxDOT Project--Spur 399 around McKinney, Texas

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Rebekah,

I reviewed the Historic Resources Survey Report, Reconnaissance Survey for the Spur 399 Extension Project. Below are my comments on the report and your questions via email of

9/07/21.

My concern lies primarily with the proposed purple line of the extension. The purple route may negatively impact several of historically African and Latin American communities. The report looks narrowly at these sites that warrant additional consideration for their significance to the people and culture of these historically underrepresented groups in preservation efforts. There are several homes and properties along the northern limit of the purple line proposal (on the west side of Airport Road) into which the APE extends. These are all homes of the old Lively Hill/La Loma neighborhood lying between Virginia St and US380 along the west side of Airport Road. Some of these properties are included in your report as properties 2-5 as not eligible I assume from an architectural perspective. Although the age appropriate houses and outbuildings are modest, the properties may have significant connections with both cultural groups and thus have the potential for consideration under Criterion B. I recommend additional investigation of these properties as representative of historically underserved communities in Historic Preservation efforts.

Like the La Loma/Lively Hill area, the area between Greenville and Anthony along the western side of Airport Road is another historically African American and Latin American neighborhood, the Mouzon neighborhood. Your report identifies two resources 6a & 6b as not eligible but the surrounding properties may have significant connections with both the African and Latin American communities in McKinney and Collin County and thus have potential for consideration under Criterion B. I recommend additional investigation of these properties as representative of historically underserved communities in Historic Preservation efforts. I provided contact information for organizations working to preserve the history of this area and the Lively Hill/La Loma areas below.

Resources 37 and 38 are representative forms of architecture but more research would be needed to determine their significance.

As you have already noted, the Ross, and Potter's Field/Mexican Cemeteries, are significant as examples of segregated city cemeteries. McKinney's Pecan Grove Cemetery is significant as a historic cemetery. Scalf Cemetery is located just south of Old Mill Road along the southern edge of the APE for the Orange alternative. Its property ID is 1065796 (in CCAD). Your complete Historic Resources Inventory Report notes this as a previously identified resource. I include it here only as a reminder since it was not included as a resource in your 9/7/21 email. Additional information on the cemetery and photos can be found on the Collin County History webpage at <https://www.collincountyhistory.com/scalf.html>

Finally, you requested information on additional organizations that TxDOT should reach out to and discuss the historic properties on this project include:

- a. The organization Legacy Keepers in McKinney works with many in the Lively

Hill/LaLoma, Mouzon, and other neighborhoods in McKinney east of HWY 5 and West of Airport Road. Their website is <https://www.legacykeepersinc.org/> and Beth Bentley is the primary contact.

- b. Jason Hernandez works with the preservation and documentation of the Mexican Cemetery portions of the Potters Field at Pecan Grove. His contact is jhernandez121913@gmail.com
- c. There is additional contact information for the neighborhoods along Airport Road at our McKinney Pride Communities GIS map found here: <https://mckinneygis-mck.opendata.arcgis.com/datasets/364b31b28de64b249b926315833a18c0/explorer?location=33.191089%2C-96.608116%2C15.55>

Thank you for the opportunity to offer feedback on this report.

Regards,

Paula Jarrett Nasta, AIA
Historic Preservation & Downtown Development Planner
City of McKinney

Paula J. Nasta, AIA
Historic Preservation and Downtown Development Planner
City of McKinney
[972-547-7416](tel:972-547-7416) | pnasta@mckinneytexas.org

Did you know the City of McKinney is in the process of updating its development regulations? To learn more about how this affects you or to sign up for email notifications, visit the project website at www.newcodemckinney.com



Public Scoping Meeting Comments

March 9, 2021
Stephen Endres, P.E.
4777 E. US Highway 80
Mesquite, Texas 75150

Dear Mr. Endres,

I'm writing you today to voice my opposition to the "Orange Alternative" plan to build the Spur 399 extension from US 75 to US 380.

The reason for my opposition of the orange alternative in the Spur 399 extension is the history of the land you would be destroying. The land County Road 722 runs through has been in my husband's family for over 160 years. We believe it was originally named Enloe Road after my husband's great-great-great-grandfather Abraham Enloe (b.1802) or his son and noted pioneer settler of Collin County, Reverend Abe Enloe (b.1845). The Enloe family moved here to Collin County from Missouri when Rev. Abe was just five years old in December of 1850 on an ox-driven wagon. His father, Abraham Enloe built his family farm of approximately 75 acres on this land he purchased in 1857. It is noted in Collin County History from early 1938 that this area southeast of McKinney on the west bank of the East Fork of the Trinity River was known as the Enloe Community. Records say Abe Enloe gave a portion of that land for a schoolhouse to be built so the children could attend school in 1858. It was known as the Enloe Schoolhouse.

The younger Reverend Abe Enloe found his way back to the Enloe community after fighting in the Civil War to farm and raise his family. Records say he freighted cotton and brought back lumber from which the early homes in Collin County were built. He lived and built the home that still stands today at 2142 CR 722. Since then, five generations have lived and raised families in that home. My husband's parents lovingly raised their five children and still live in that home. Since we began a family of our own, my husband and I have dreamt that our infant daughter will be able to explore this historic land like the six generations before her.

In 1984, the Texas Department of Agriculture presented my husband's grandparents the Texas Family Land Heritage Certificate for the Enloe farm. This certificate honors families who have continuously operated Texas farms and ranches for at least 100 years. At the time, the farm had already been in operation for 127 years. My husband's sweet 100-year-old grandmother, Minnie Fae (granddaughter of Reverend Abe Enloe), still proudly displays that plaque in her home off CR722 (on the land of the proposed orange alternative) that she is still living in today.

Some 162 years later and after years of back breaking work, the family trust has since grown to approximately 200 acres and has seen seven generations thus far. There are currently four homes with four loving families sitting on the family trust with family members in age ranging from three years old to 100 years old. Our youngest generation of Enloe descendants is currently raising chickens on this farmland while his grandparents continue to farm the family land growing wheat and tending to livestock today.

I grew up in McKinney, Texas. I've watched the growth our small town undergoes year after year, and I understand the need for traffic congestion relief. However, there must be another way to do so without destroying this historic land.

I thank you for your time and would appreciate your consideration of this opposition to the orange alternative noted in your presentation.

Sincerely,

Cynthia R. McAnally
2014 Dove Crossing
Melissa, Texas 75454
cynthiamcanally@hotmail.com
214.250.1244

March 9, 2021

Stephen Endres, P.E.
4777 E US Highway 80
Mesquite, TX 75150

Dear Stephen Endres,

I am opposed to the "Orange Alternative" plan to build Spur 399 Extension from US 75 to US 380.

My family has been living on the proposed building site since the 1850s. County Road 722 was originally named Enloe Road after the name of my great-great-grandfather, Reverend Abe Enloe (b. 1845). Abe Enloe moved from Missouri to Collin County in the 1850s with his family and helped build Enloe Farm and his house (2142 CR 722) in 1859. The family bought and farmed approximately 75 acres of land at that time.

Our family trust has since grown and currently holds approximately 200 acres of land. Five generations of my family have lived on and farmed the land. My uncle and aunt, Ben and Lisa Griffin, continue to farm our family land to this day, growing wheat and tending livestock.

I grew up in the ancestral home that Abe Enloe and his family built in 1859. My parents, Charles and Pam McAnally, still live in that house. Our family trust includes 4 houses on this land:

2142 CR 722 (home of Charles and Pam McAnally)
2055 CR 722 (home of Minnie Fae Enloe Griffin)
2360 CR 722 (home of Ben & Lisa Griffin)
2385 CR 722 (home of Andrew and Amy Jo Wilson)

In 1984, my grandparents, Minnie Fae Enloe Griffin and Wiley E. Griffin, were presented the Texas Family Land Heritage certificate awarded to the Enloe Farm by the Agriculture Commissioner at a ceremony at the Texas State Capitol in Austin. This certificate honors farms that have been in continuous production by the same family for more than a century.

I strongly urge you to protect this historic land. Please do not build a highway through our family property, and in doing so, destroy our family houses and livelihood.

Sincerely,



Elizabeth McAnally, PhD
1446 Berkeley Way
Berkeley, CA 94702

elizabeth_mcanally@yahoo.com
510-776-5149

Cannon-Mackey, Shari

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 10, 2021 8:11 AM
To: Aaron Weiss
Subject: RE: The Orange Alternative Plan

Thank you for your comments. We will add them to our public scoping meeting summary.

From: Aaron Weiss <mysticalentity@gmail.com>
Sent: Wednesday, March 10, 2021 1:54 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: The Orange Alternative Plan

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom it May Concern,

I am opposed to the "Orange Alternative" plan to build Spur 399 Extension from US 75 to US 380. The project threatens historic family farmland.

-Aaron Weiss



Cannon-Mackey, Shari

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Tuesday, March 9, 2021 9:26 AM
To: Amy Griffin
Subject: RE: Spur 399

Thank you for your comments. We will add these to our public scoping meeting summary.

From: Amy Griffin <farmgurl_88@yahoo.com>
Sent: Tuesday, March 09, 2021 8:52 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Spur 399

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Endres,

I support "no build".

I think airport road should be expanded for more traffic and is a good cut thru. It could be connected to 121 and highway 5. Plus it already has the width of shoulders to do so. If new road were to be built, I prefer the purple option.

The orange option is coming right beside my house and is cutting my families land in half. We have it in agricultural and it has been for over 100 years, which I plan to carry on thru my generation. It helps support our families. Plus 90% of it is flood land. It constantly stays wet with every rain. It would cost you more to move in dirt to raise it, or build bridges. Then would be more maintenance. Versus airport road that is established enough to have minimal construction to expand.

Thank you.

Amy Jo Wilson

[Sent from Yahoo Mail for iPhone](#)



Cannon-Mackey, Shari

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 10, 2021 4:51 PM
To: Ashley Compton
Subject: RE: Opposition to the "Orange Alternative" plan for Spur 399 Extension from US 75 to US 380

Thank you for your comments. We will add them to our public scoping meeting summary.

-----Original Message-----

From: Ashley Compton <a5h1ey@me.com>
Sent: Wednesday, March 10, 2021 4:34 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Opposition to the "Orange Alternative" plan for Spur 399 Extension from US 75 to US 380

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I am opposed to the "Orange Alternative" plan to build Spur 399 Extension from US 75 to US 380. The project threatens historic family farmland.

Thank you,
Ashley Miglini

[A Texas Department of Transportation (TxDOT) message]<<https://nam05.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cscannonmackey%40burnsmcd.com%7C525d52ae8505476277f508d8e416ffa9%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637510134712137072%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikh1haWwiLCJXVCi6Mn0%3D%7C1000&sdata=zjtLyM4ij4vIaRZTfEPC0A%2F%2BdJAT6WxoMnCXymGbsg%3D&reserved=0>>

Cannon-Mackey, Shari

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, March 15, 2021 8:21 AM
To: Cate Carter
Subject: RE: No to "Orange Alternative"

Thank you for your comments. We will add them to our public scoping meeting summary.

From: Cate Carter <catejoon@gmail.com>
Sent: Saturday, March 13, 2021 12:08 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: No to "Orange Alternative"

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am a long time McKinney resident.

I am opposed to the "Orange Alternative" plan to build Spur 399 Extension from US 75 to US 380. The project threatens historic family farmland. Please find an alternative that respects the families that have been in this area for so long.

Thank you,
Cate Carter



Cannon-Mackey, Shari

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 10, 2021 8:12 AM
To: christine b
Subject: RE: Spur 399

Thank you for your comments. We will add them to our public scoping meeting summary.

From: christine b <nebzeb715@hotmail.com>
Sent: Tuesday, March 09, 2021 8:13 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Spur 399

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am opposed to the "Orange Alternative" plan to build Spur 399 Extension from US 75 to US 380. The project threatens historic family farmland. This is the wrong approach to the problem, leave this land alone.

Thank You,
Christine Bence

Sent from my T-Mobile 4G LTE Device
Get [Outlook for Android](#)



Cannon-Mackey, Shari

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 10, 2021 8:14 AM
To: David McAnally
Subject: RE: I oppose Spur 399

Thank you for your comments. We will add them to our public scoping meeting summary.

From: David McAnally <dmcanally@bluehavenhomes.com>
Sent: Tuesday, March 09, 2021 5:18 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: I oppose Spur 399

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Stephen Endres,

I am opposed to the "Orange Alternative" plan to build Spur 399 Extension from US 75 to US 380.

My family has been living on the proposed building site since the 1850s.

County Road 722 was originally named Enloe Road after the name of my great-great-grandfather, Reverend Abe Enloe (b. 1845).

Abe Enloe moved from Missouri to Collin County in the 1850s and built Enloe Farm and his house (2142 CR 722) in 1859. He bought and famed approximately 75 acres of land at the time.

Our family trust has since grown and currently holds approximately 200 acres of land.

Five generations of my family have lived on and farmed the land.

My Uncle and Aunt, Ben and Lisa Griffin, continue to farm our family land to this day, growing wheat and tending livestock.

I grew up in the ancestral home that Abe Enloe built in 1859.

My parents still live in that house. Our family trust includes 4 houses on this land:

2142 CR 722 (home of Charles & Pam McAnally)
2055 CR 722 (home of Minnie Fae Griffin)
2360 CR 722 (home of Ben & Lisa Griffin)
2385 CR 722 (home of Andrew & Amy Jo Wilson)

In 1984, my grandparents Minnie Fae Enloe Griffin and Wiley E. Griffin were presented the Texas Family Land Heritage certificate.

This award was presented to the Enloe Farm by the Agriculture Commissioner at a ceremony at the Texas State Capitol in Austin.

This certificate honors farms that have been in continuous production by the same family for more than a century.

I strongly urge you to protect this historic land. Please do not build a highway through our family property, and in doing so, destroy our family houses and livelihood.

Sincerely,

Dave McAnally
469-450-6181
dmcnally@bluehavenhomes.com



Cannon-Mackey, Shari

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 10, 2021 8:15 AM
To: David Trujillo
Subject: RE: Orange Alternative

Thank you for your comments. We will add them to our public scoping meeting summary.

From: David Trujillo <davidtrujillo1@hotmail.com>
Sent: Tuesday, March 09, 2021 4:56 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Orange Alternative

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Endres,

I am very opposed to the orange alternative plan to build Spur 399 Extension from US 75 to US 380.

The project threatens historic family farmland. My son-in-law, Stephen McAnally's family has been farming their homeland for years.

My daughter and son-in-law have had a beautiful granddaughter that turned one year old this year. Her other grandparents Charles and Pam McAnally, cannot wait for her to grow up and go to spend time at their farm.

Please find other alternatives to not ruin this historic farmland.

Thank You

David A. Trujillo
2319 Cuesta Lane
McKinney Texas 75072



Cannon-Mackey, Shari

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Thursday, March 11, 2021 8:32 AM
To: Debra Mauro
Subject: RE: Spur 399 Extension

Thank you for your comments. We will add them to our public scoping meeting summary.

-----Original Message-----

From: Debra Mauro <debramauro@mac.com>
Sent: Wednesday, March 10, 2021 4:58 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Spur 399 Extension

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

>>
>> Dear Mr. Endres:
>>
>> I am writing to express my opposition to "Orange Alternative" plan to build Spur 399 Extension from US 75 to US 380. This project threatens historic farmland that has been that has been worked and lived on continuously by a long-standing Texas family for 6 generations. Please do not move forward with this project.
>>
>> Regards,
>> Debra Cook Mauro
>

[A Texas Department of Transportation (TxDOT) message]<<https://nam05.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cscannonmackey%40burnsmcd.com%7C8404aed84d754b849edd08d8e49a603e%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637510698972066140%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C1000&sd=55wFcVah%2B15SziLyDarMWkd2IYuyYbfTcyf3zGfRqH0%3D&reserved=0>>

Cannon-Mackey, Shari

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Tuesday, March 9, 2021 10:08 AM
To: Drew Wilson
Subject: RE: Comments-Spur 399 Extension Improvements

Thank you for your comments. We will add these to our public scoping meeting summary.

From: Drew Wilson <dreww@slalomshop.com>
Sent: Tuesday, March 09, 2021 9:54 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Comments-Spur 399 Extension Improvements

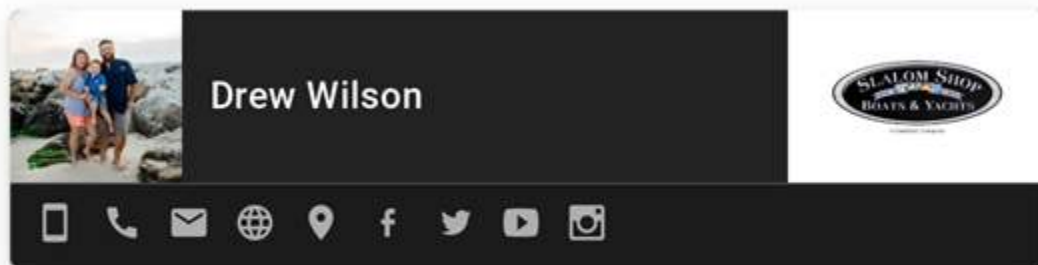
This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Endres,

I support "no build" on the Spur 399.

If a new road were to be built, my family would prefer the purple option expanding the existing Airport Road. Airport Road is the main throughfare and would be the best option as it could connect easily from HWY 380 to HWY 5 or 121. The orange option would divide our family land that has been in agricultural over 100 years. We are raising our child and hopefully another to live the agriculture life which is very needed in this country. The land is still being used for agricultural and we hope to keep it that way. Also, a majority of the land is in a flood plain and would cost exponentially more to build on than expanding airport road. I hope you and TxDot consider my families comments.

Thank you,



[Click for my contact details](#)

Cannon-Mackey, Shari

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 10, 2021 8:13 AM
To: elise peeples
Subject: RE: Orange alternative

Thank you for your comments. We will add them to our public scoping meeting summary.

From: elise peeples <elisepeeples@yahoo.com>
Sent: Tuesday, March 09, 2021 6:44 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Orange alternative

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am opposed to the “Orange Alternative” plan to build Spur 399 Extension from US 75 to US 380. The project threatens historic family farmland.

Thanks,
Elise Peeples



Cannon-Mackey, Shari

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 10, 2021 8:10 AM
To: elizabeth.allison@aya.yale.edu
Subject: RE: Opposition to Orange Alternative to Spur 399 extension

Thank you for your comments. We will add them to our public scoping meeting summary.

From: elizabeth.allison@aya.yale.edu <elizabeth.allison@aya.yale.edu>
Sent: Wednesday, March 10, 2021 3:24 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Opposition to Orange Alternative to Spur 399 extension

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Endres:

I am opposed to the "Orange Alternative" plan to build Spur 399 Extension from US 75 to US 380. The project threatens historic family farmland.

The project would cut through historic farm land that has been home to Texas families who have been living on and farming it continuously for 6 generations (since the 1850s). The historic and agricultural value of this area must be honored, and farmers' livelihoods must be protected.

The "Orange Alternative" plan to build Spur 399 Extension from US 75 to US 380 should not go forward.

Thank you for your attention -
Elizabeth Allison, PhD



Cannon-Mackey, Shari

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 10, 2021 8:16 AM
To: Gloria Pass
Subject: RE: Spur 399 Extension from US 75 to US 380

Thank you for your comments. We will add them to our public scoping meeting summary.

-----Original Message-----

From: Gloria Pass <glpass@sbcglobal.net>
Sent: Tuesday, March 09, 2021 4:47 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Spur 399 Extension from US 75 to US 380

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am opposed to the "Orange Alternative" plan to build Spur 399 Extension from US 75 to US 380. The project threatens historic family farmland.

Sincerely,
Gloria Pass

[A Texas Department of Transportation (TxDOT) message]<<https://nam05.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cscannonmackey%40burnsmcd.com%7C82481a96ba21418ea5ea08d8e3cf078a%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637509825615906042%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6lk1haWwiLCJXVCi6Mn0%3D%7C1000&data=H45IX6tBCI1prwg5ihwH%2FF9oweM%2BCxXihjDr966A2Pk%3D&reserved=0>>

Cannon-Mackey, Shari

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 10, 2021 4:01 PM
To: Kay McBride
Subject: RE: Historic farmland

Thank you for your comments. We will add them to our public scoping meeting summary.

From: Kay McBride <kkmcbride@icloud.com>
Sent: Wednesday, March 10, 2021 11:22 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Historic farmland

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Enders,

I am opposed to the "Orange Alternative" plan to build Spur 399 Extension from US 75 to US 380. The project threatens historic family farmland.

**Thank you,
Kay McBride**

Sent from my iPhone



Cannon-Mackey, Shari

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 10, 2021 8:14 AM
To: Kenneth Kann
Subject: RE: Orange Alternative Plan

Thank you for your comments. We will add them to our public scoping meeting summary.

From: Kenneth Kann <klkann@sbcglobal.net>
Sent: Tuesday, March 09, 2021 5:24 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Orange Alternative Plan

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern:

I am writing in opposition of the Orange Alternative plan to build Spur 399 Extension from US 75 to US 380. This project threatens historic family farmland.

Kenneth Kann



Cannon-Mackey, Shari

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, March 15, 2021 8:42 AM
To: Kirsten Rudestam
Subject: RE: Orange Alternative plan

Thank you for your comments. We will add them to our public scoping meeting summary.

From: Kirsten Rudestam <kirstenrudestam@gmail.com>
Sent: Sunday, March 14, 2021 9:03 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Orange Alternative plan

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Endres,

I'm writing to share my opposition to the "Orange Alternative" plan to build Spur 399 Extension. The project threatens historic family farmland.

Thank you for your consideration,
Kirsten



Cannon-Mackey, Shari

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 10, 2021 8:11 AM
To: Laura Pustarfi
Subject: RE: Opposition to Orange Alternative Plan

Thank you for your comments. We will add them to our public scoping meeting summary.

-----Original Message-----

From: Laura Pustarfi <laurapustarfi@gmail.com>
Sent: Tuesday, March 09, 2021 10:02 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Opposition to Orange Alternative Plan

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I am opposed to the "Orange Alternative" plan to build Spur 399 Extension from US 75 to US 380. The project threatens historic family farmland.

 Please reconsider this project.

Sincerely,
Laura Pustarfi

[A Texas Department of Transportation (TxDOT) message]<<https://nam05.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cscannonmackey%40burnsmcd.com%7Cc10e6e0644ef411c66a208d8e3ce5e95%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637509822778473652%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6lk1haWwiLCJXVCi6Mn0%3D%7C1000&data=mFbb2o5NOiRiD0vo4%2B3DyuXU%2BE9YbwA2Htza9geZBGY%3D&reserved=0>>

Cannon-Mackey, Shari

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Tuesday, March 9, 2021 8:23 AM
To: Lisa Griffin
Subject: RE: Comments-Spur 399 Extension Improvements

Thank you for your comments. We will add them to our public scoping meeting summary.

-----Original Message-----

From: Lisa Griffin <lisagriff@prodigy.net>
Sent: Monday, March 08, 2021 10:35 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: Lisa Griffin <lisagriff@prodigy.net>
Subject: Comments-Spur 399 Extension Improvements

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Endres,

My comments are below.

1. I support "no build".
2. If new road were to be built, I prefer the purple option expanding the existing Airport Road vs building all new roads through wetlands. The orange option would come across (and divide) my husband's family land that has been in agricultural over 100 years. The land is still being used for agricultural.

Thank you.

Lisa Griffin

[A Texas Department of Transportation (TxDOT) message]<<https://nam05.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cscannonmackey%40burnsmcd.com%7C5657d20e6393402f25df08d8e306d614%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637508965807329888%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6lk1haWwiLCJXVCi6Mn0%3D%7C1000&sd=OMQ5XoCq3N8oETcEPYmrT9iUpeCko2FaBuIBHICVPas%3D&reserved=0>>

Cannon-Mackey, Shari

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Tuesday, March 9, 2021 1:19 PM
To: Matt Hogan
Subject: RE: Opposition to Spur 399 Extension from US 75

Thank you for your comments. We will add these to our public scoping meeting summary.

From: Matt Hogan <matthogan1123@gmail.com>
Sent: Tuesday, March 09, 2021 1:16 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Opposition to Spur 399 Extension from US 75

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

As a frequent traveler of the area and former resident of Collin County, I would like to express my strong opposition to the "Orange Alternative" plan to build Spur 399 Extension from US 75 to US 380. This plan threatens historic land. Please reconsider.

Sincerely,
Matthew Hogan



Virus-free. www.avast.com



Cannon-Mackey, Shari

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 10, 2021 8:12 AM
To: Merav Singer
Subject: RE: Opposed to Orange Alternative

Thank you for your comments. We will add them to our public scoping meeting summary.

From: Merav Singer <merav@nebulous.org>
Sent: Tuesday, March 09, 2021 7:27 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Opposed to Orange Alternative

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Mr Endres:

I am opposed to the "Orange Alternative" plan to build Spur 399 Extension from US 75 to US 380. The project threatens historic family farmland.

The project would cut through historic land that a family has been living on and farming continuously for 6 generations (since the 1850s). My friend grew up in a family house built in 1859, and the highway project threatens this house, three additional houses that her relatives live in, and the historic farmland that her aunt and uncle farm to this day.

Please save their legacy.

Sincerely,
Merav Singer



Cannon-Mackey, Shari

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Tuesday, March 9, 2021 4:09 PM
To: Misty Dillard
Subject: RE: Spur 399- opposed

Thank you for your comments. We will add these to our public scoping meeting summary.

From: Misty Dillard <misty_dillard@yahoo.com>
Sent: Tuesday, March 09, 2021 3:38 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Spur 399- opposed

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am opposed to the orange alternative plan to build spur 399 extension from us 75 to hwy 380 the project threatens historic family farmland .

Sincerely
Misty Dillard

[Sent from Yahoo Mail on Android](#)



Cannon-Mackey, Shari

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 10, 2021 9:21 AM
To: Monica Escamilla
Subject: RE: Purple

Thank you for your comments. We will add them to our public scoping meeting summary.

From: Monica Escamilla <mescamilla0923@gmail.com>
Sent: Wednesday, March 10, 2021 9:17 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Fwd: Purple

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Sent from my iPhone

Begin forwarded message:

From: Monica Escamilla <mescamilla0923@gmail.com>
Date: March 10, 2021 at 9:12:42 AM CST
To: stephen.endres@txdot.net
Subject: Purple

I am writing to put my vote in for the purple alternative to save a family farm. District one resident of McKinney Texas.

Thank you
Monica Escamilla

Sent from my iPhone



Cannon-Mackey, Shari

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 10, 2021 8:12 AM
To: Myrna; gpass@sbcglobal.net
Subject: RE: Highway!

Thank you for your comments. We will add them to our public scoping meeting summary.

From: Myrna <myrna328@yahoo.com>
Sent: Tuesday, March 09, 2021 7:02 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>; gpass@sbcglobal.net
Subject: Highway!

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I would like to voice my opinion on the proposed highway extension from US 75 to US 380: **I AM OPPOSED TO THE "ORANGE ALTERNATIVE"** plan to build Spur 399 Extension US 75 to US 380. The project threatens historic family farmland.....

Myrna Becker



Cannon-Mackey, Shari

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 10, 2021 10:25 AM
To: Nadine Rosenthal
Subject: RE: Opposed to Orange Alternatiave

Thank you for your comments. We will add them to our public scoping meeting summary.

From: Nadine Rosenthal <rosenvine@att.net>
Sent: Wednesday, March 10, 2021 9:27 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Opposed to Orange Alternatiave

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am opposed to the "Orange Alternative" plan to build Spur 399 Extension from US 75 to US 380. The project threatens historic family farmland. What a tragedy! There must be some way around it.



Cannon-Mackey, Shari

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Tuesday, March 9, 2021 9:28 AM
To: Pam McAnally
Subject: RE: Proposed Improvements to Spur 399 Extension from US 75 to US 380

Thank you for your comments. We will add these to our public scoping meeting summary.

-----Original Message-----

From: Pam McAnally <pam_mcanally@yahoo.com>
Sent: Tuesday, March 09, 2021 8:46 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Proposed Improvements to Spur 399 Extension from US 75 to US 380

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Endres,

I have viewed the plans to build Spur 399 Extension from US 75 to US 380. I am opposed to the "Orange Alternatives."

Airport Road was built for that purpose. It would not effect present parks and family farm lands.

My family was given the Family Land Heritage certificate of honor in 1984 in Austin. This honored the founders and heirs of the Enloe Farm for continuous ownership and operation of the farm since 1859. I would like to continue to see this for many more generations.

An eight lane highway would destroy the ability to continue this heritage.

Sincerely,
Pamela McAnally
2142 C.R. 722
McKinney, Texas 75069

Sent from my iPhone

[A Texas Department of Transportation (TxDOT) message]<<https://nam05.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cscannonmackey%40burnsmcd.com%7C083a1490aad74a2f0d2708d8e30fdd05%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637509004831922108%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6lk1haWwiLCJXVCi6Mn0%3D%7C1000&data=qYWR7O4VeOHVG5zFpjLzoZaiUM45eAE%2FCafyEAP0CqA%3D&reserved=0>>

Cannon-Mackey, Shari

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Thursday, March 11, 2021 8:31 AM
To: Rachel Sumner
Subject: RE: Orange Alternative - NO!

Thank you for your comments. We will add them to our public scoping meeting summary.

From: Rachel Sumner <sumner.rachel@gmail.com>
Sent: Wednesday, March 10, 2021 11:39 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Orange Alternative - NO!

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,

I firmly oppose the “Orange Alternative” plan to build Spur 399 Extension from US 75 to US 380. The project threatens historic family farmland, meaningful to those I can about.

Please reconsider these efforts.

**Thank you,
Rachel Sumner**



Cannon-Mackey, Shari

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 10, 2021 8:13 AM
To: Bob Kann
Subject: RE: Oppose Spur 399 Extension

Thank you for your comments. We will add them to our public scoping meeting summary.

From: Bob Kann <bobkann@charter.net>
Sent: Tuesday, March 09, 2021 6:34 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Oppose Spur 399 Extension

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am opposed to the “Orange Alternative” plan to build Spur 399 Extension from US 75 to US 380. The project threatens historic family farmland.

Robert S. Kann



Cannon-Mackey, Shari

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Tuesday, March 9, 2021 1:12 PM
To: Scott Michael Morales
Subject: RE: Orange Alternative Plan

Thank you for your comments. We will add these to our public scoping meeting summary.

-----Original Message-----

From: Scott Michael Morales <scottmichaelmorales@yahoo.com>
Sent: Tuesday, March 09, 2021 12:50 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Orange Alternative Plan

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Endres,

I grew up in McKinney, TX (MHS Class of 2000) and my parents are still residents. I am opposed to the "Orange Alternative" plan to build Spur 399 Extension from US 75 to US 380. The project threatens historic family farmland of residents that have been in McKinney for generations. I stand with them in opposing this project and hope that the city of McKinney can find an alternative solution to this matter.

Thank you,
Scott Morales

[A Texas Department of Transportation (TxDOT) message]<<https://nam05.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cscannonmackey%40burnsmcd.com%7Ce6551315fff149c3f76c08d8e32f2d0b%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637509139042425811%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Iik1haWwiLCJXVCi6Mn0%3D%7C1000&sdata=Qu9A0Ecpz893xCwyL1T9%2FgLYuML1PZnMb79L%2BPKHBWU%3D&reserved=0>>

Cannon-Mackey, Shari

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 10, 2021 8:14 AM
To: Shelley Coleman
Cc: Gloria Pass
Subject: RE: orange alternative spur 399 extension

Thank you for your comments. We will add them to our public scoping meeting summary.

-----Original Message-----

From: Shelley Coleman <artsforjustice@gmail.com>
Sent: Tuesday, March 09, 2021 5:59 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: Gloria Pass <gloriapass@gmail.com>
Subject: orange alternative spur 399 extension

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom this may concern: Please do not threaten this historic family farmland. This is what America was built. Keep our History, PLEASE!

OPPOSE THE ORANGE ALTERNATIVE PLAN TO BUILD SPUR 399 EXTENSION FROM US 75 TO US 380.

Thank you so much for your time. Please see the forest for the trees!

[A Texas Department of Transportation (TxDOT) message]<<https://nam05.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Cscannonmackey%40burnsmcd.com%7C2ea57598e5e2429fb4a208d8e3ceb2a9%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637509824189858053%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6lk1haWwiLCJXVCi6Mn0%3D%7C1000&data=a3kwEFS1YAwcZuLEgQdglMwWjbbVbB8xp%2F07doqHgVg%3D&reserved=0>>

Cannon-Mackey, Shari

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 10, 2021 10:25 AM
To: Stephanie Pass
Subject: RE: Against the "Orange Alternative" plan

Thank you for your comments. We will add them to our public scoping meeting summary.

From: Stephanie Pass <sfpass@sbcglobal.net>
Sent: Wednesday, March 10, 2021 10:00 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Against the "Orange Alternative" plan

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom this may concern:

I am writing to express my opposition to the plan Spur 399 Extension from US 75 to US 380, the "Orange Alternative" plan. This project is a threat to historic family farmland.

Thank you.

Stephanie Pass



Cannon-Mackey, Shari

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 10, 2021 4:01 PM
To: Syam Waymon
Subject: RE: Orange Alternative Plan

Thank you for your comments. We will add them to our public scoping meeting summary.

From: Syam Waymon <swaymon@gmail.com>
Sent: Wednesday, March 10, 2021 11:59 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Orange Alternative Plan

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The whom it may concern,

I am opposed to the “Orange Alternative” plan to build Spur 399 Extension from US 75 to US 380. The project threatens historic family farmland.

Sincerely,

S. Waymon



Cannon-Mackey, Shari

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, March 10, 2021 8:15 AM
To: Yoko Tsumagari
Subject: RE: Spur 399 Extension from US 75 to US 380

Thank you for your comments. We will add them to our public scoping meeting summary.

From: Yoko Tsumagari <yokotsumagaripass@gmail.com>
Sent: Tuesday, March 09, 2021 5:09 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Spur 399 Extension from US 75 to US 380

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Stephen,

I am opposed to the "Orange Alternative" plan to build Spur 399 Extension from US 75 to US 380. The project threatens historic family farmland. My dear friend Elizabeth was born and raised there, her family is still doing farming, and it's going to be heartbreaking if the new road is built there. Please do consider the decision.

Thank you so much.

Warm regards,
Yoko

Yoko Tsumagari, Jake Pass & Rina
1269 Hearst, Berkeley, CA 94702
(510)541-0017



Public Meeting Comments

From: [Smith, Chelsey](#)
To: [Clark, Taliyah](#); [123912](#)
Subject: FW: Spur 399
Date: Friday, November 5, 2021 4:32:07 PM
Attachments: [Weiss Letter Opposing Orange Alternative 11-05-21.docx](#)

Chelsey Smith, AICP \ Burns & McDonnell
Department Manager | Transportation Planning and Policy
o 469-659-7195 \ m 816-550-3635
chsmith@burnsmcd.com \ burnsmcd.com
Galleria North Tower 1 \ 13737 Noel Rd., Suite 700 \ Dallas, TX 75240

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Friday, November 5, 2021 4:23 PM
To: Aaron Weiss <mysticalentity@gmail.com>
Subject: RE: Spur 399

Thank you for your comments. We will add them to our Public Meeting Summary.

Stephen Endres
214-320-4469

From: Aaron Weiss <mysticalentity@gmail.com>
Sent: Friday, November 5, 2021 4:21 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Spur 399

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Enders,

Attached please find my letter of opposition to the "Orange Alternative" plan to build Spur 399 Extension from US 75 to US 380.

Thank you,

-Aaron Weiss

November 4, 2021

Stephen Endres, P.E.
4777 E US Highway 80
Mesquite, TX 75150

Dear Stephen Endres,

I am writing to voice my opposition to the "Orange Alternative" plan to build Spur 399 Extension from US 75 to US 380. TxDOT is currently considering two options, one of which displaces zero families and historic farms and costs significantly less. The other option displaces eight residences and three businesses, ruins the farmland of families with roots in the area going back over 160 years, and costs significantly more. Given that there is an option that both gains the new stretch of highway *and* preserves the historic rural community, it should be obvious that this option (the "Purple Option") is the best choice.

McKinney is a growing city, and planners need to carefully weigh the present and future needs of the community when making development decisions. Of course we want McKinney to meet the challenges and opportunities of future expansion and economic development. But it is also important to think of the people who are living there *now*, and to think and plan in a way that honors the people of the past, such as our farming families, who made it possible for us to get to where we are. Do you want the whims of the Amazon corporation, which cares not for anything but the profit of its anonymous domestic and foreign shareholders, to draw the face of the new McKinney, or do you want the people who actually built and inhabit this place to be remembered and given their due respect? As planners, you are responsible to these people, the people who live in your towns. Please remember this responsibility. Respect your own citizens. Do not build the "Orange Alternative" highway.

Sincerely,

Aaron Weiss
Son of Michigan farmers and fiancé of Elizabeth McAnally, a descendent of the Enloe family, whose farm is under threat.
1446 Berkeley Way
Berkeley, CA 94702

From: [Smith, Chelsey](#)
To: [123912](#); [Clark, Taliyah](#)
Subject: FW: Comments on spur 399 extension project
Date: Friday, November 5, 2021 9:29:06 AM

Chelsey Smith, AICP \ Burns & McDonnell
Department Manager | Transportation Planning and Policy
O 469-659-7195\ M 816-550-3635
chsmith@burnsmcd.com \ burnsmcd.com
Galleria North Tower 1 \ 13737 Noel Rd., Suite 700 \ Dallas, TX 75240

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Friday, November 5, 2021 9:21 AM
To: Amy Griffin <farmgurl_88@yahoo.com>; Drew Wilson <wilson.drew1@gmail.com>; Lisa K. Griffin <lisagriff@prodigy.net>
Subject: RE: Comments on spur 399 extension project

Thank you for your comments. We will add them to our Public Meeting Summary.

Stephen Endres
214-320-4469

From: Amy Griffin <farmgurl_88@yahoo.com>
Sent: Thursday, November 4, 2021 1:55 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>; Drew Wilson <wilson.drew1@gmail.com>; Lisa K. Griffin <lisagriff@prodigy.net>
Subject: Comments on spur 399 extension project

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

TxDOT/Stephen Endres,

After attending the public information meeting and seeing the maps in person of the orange option, I fully disagree with the route. I believe the purple option on airport road would be more efficient.

Stephen, as you know, I live at 2385 County Road 722/Enloe road. From the maps I saw there will not be access to the West side of our property. As discussed in a previous meeting with TxDOT and our family, there could be a possible bridge on our property that would allow access to the other side of our land. The maps showed we would need to get onto a very busy service road to go up half a mile or so to make a u turn and come back the other side of our land. This will be very challenging and dangerous with farm equipment such as tractors and other farm equipment.

The orange option is going right through a barn and fenced lot that we use to feed and maintain our cattle. This is the only location that we have to corral the cattle to give shots and round up cattle to load in trailers. There is an original water well inside the fenced lot that we use to pump water for the cattle. The road would be destroying yet another water source we have.

The route would also be going through a large pond that provides drinking water for the cattle. There is a fresh water spring that also runs through our property that provides additional water. In the summer months this is very important as ponds dry up, and the road would be cutting this off and this will be devastating to our cattle business. Also with our cattle not being able to access the other side of our property hinders the amount of grass land they have access to. We will have extra expenses to provide additional hay and minerals to keep our cattle maintained. This route cuts down the center of our land, that cuts the amount of grazing pasture in half for the cattle. That is a huge impact. From the maps shown at the meeting the elevated road would be at the back of our property that is fully wooded and flood plain. This also cuts down on the property value of our land, from our property towards HWY 380 is flood plain which would be useless to build any commercial or residential structures. This would not be beneficial to the city or community.

If the orange route could be shifted towards the west at the west side of our property, it would be more feasible instead of right down the middle.

Other concerns are the houses and businesses that would be taken out with the route. The orange option effects more people than the purple option. The purple route would make more sense in the way of being cheaper to build and it would affect less people/business. Amazon would be the only business that would be truly effected and they are a multimillion dollar business that has endless resources to rebuild or relocate. The airport will not expand to the west so this land on Airport Road would be perfect for the new road. It would be faster access to the airport that may be as large as Love Field one day in the future.

In closing, I feel strongly in disagreement with the orange route. I have grown up on this land my whole life. My father grew up here. This is his livelihood and legacy. This land has been in the family for over 100 years. I have plans to raise my family here. I have a three year old son and another son due any day now. We plan on keeping the legacy going with the next generation. We work hard for what we have and for eminent domain to take our land that has been in our family for generations is destroying farmers and ranchers. There is less and less farm land in McKinney, pretty soon it will all be concrete like New York City. I know from a business stand point this is a dollar sign in their eyes. This is more than that. This is our way of life, raising cattle and harvesting hay, wheat and oats. With the housing and land market continually rising, it's nearly impossible to find land much less afford to move our operation.

Thank you for taking time to consider my comments. I pray TxDOT makes the right decision that least effects my family and future.

Kind regards,

Porterfield, Elizabeth I

From: Smith, Chelsey
Sent: Wednesday, November 3, 2021 3:56 PM
To: Clark, Taliyah
Cc: 123912
Subject: FW: Orange Alternative Spur 399 Extension

Follow Up Flag: Follow up
Flag Status: Flagged

Chelsey Smith, AICP \ Burns & McDonnell Department Manager | Transportation Planning and Policy O 469-659-7195 \ M 816-550-3635 chsmith@burnsmcd.com \ burnsmcd.com Galleria North Tower 1 \ 13737 Noel Rd., Suite 700 \ Dallas, TX 75240

-----Original Message-----

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, November 3, 2021 3:02 PM
To: Andrea Stephens <astephens1958@gmail.com>
Subject: RE: Orange Alternative Spur 399 Extension

Thank you for your comments. We will add them to our Public Meeting Summary.

Stephen Endres
214-320-4469

-----Original Message-----

From: Andrea Stephens <astephens1958@gmail.com>
Sent: Wednesday, November 3, 2021 2:47 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Orange Alternative Spur 399 Extension

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am opposed to the "Orange Alternative" plan to build Spur 399 Extension from US 75 to US 380. The project threatens historic family farmland. It would also involve eight residential displacements and three business displacements.

Thank you for considering,
Andrea Stephens

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Ctclark%40burnsmcd.com%7C41a17f3934a14fe9657a08d99f0c5895%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637715697643161216%7CUnknown%7CTWFpbGZsb3d8eyJWIjo>>

-----Original Message-----

From: Lisa Griffin <lisagriffin@prodigy.net>

Sent: Tuesday, November 2, 2021 9:23 PM

To: Stephen Endres <Stephen.Endres@txdot.gov>

Cc: Lisa Griffin <lisagriffin@prodigy.net>

Subject: PLEASE USE THESE Comments on Spurr 399 Extension Project

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Endres,

I hit send on previous email by mistake. Please use this email.

Thank you.

>

> Mr. Endres,

>

> Hello. My comments are against the Orange proposed route as it effects our family Enloe/Griffin land.

>

> 1. We have cattle and the proposed road that goes through the property would divide the land/pasture. It looks like the road would go through the pond where they currently get water and also the spring fed creek. Where would the cows get water? Where would the water from the creek be rerouted? To the East? It currently floods behind our daughters house (2385 CR 722) and we don't need to lose more pasture. We stocked the pond this past spring with 50 catfish and minnows.

>

> 2. Dividing up the Enloe/Griffin 200 acre farm with a road down the middle makes it very inconvenient to get to East and West sides of farm with farm equipment, trailers etc. We would have to get on service road and go down and make a u-turn to get to the other side of our property.

>

> 3. The map shows the road going through the cattle working lot and the old milk barn. The barn has been there for years. Where would we work the cattle? The lot is used for sorting cattle, weaning calves and running them through the shoot to vaccinate and doctor sick animals. There is also a water well in the lot.

>

> 4. There will be many trees removed for the road to be built for this route. I would say more for the Orange route than Purple route. Is there any consideration given for the huge, old, old, trees that would be removed? Are trees taken into consideration in the studies? Cost to remove, age?

>

> The map shows the road would take out the line of trees currently located on the West side of 2360 CR 722 (from South to the North). Removal of all of these trees would take away the wind-dust block from the future concrete plant that will be built SW of the Enloe/Griffin property. The trees would also provide a noise barrier for the traffic on the new road. Could the road be shifted further West in order to keep the current tree line?

>

> 5. Wildlife - the Orange route would disrupt the habitat of the deer, coyotes, bobcats, squirrels, raccoons, skunks, possums etc. I believe the Purple option would go through less wooded areas.

Thank you,

Ben and Lisa Griffin

From: [Smith, Chelsey](#)
To: [Clark, Taliyah](#); [123912](#)
Subject: FW: Virtual Public Scoping Meeting Comment - Spur 399
Date: Friday, November 5, 2021 9:31:06 AM

Chelsey Smith, AICP \ Burns & McDonnell
Department Manager | Transportation Planning and Policy
O 469-659-7195 \ M 816-550-3635
chsmith@burnsmcd.com \ burnsmcd.com
Galleria North Tower 1 \ 13737 Noel Rd., Suite 700 \ Dallas, TX 75240

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Friday, November 5, 2021 9:24 AM
To: Brandi Douglas <bdoug84@yahoo.com>
Subject: RE: Virtual Public Scoping Meeting Comment - Spur 399

Thank you for your comments. We will add them to our Public Meeting Summary.

Stephen Endres
214-320-4469

From: Brandi Douglas <bdoug84@yahoo.com>
Sent: Thursday, November 4, 2021 12:47 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Virtual Public Scoping Meeting Comment - Spur 399

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To: TXDot / Stephen Endres

I am writing this email to leave comments regarding the recent meeting for the Spur 399 project. I am a family friend of the Wilson's who have had their family farm there for over 100 years. I share the same concerns as the email I am sharing from a current resident that will be impacted tremendously by the orange alternative along with many other businesses and family residences. I am writing to request consideration of moving forward with the purple route for this project.

See my shared concerns from my family friend below:

Sincerely,
Brandi Eaves

I was unable to attend the in person meeting but have reviewed all the content from it in great detail

online. I appreciate TXDot keeping this information up as it has helped me in my research of the upcoming project. As a resident that will be greatly impacted by the Orange alternative I really wanted to dig deep into what TXDots plans are for both alternatives and I am now hopeful that the state will make the right decision for the path of this major road.

First I would like to discuss the displacements and the current business/buildings that would be directly impacted by both alternatives. The Purple Alternative has less displacements (3) which none of them. The largest displacement would be the Amazon warehouse on this purple route. Amazon would likely just rebuild a newer and larger warehouse within the McKinney area as they have almost endless funds and a growing customer base in the area. The mayor's fears of losing this one Amazon distribution location to another city should not be a consideration. Businesses will still flock to the growing McKinney area and this one displacement will not largely affect Amazons future. The Orange Route will displace the 8 buildings/homes/businesses . The first large displacement of the 2 new business buildings at the corner of Harry McKillop and Airport road would have a far greater impact on the owners and tenants of these retail buildings. Most of these tenants would be small businesses that would have a much harder time recovering from being displaced. Small businesses are a huge part of the city of McKinney and I hope the state could recognize that. Also along this route there will be many homes directly impacted by it. A few homes will go away totally and many would now have a very large and noisy road next to their home. These residents built in these locations to stay away from the noise and traffic of the city. Once the road turns North then it will take out 3 homes before it even crosses CR 546.

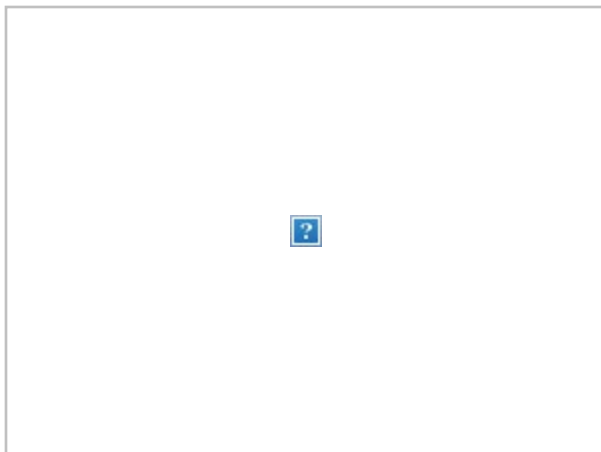
After it crosses CR 546 it now directly impacts my residents and my family's farm. The Enloe / Griffin Farm has been in the family for well over 100 years. I know we have had meetings with TXDot directly but at that time all of this information was not presented. Now that I have had some time to review it I have even more concerns why the state would even consider a different route than the ORIGINAL purple one. The road will pass within 80 yards of my wife's parents front door. Our home that we are raising our 2 boys in will be within 200 yards of the road. We have enjoyed living out here and the possibilities of raising our 2 boys on the family farm. This road will not only destroy the opportunity for our children but it will also kill the family farm legacy that has been going for over 100 years. Many of the family members enjoy the farm for its peaceful views and space to escape. However many of us enjoy the ranch for farming, hunting, and fishing. The ranch is still worked daily and even though the road will only occupy roughly 12% of the ranch, it will basically eliminate over 50% of it as there will not be direct access to both sides. The construction will also reach well beyond that 12% and many very important resources would be destroyed that we depend on. There is a live creek that provided the cattle water, the only pond on the property that is a secondary water source for the cattle, and a huge majority of the trees. It will also remove the barn and a major section of the property that houses the cattle for the majority of the year. I can keep going on and on about the direct impacts to the family farm but another major factor is access to the whole ranch. If we wanted to get to the other side we would have to get on the service road, head north, then do a U-Turn under and drive back down. This path is massive inconvenience but also is a safety issue for us. We now have to put the farm tractors, utvs, and equipment on a major highway and hope that we are not injured just trying to cross over to the other side of the ranch. I can keep going on and on about the family ranch being impacted but I have a feeling this is more political than it is a real discussion of what makes sense.

There is a few other major differences between the Purple and Orange alt that I feel plays a huge factor. The number one is TAX dollars differences between each route. I do not have the exact figure in front of me but it was close to \$100,000,000 more expensive to do the Orange route. I know the state and local government agencies love spending up tax dollars but this is a huge difference in price between the two. This extra \$100,000,000 could help fund some much needed road repair or even the upcoming projects north of the US HWY 380.

I know the mayor had mentioned the direct impact on the Oncor facility but from your maps provided it looks like it would help provide a faster way for the employees, truck drivers, and others to access the facility. It would also allow use the existing route that is already traveled. The rest of the businesses along Airport road would benefit from these safer service roads and faster access to HWY 75, SRT 121, and US 380. During the construction period it would slow traffic down slightly but we can't look at the short term here, the long term impact for this area would provide the flow of traffic this commercial section of McKinney has always needed.

Once the Orange alternative passes through my family's farm the land beside it would not have any benefit of the added road. The land it is passing through is a flood plain that provides the rain runoff to Lake Lavon (that provides the drinking water for much of the DFW area). This property would not be good to develop in the future so the road would only degrade the property's value. It may also affect the runoff of rain water causing new areas to flood or slowing down the flow into Lake Lavon.

In closing I hope that my comments may help TXDot make the best decision for the residents, farm owners, and businesses of McKinney. This decision needs to be based on the facts that your EIS has provided and the comments of residents directly impacted by both Routes and not a political one by the Mayor of McKinney.



Porterfield, Elizabeth I

From: Smith, Chelsey
Sent: Wednesday, November 3, 2021 2:44 PM
To: Clark, Taliyah
Cc: 123912
Subject: FW: Orange Alternative

Follow Up Flag: Follow up
Flag Status: Flagged

Chelsey Smith, AICP \ Burns & McDonnell Department Manager | Transportation Planning and Policy O 469-659-7195 \ M 816-550-3635 chsmith@burnsmcd.com \ burnsmcd.com Galleria North Tower 1 \ 13737 Noel Rd., Suite 700 \ Dallas, TX 75240

-----Original Message-----

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, November 3, 2021 2:37 PM
To: Brian Gill <bbgilljr@me.com>
Subject: RE: Orange Alternative

Thank you for your comments. We will add them to our Public Meeting Summary.

Stephen Endres
214-320-4469

-----Original Message-----

From: Brian Gill <bbgilljr@me.com>
Sent: Wednesday, November 3, 2021 2:07 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Orange Alternative

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am opposed to the "Orange Alternative" plan to build Spur 399 Extension from US 75 to US 380. The project threatens historic family farmland. It would also involve eight residential displacements and three business displacements.
Sincerely, Brian Gill

Sent from my iPhone

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Ctclark%40burnsmcd.com%7C4f398d1d96c34ad6db4d08d99f02380a%7Cbfbb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637715654141933774%7CUnknown%7CTWFpbGZsb3d8eyJWijoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ik1haWwiLCJXVCi6Mn0%3D%7C1000&sd=etqy4k4Xo3mEQOfkOIIsddLvlUarvAWWojx6zIH7ALE8%3D&reserved=0>>

From: [Smith, Chelsey](#)
To: [Clark, Taliyah](#)
Cc: [123912](#)
Subject: FW: Virtual Public Scoping Meeting Comment - Spur 399
Date: Wednesday, November 3, 2021 10:58:03 AM

Chelsey Smith, AICP \ Burns & McDonnell
Department Manager | Transportation Planning and Policy
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chsmith@burnsmcd.com \ burnsmcd.com
Galleria North Tower 1 \ 13737 Noel Rd., Suite 700 \ Dallas, TX 75240

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, November 3, 2021 10:49 AM
To: Drew Wilson <dreww@slalomshop.com>
Cc: farmgurl_88@yahoo.com
Subject: RE: Virtual Public Scoping Meeting Comment - Spur 399

Thank you for your comments. We will add them to our public meeting summary.
We will be contacting your family to schedule another meeting to keep you updated on the project.

Stephen
214-320-4469

From: Drew Wilson <dreww@slalomshop.com>
Sent: Tuesday, November 2, 2021 1:57 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: farmgurl_88@yahoo.com
Subject: Virtual Public Scoping Meeting Comment - Spur 399

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To: TXDot / Stephen Endres

I am writing this email to leave comments regarding the recent meeting for the Spur 399 project. I was unable to attend the in person meeting but have reviewed all the content from it in great detail online. I appreciate TXDot keeping this information up as it has helped me in my research of the upcoming project. As a resident that will be greatly impacted by the Orange alternative I really wanted to dig deep into what TXDots plans are for both alternatives and I am now hopeful that the state will make the right decision for the path of this major road.

First I would like to discuss the displacements and the current business/buildings that would be directly impacted by both alternatives. The Purple Alternative has less displacements (3)

which none of them. The largest displacement would be the Amazon warehouse on this purple route. Amazon would likely just rebuild a newer and larger warehouse within the McKinney area as they have almost endless funds and a growing customer base in the area. The mayor's fears of losing this one Amazon distribution location to another city should not be a consideration. Businesses will still flock to the growing McKinney area and this one displacement will not largely affect Amazon's future. The Orange Route will displace the 8 buildings/homes/businesses. The first large displacement of the 2 new business buildings at the corner of Harry McKillop and Airport road would have a far greater impact on the owners and tenants of these retail buildings. Most of these tenants would be small businesses that would have a much harder time recovering from being displaced. Small businesses are a huge part of the city of McKinney and I hope the state could recognize that. Also along this route there will be many homes directly impacted by it. A few homes will go away totally and many would now have a very large and noisy road next to their home. These residents built in these locations to stay away from the noise and traffic of the city. Once the road turns North then it will take out 3 homes before it even crosses CR 546.

After it crosses CR 546 it now directly impacts my residents and my family's farm. The Enloe / Griffin Farm has been in the family for well over 100 years. I know we have had meetings with TXDOT directly but at that time all of this information was not presented. Now that I have had some time to review it I have even more concerns why the state would even consider a different route than the ORIGINAL purple one. The road will pass within 80 yards of my wife's parents front door. Our home that we are raising our 2 boys in will be within 200 yards of the road. We have enjoyed living out here and the possibilities of raising our 2 boys on the family farm. This road will not only destroy the opportunity for our children but it will also kill the family farm legacy that has been going for over 100 years. Many of the family members enjoy the farm for its peaceful views and space to escape. However many of us enjoy the ranch for farming, hunting, and fishing. The ranch is still worked daily and even though the road will only occupy roughly 12% of the ranch, it will basically eliminate over 50% of it as there will not be direct access to both sides. The construction will also reach well beyond that 12% and many very important resources would be destroyed that we depend on. There is a live creek that provided the cattle water, the only pond on the property that is a secondary water source for the cattle, and a huge majority of the trees. It will also remove the barn and a major section of the property that houses the cattle for the majority of the year. I can keep going on and on about the direct impacts to the family farm but another major factor is access to the whole ranch. If we wanted to get to the other side we would have to get on the service road, head north, then do a U-Turn under and drive back down. This path is massive inconvenience but also is a safety issue for us. We now have to put the farm tractors, utvs, and equipment on a major highway and hope that we are not injured just trying to cross over to the other side of the ranch. I can keep going on and on about the family ranch being impacted but I have a feeling this is more political than it is a real discussion of what makes sense.

There is a few other major differences between the Purple and Orange alt that I feel plays a huge factor. The number one is TAX dollars differences between each route. I do not have the exact figure in front of me but it was close to \$100,000,000 more expensive to do the Orange route. I know the state and local government agencies love spending up tax dollars but this is a huge difference in price between the two. This extra \$100,000,000 could help fund some much needed road repair or even the upcoming projects north of the US HWY 380.

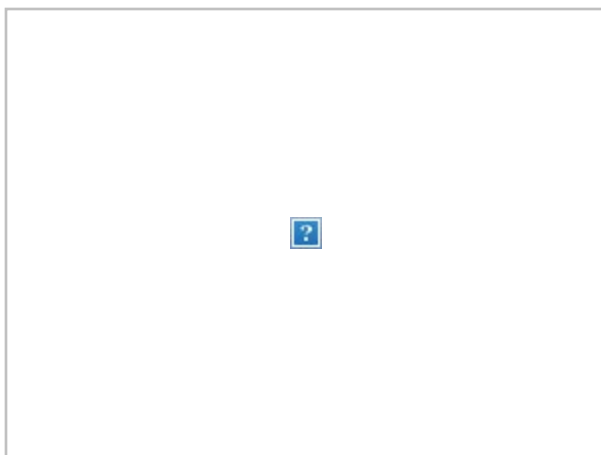
I know the mayor had mentioned the direct impact on the Oncor facility but from your maps provided it looks like it would help provide a faster way for the employees, truck drivers, and others to access the facility. It would also allow use the existing route that is already traveled. The rest of the businesses along Airport road would benefit from these safer service roads and faster access to HWY 75, SRT 121, and US 380. During the construction period it would slow traffic down slightly but we can't look at the short term here, the long term impact for this area would provide the flow of traffic this commercial section of McKinney has always needed.

Once the Orange alternative passes through my family's farm the land beside it would not have any benefit of the added road. The land it is passing through is a flood plain that provides the rain runoff to Lake Lavon (that provides the drinking water for much of the DFW area). This property would not be good to develop in the future so the road would only degrade the property's value. It may also affect the runoff of rain water causing new areas to flood or slowing down the flow into Lake Lavon.

In closing I hope that my comments may help TXDot make the best decision for the residents, farm owners, and businesses of McKinney. This decision needs to be based on the facts that your EIS has provided and the comments of residents directly impacted by both Routes and not a political one by the Mayor of McKinney.

Sincerely,

Drew Wilson
2385 County Rd 722
McKinney, Texas 75069
940-367-1970



From: [Smith, Chelsey](#)
To: [123912](#); [Clark, Taliyah](#)
Subject: FW: Opposition to Orange Alternative
Date: Thursday, November 4, 2021 1:24:07 PM

Chelsey Smith, AICP \ Burns & McDonnell
Department Manager | Transportation Planning and Policy
O 469-659-7195\ M 816-550-3635
chsmith@burnsmcd.com \ burnsmcd.com
Galleria North Tower 1 \ 13737 Noel Rd., Suite 700 \ Dallas, TX 75240

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Thursday, November 4, 2021 8:07 AM
To: elizabeth.allison@aya.yale.edu
Subject: RE: Opposition to Orange Alternative

Thank you for your comments. We will add them to our Public Meeting Summary.

Stephen Endres
214-320-4469

From: elizabeth.allison@aya.yale.edu <elizabeth.allison@aya.yale.edu>
Sent: Thursday, November 4, 2021 12:31 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Opposition to Orange Alternative

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Endres:

I am writing to implore you to spare a six-generation family farm from being destroyed by having a highway cut across it. Historic family farmland should be preserved as working land and open space.

For this reason, **I am opposed to the “Orange Alternative” plan to build Spur 399 Extension from US 75 to US 380.** In addition to threatening historic family farmland, would also involve eight residential displacements and three business displacements. I am confident that there is a less damaging route for the proposed highway.

Sincerely,
Elizabeth Allison

From: [Cannon-Mackey, Shari](#)
To: [Porterfield, Elizabeth I](#)
Cc: [Harris, Brandy M](#); [Costello, Lydia](#)
Subject: FW: Spur 399 Extension from US 75 to US 380
Date: Thursday, November 4, 2021 11:50:13 AM
Attachments: [Spur 399 - Elizabeth McAnally - Nov. 2021.pdf](#)

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Thursday, November 4, 2021 11:49 AM
To: Elizabeth McAnally <elizabeth_mcanally@yahoo.com>
Subject: RE: Spur 399 Extension from US 75 to US 380

Thank you for your comments. We will add them to our Public Meeting Summary.

Stephen Endres
214-320-4469

From: Elizabeth McAnally <elizabeth_mcanally@yahoo.com>
Sent: Thursday, November 4, 2021 11:34 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Spur 399 Extension from US 75 to US 380

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Stephen,

I'm attaching my letter opposing the "Orange Alternative" plan to build Spur 399 Extension from US 75 to US 380.

Please confirm receipt of this letter.

Take care,
Elizabeth

Elizabeth McAnally, PhD

Newsletter Editor & Website Manager, [Yale Forum on Religion and Ecology](#)

Author, [Loving Water across Religions: Contributions to an Integral Water Ethic](#)

November 4, 2021

Stephen Endres, P.E.
4777 E US Highway 80
Mesquite, TX 75150

Dear Stephen Endres,

I am strongly opposed to the “Orange Alternative” plan to build Spur 399 Extension from US 75 to US 380.

My family has been living on the proposed building site since the 1850s. County Road 722 was originally named Enloe Road after the name of my great-great-grandfather, Reverend Abe Enloe (b. 1845). Abe Enloe moved from Missouri to Collin County in the 1850s with his family and helped build Enloe Farm and his house (2142 CR 722) in 1859. The family bought and farmed approximately 75 acres of land at that time.

Our family limited partnership has since grown and currently holds approximately 200 acres of land. Five generations of my family have lived on and farmed the land. My uncle and aunt, Ben and Lisa Griffin, continue to farm our family land to this day, growing wheat and tending livestock.

I grew up in the ancestral home that Abe Enloe and his family built in 1859. My parents, Charles and Pam McAnally, still live in that house. Our family limited partnership includes 4 houses on this land:

2142 CR 722 (home of Charles and Pam McAnally)
2055 CR 722 (home of Minnie Fae Enloe Griffin)
2360 CR 722 (home of Ben & Lisa Griffin)
2385 CR 722 (home of Andrew and Amy Jo Wilson)

In 1984, my grandparents, Minnie Fae Enloe Griffin and Wiley E. Griffin, were presented the Texas Family Land Heritage certificate awarded to the Enloe Farm by the Agriculture Commissioner at a ceremony at the Texas State Capitol in Austin. This certificate honors farms that have been in continuous production by the same family for more than a century.

I urge you to protect this historic farm. Please do not build a highway through our family property. If the “Orange Alternative” highway was built, it would run directly through the historic family farmland. It would prevent access from one part of the farm to another. Tractors, large farm equipment, and cattle would not be able to cross the highway. It would cut off the grazing area and the water source for my aunt and uncle’s cattle. This would destroy my family’s livelihood and is unacceptable. You must not build the “Orange Alternative” highway.

Finally, [Community Impact Newspaper](#) reported on this project on October 29 and stated the following:

“the purple option is shorter in length than the orange and would be estimated to cost less than the orange option. The purple option would also have fewer displacements—TxDOT estimated the purple option would displace one business. The orange route, on the other hand, would involve eight residential displacements and three businesses.”

It is unconscionable to displace residents from their homes for the sake of a highway. Please do the right thing: do not build the “Orange Alternative” highway.

Please confirm receipt of this letter.

Sincerely,

A handwritten signature in black ink that reads "Elizabeth McAnally". The signature is written in a cursive style with a long, sweeping underline.

Elizabeth McAnally, PhD
1446 Berkeley Way
Berkeley, CA 94702

elizabeth_mcanally@yahoo.com
510-776-5149

From: [Smith, Chelsey](#)
To: [123912](#); [Clark, Taliyah](#)
Subject: FW: Spur 399
Date: Wednesday, November 3, 2021 3:57:05 PM

Chelsey Smith, AICP \ Burns & McDonnell
Department Manager | Transportation Planning and Policy
O 469-659-7195\ M 816-550-3635
chsmith@burnsmcd.com \ burnsmcd.com
Galleria North Tower 1 \ 13737 Noel Rd., Suite 700 \ Dallas, TX 75240

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, November 3, 2021 3:49 PM
To: James, George <George.James@unt.edu>
Subject: RE: Spur 399

Thank you for your comments. We will add them to our Public Meeting Summary.

Stephen Endres
214-320-4469

From: James, George <George.James@unt.edu>
Sent: Wednesday, November 3, 2021 3:47 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Spur 399

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Endres,

As a longtime resident of Denton TX and a frequent visitor to McKinney TX, I object to the so called "Orange Alternative" plan to build Spur 399 Extension from US 75 to US 380. This project threatens historical family farmland. It also evolves eight residential displacements and three business displacements. I'm personally acquainted with families who have farmed this land for six generations. It is unacceptable that their land is going to be divided by a highway that will bring no benefit to the local people.

Very truly yours

George Alfred James

Professor Emeritus

University of North Texas

Porterfield, Elizabeth I

From: Smith, Chelsey
Sent: Thursday, November 4, 2021 9:51 AM
To: Clark, Taliyah
Cc: 123912
Subject: FW: Spur 399 Extension from US 75 to US 380

Follow Up Flag: Follow up
Flag Status: Flagged

Chelsey Smith, AICP \ Burns & McDonnell Department Manager | Transportation Planning and Policy O 469-659-7195 \ M 816-550-3635 chsmith@burnsmcd.com \ burnsmcd.com Galleria North Tower 1 \ 13737 Noel Rd., Suite 700 \ Dallas, TX 75240

-----Original Message-----

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Thursday, November 4, 2021 8:13 AM
To: Gloria Pass <glpass@sbcglobal.net>
Subject: RE: Spur 399 Extension from US 75 to US 380

Thank you for your comments. We will add them to our Public Meeting Summary.

Stephen Endres
214-320-4469

-----Original Message-----

From: Gloria Pass <glpass@sbcglobal.net>
Sent: Wednesday, November 3, 2021 5:29 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Spur 399 Extension from US 75 to US 380

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Stephen,

I am opposed to the "Orange Alternative" plan to build Spur 399 Extension from US 75 to US 380. The project threatens historic family farmland at 2142 CR 722, McKinney, TX, 75069.

It would also involve eight residential displacements and three business displacements.

Please do not build the "Orange Alternative" highway.

Sincerely,
Gloria Pass

2223 Acton St.

From: [Smith, Chelsey](#)
To: [123912](#); [Clark, Taliyah](#)
Subject: FW: Orange Alternative Opposition
Date: Thursday, November 4, 2021 1:18:05 PM

Chelsey Smith, AICP \ Burns & McDonnell
Department Manager | Transportation Planning and Policy
O 469-659-7195 \ M 816-550-3635
chsmith@burnsmcd.com \ burnsmcd.com
Galleria North Tower 1 \ 13737 Noel Rd., Suite 700 \ Dallas, TX 75240

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Thursday, November 4, 2021 10:51 AM
To: Jeremy Watts <jeremywatts@gmail.com>
Subject: RE: Orange Alternative Opposition

Thank you for your comments. We will add them to our Public Meeting Summary.

Stephen Endres
214-320-4469

From: Jeremy Watts <jeremywatts@gmail.com>
Sent: Thursday, November 4, 2021 10:49 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Orange Alternative Opposition

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Stephen.

I am opposed to the “Orange Alternative” plan to build Spur 399 Extension from US 75 to US 380. The project threatens historic family farmland. It would also involve eight residential displacements and three business displacements.

Jeremy Watts
McKinney, TX

From: [Smith, Chelsey](#)
To: [123912](#); [Clark, Taliyah](#)
Subject: FW: Opposition to new highway
Date: Thursday, November 4, 2021 9:51:35 AM

Chelsey Smith, AICP \ Burns & McDonnell
Department Manager | Transportation Planning and Policy
O 469-659-7195 \ M 816-550-3635
chsmith@burnsmcd.com \ burnsmcd.com
Galleria North Tower 1 \ 13737 Noel Rd., Suite 700 \ Dallas, TX 75240

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Thursday, November 4, 2021 8:11 AM
To: Kay McBride <kay.mcbride@comcast.net>
Subject: RE: Opposition to new highway

Thank you for your comments. We will add them to our Public Meeting Summary.

Stephen Endres
214-320-4469

From: Kay McBride <kay.mcbride@comcast.net>
Sent: Wednesday, November 3, 2021 6:25 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Opposition to new highway

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Endres,

I am opposed to the “Orange Alternative” plan to build Spur 399 Extension from US 75 to US 380. The project threatens historic family farmland. It would also involve eight residential displacements and three business displacements.

Thank you!
Kay McBride

Sent from my iPhone

From: [Smith, Chelsey](#)
To: [123912](#); [Clark, Taliyah](#)
Subject: FW: Orange Alternative opposition
Date: Thursday, November 4, 2021 9:51:35 AM

Chelsey Smith, AICP \ Burns & McDonnell
Department Manager | Transportation Planning and Policy
O 469-659-7195 \ M 816-550-3635
chsmith@burnsmcd.com \ burnsmcd.com
Galleria North Tower 1 \ 13737 Noel Rd., Suite 700 \ Dallas, TX 75240

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Thursday, November 4, 2021 8:12 AM
To: Michael Hecht <mjhecht@gmail.com>
Subject: RE: Orange Alternative opposition

Thank you for your comments. We will add them to our Public Meeting Summary.

Stephen Endres
214-320-4469

From: Michael Hecht <mjhecht@gmail.com>
Sent: Wednesday, November 3, 2021 5:29 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Orange Alternative opposition

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Stephen

I am opposed to the “Orange Alternative” plan to build Spur 399 Extension from US 75 to US 380. The project threatens historic family farmland. It would also involve eight residential displacements and three business displacements.

Thank you,
Michael Hecht

Porterfield, Elizabeth I

From: Smith, Chelsey
Sent: Thursday, November 4, 2021 1:18 PM
To: Clark, Taliyah; 123912
Subject: FW: Spur 399

Follow Up Flag: Follow up
Flag Status: Flagged

Chelsey Smith, AICP \ Burns & McDonnell Department Manager | Transportation Planning and Policy O 469-659-7195\ M 816-550-3635 chsmith@burnsmcd.com \ burnsmcd.com Galleria North Tower 1 \ 13737 Noel Rd., Suite 700 \ Dallas, TX 75240

-----Original Message-----

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Thursday, November 4, 2021 10:53 AM
To: Pam McAnally <pam_mcanally@yahoo.com>
Subject: RE: Spur 399

Thank you for your comments. We will add them to our Public Meeting Summary.

Stephen Endres
214-320-4469

-----Original Message-----

From: Pam McAnally <pam_mcanally@yahoo.com>
Sent: Thursday, November 4, 2021 10:47 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: Pam McAnally <pam_mcanally@yahoo.com>
Subject: Spur 399

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Enders,

I am opposed to the orange alternative plan to build Spur 399 Extension from 75 to US 380.

The project threatens my historical family farmland. I have several concerns:

- 1). It will divide the farmland in half and prevent access from one part of the farm to another.
- 2). Large farm equipment, tractors, cattle, and help from one side of the farm to the other. Equipment and cattle would not be able to cross the highway!!
- 3). It would take longer for emergency services to arrive at 2055 C.R. 723. We do not receive emergency services from McKinney, but Lowry Crossing.
- 4). The highway would take away the water source for the cattle.
- 5). The drainage would need to be directed so that pastures would not flood.
- 6). The woodlands would be taken out. They provide homes for the wildlife.
- 7). Many of the trees are a 100 year old. An Arborist would need to study the destruction of trees that would be needed to be removed so the highway could come through the farm.

8). Historical area of the milk shed would be destroyed.

9). The highway would come too close to the historical home house located at 2142 C.R. 722 and make it unsafe for a family to live.

I hope the orange alternative is not chosen.

Thank you,

Pamela McAnally

Sent from my iPhone

[A Texas Department of Transportation (TxDOT)

message]<[https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-](https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Ctclark%40burnsmcd.com%7C4a4adba2b738466d1c2108d99fbf7117%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637716466844339166%7CUnknown%7CTWFpbGZsb3d8eyJWljoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C1000&msdata=me6JzShhP3uCDAQUqWITslc%2FSL9VvdarsU0b3zcVBYk%3D&reserved=0)

[center%2Ffeatured.html&data=04%7C01%7Ctclark%40burnsmcd.com%7C4a4adba2b738466d1c2108d99fbf7117%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637716466844339166%7CUnknown%7CTWFpbGZsb3d8eyJWljoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C1000&msdata=me6JzShhP3uCDAQUqWITslc%2FSL9VvdarsU0b3zcVBYk%3D&reserved=0](https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=04%7C01%7Ctclark%40burnsmcd.com%7C4a4adba2b738466d1c2108d99fbf7117%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637716466844339166%7CUnknown%7CTWFpbGZsb3d8eyJWljoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C1000&msdata=me6JzShhP3uCDAQUqWITslc%2FSL9VvdarsU0b3zcVBYk%3D&reserved=0)>

From: [Smith, Chelsey](#)
To: [Clark, Taliyah](#)
Cc: [123912](#)
Subject: FW: Orange Plan Opposition
Date: Wednesday, November 3, 2021 2:44:03 PM

Chelsey Smith, AICP \ Burns & McDonnell
Department Manager | Transportation Planning and Policy
O 469-659-7195 \ M 816-550-3635
chsmith@burnsmcd.com \ burnsmcd.com
Galleria North Tower 1 \ 13737 Noel Rd., Suite 700 \ Dallas, TX 75240

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, November 3, 2021 2:35 PM
To: Robert Jones <robjones335@gmail.com>
Subject: RE: Orange Plan Opposition

Thank you for your comments. We will add them to our Public Meeting Summary.

Stephen Endres
214-320-4469

From: Robert Jones <robjones335@gmail.com>
Sent: Wednesday, November 3, 2021 1:05 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Orange Plan Opposition

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Endres;

I am opposed to the "Orange Alternative" plan to build Spur 399 Extension from US 75 to US 380. The project threatens historic family farmland. It would also involve eight residential displacements and three business displacements.

Please consider alternatives.

Appreciatively,
Robert Jones

--



Robert Jones, The East Bay Team / Realtor
robert.jones@sothebyshomes.com / 510.917.2895

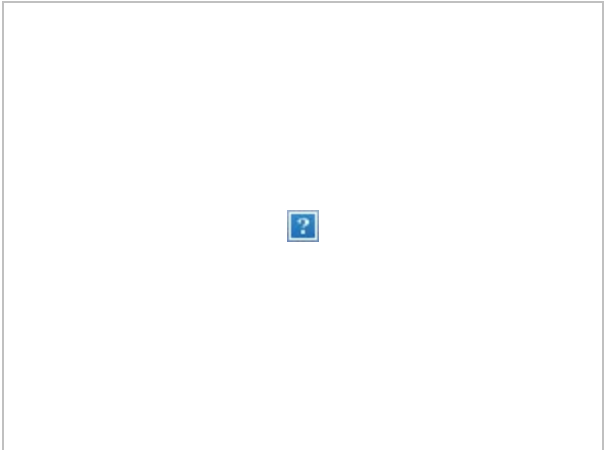
Sotheby's International Realty
Cal DRE# 01889386
117 Greenwich Street
San Francisco, CA 94111
anthonyriggins.com



htmlsig.com



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From: [Smith, Chelsey](#)
To: [Clark, Taliyah](#); [123912](#)
Subject: FW: Virtual Public Scoping Meeting Comment - Spur 399
Date: Friday, November 5, 2021 9:29:06 AM

Chelsey Smith, AICP \ Burns & McDonnell
Department Manager | Transportation Planning and Policy
O 469-659-7195 \ M 816-550-3635
chsmith@burnsmcd.com \ burnsmcd.com
Galleria North Tower 1 \ 13737 Noel Rd., Suite 700 \ Dallas, TX 75240

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Friday, November 5, 2021 9:23 AM
To: Stewart Mers <stewart.mers@mac.com>
Subject: RE: Virtual Public Scoping Meeting Comment - Spur 399

Thank you for your comments. We will add them to our Public Meeting Summary.

Stephen Endres
214-320-4469

From: Stewart Mers <stewart.mers@mac.com>
Sent: Thursday, November 4, 2021 1:02 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Virtual Public Scoping Meeting Comment - Spur 399

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To: Stephen Endres and TXDot

I am writing this email to leave comments regarding the recent meeting for the Spur 399 project. I was unable to attend the in person meeting but have reviewed all the content from it in great detail online. I appreciate TXDot keeping this information up as it has helped me in my research of the upcoming project. I am not a resident that will be directly impacted but long time family friends will be devastated if the Orange route is selected. Additionally, I have major concerns about the Orange route displacing more people, costing over \$100mm more, and being physically longer.

I understand the implications with the Amazon warehouse in the Purple route but as a Native Texan I think we have an obligation to protect family farms and homes over mega corporations. For a company like Amazon this would be merely a blip in the radar while it could be completely devastating to the families affected by the Orange route. Cutting a 100 year old working family farm in half, removing newly built local retail establishments, and changing the

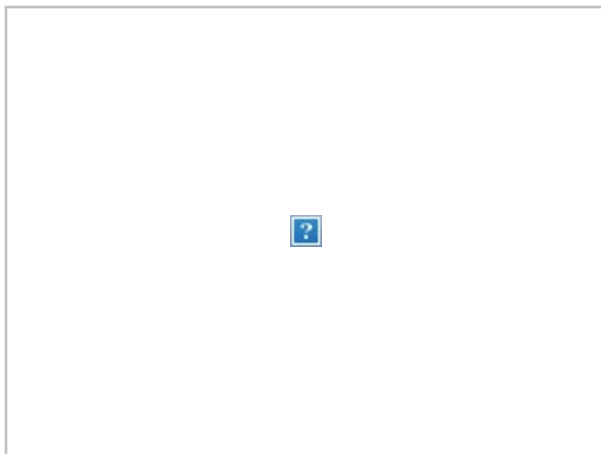
McKinney landscape forever seems like a pretty poor alternative to the Purple route.

Further compounding the Orange route is the sheer cost issue. The initial estimate is already over \$100 million more than the Purple route which should be enough of an issue to disregard the Orange route. In today's world we know that the project will not come in under budget but rather will likely have MAJOR cost overruns costing the taxpayers even more. TXDOT has a fiduciary duty to all Texans to spend our money with the greatest efficiency and I believe the Orange route betrays that duty.

I have no doubt that you are receiving a ton of comments on this project but I sincerely hope you and the TXDOT team are taking the public's comments and opinions to heart and will ultimately choose to build on the Purple route.

Regards,

Stewart Mers
North Texas born and raised.



From: [Smith, Chelsey](#)
To: [Clark, Taliyah](#); [123912](#)
Subject: FW: Spur 399 Extension
Date: Thursday, November 4, 2021 1:42:37 PM

Chelsey Smith, AICP \ Burns & McDonnell
Department Manager | Transportation Planning and Policy
O 469-659-7195 \ M 816-550-3635
chsmith@burnsmcd.com \ burnsmcd.com
Galleria North Tower 1 \ 13737 Noel Rd., Suite 700 \ Dallas, TX 75240

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Wednesday, November 3, 2021 4:05 PM
To: Whitney Wilson <wwhitneyw@gmail.com>
Subject: RE: Spur 399 Extension

Thank you for your comments. We will add them to our Public Meeting Summary.

Stephen Endres
214-320-4469

From: Whitney Wilson <wwhitneyw@gmail.com>
Sent: Wednesday, November 3, 2021 4:02 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Spur 399 Extension

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Enders,

I am opposed to the "Orange Alternative" plan to build Spur 399 Extension from US 75 to US 380. The project threatens historic family farmland. It would also involve eight residential displacements and three business displacements. One of the residents is my brother and his young family. His wife's family owns most of this land... They are beautiful, hardworking people who don't deserve to be displaced due to traffic congestion.

Thank you for your time and consideration,
Whitney Wilson

--

Whitney Wilson
940.390.4189

**Spur 399 Extension TxDOT Public Meeting Stakeholder Comments Related to Historic Resources East McKinney Neighborhoods
(submitted via electronic website survey)**

Commenter Name	Date Received	Source	Comment Topic	Comment Response	Alternative Preference
Beth Bentley	11/5/2021	Electronic Website Survey	<p>Thank you for the opportunity to speak on the proposed improvements for the Spur 399 Extension from US 75 to US 380 in Collin County, Texas. Please allow my comment to reflect that I am against any disruption of the historic neighborhoods in East McKinney, particularly those historically known as La Loma (The Hill) and Mouzon. If other historically known East McKinney neighborhoods or cemetery sites could potentially be impacted, I am also against proposed improvements in those areas.</p> <p>If any homes or businesses in East McKinney neighborhoods are impacted, it could result in their displacement from an area that is currently experiencing gentrification.</p> <p>Thank you for your consideration.</p>		unclear
Unknown	11/5/2021	Electronic Website Survey	<p>The purple alignment will be immediately adjacent to the La Loma Neighborhood and will have a negative impact on the largely minority residents there.</p> <p>This alignment will also negatively impact other neighborhoods and businesses along what is currently Airport Drive.</p>		oppose purple

Scoping Meeting and Public Meeting Stakeholder Contact Information

Spur 399 Extension TxDOT Public Scoping and Public Meeting Stakeholder Contacts for Comments Related to Historic Resources

Name	Email	Telephone	Address	Scoping Meeting	Public Meeting
Aaron Weiss	mysticalentity@gmail.com		1446 Berkeley Way, Berkeley, CA 94702	X	X
Amy Griffin (Amy Jo Wilson)	farmgurl_88@yahoo.com			X	X
Andrea Stephens	astephens1958@gmail.com				X
Ashley Compton (Ashley Miglini)	a5h1ey@me.com			X	
Brandi Eaves (Brandi Douglas)	bdoug84@gmail.com				X
Brian Gill	bbgilljr@me.com				X
Cate Carter	catejoon@gmail.com			X	
Christine Bence	nebzeb715@hotmail.com			X	
Cynthia McAnally	cynthiamcanally@gmail.com	214-250-1244	2014 Dove Crossing, Melissa, TX 75454	X	
Dave McAnally	dmcanally@bluehavenhomes.com	469-450-6181		X	
David Trujillo	davidtrujillo1@hotmail.com		2319 Cuesta Lane, McKinney, TX 75072	X	
Debra Cook Mauro	debramauro@mac.com			X	
Drew Wilson	dreww@slalomshop.com			X	X
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Elizabeth Allison	elizabeth.allison@aya.yale.edu			X	X
Elizabeth McAnally	elizabeth_mcanally@yahoo.com	510-776-5149	1446 Berkeley Way, Berkeley, CA 94702	X	X
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Gloria Pass	glpass@sbcglobal.net		2223 Action St. Berkeley, CA 94702	X	X
Jeremy Watts	jeremywatts@gmail.com				X
Kay McBride	kkmcbride@icloud.com			X	X
Kenneth Kann	klkann@sbcglobal.net			X	
Kirsten Rudestam	kirstenrudestam@gmail.com			X	
Laura Pustarfi	laurapustarfi@gmail.com			X	
Lisa (and Ben) Griffin	lisagriff@prodigy.net			X	X
Matthew Hogan	matthogan1123@gmail.com			X	
Merav Singer	merav@nebulous.org			X	
Michael Hecht	mjhecht@gmail.com				X

Spur 399 Extension TxDOT Public Scoping and Public Meeting Stakeholder Contacts for Comments Related to Historic Resources

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Nadine Rosenthal	rosenvine@att.net			X	
Pamela McAnally	pam_mcanally@yahoo.com		2142 CR 722, McKinney, TX 75069	X	X
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Shelley Coleman	artsforjustice@gmail.com			X	
Stephanie Pass	sfpass@sbcglobal.com			X	
Stewart Mers	stewart.mers@mac.com				X
Syam Waymon	swaymon@gmail.com			X	
Whitney Wilson	wwhitneyw@gmail.com	940-390-4189			X
Yoko Tsumagari	yokotsumagaripass@gmail.com	510-541-0017	1269 Hearst, Kerkeley, CA 94702	X	
Beth Bentley	submitted via electronic survey				X
Unknown	submitted via electronic survey				X

Appendix L-7: Historical Resources Intensive Survey Report – Enloe Farm



Historical Resources Survey Report

Intensive Survey

Project Name: Spur 399 Extension Project

Project Limits: Spur 399 Extension from US 75 to US 380 (intensive survey of Enloe Farm - Parcel 2542719)

District(s): DAL District

County(s): Collin County

CSJ Number(s): 0364-04-051, 0047-05-058, and 0047-10-002

Principal Investigator: Mary Alfson Tinsman, JMT

Report Completion Date: March 2022

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated 12-9-2019, and executed by FHWA and TxDOT.

This historical resources survey report is produced for the purposes of meeting requirements under Section 106 of the National Historic Preservation Act, the Antiquities Code of Texas, and other cultural resource legislation related to environmental clearance as applicable.

Abstract

The Texas Department of Transportation (TxDOT) is proposing a spur extension of highway 399 near McKinney, Collin County, TX. The proposed project has two possible alternative routes, the Orange and Purple, and will require property acquisition for impacted parcels or portions of impacted parcels.

To evaluate the project's potential effect to historic resources, in compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966 as amended, JMT conducted an intensive-level survey of a parcel within the proposed Orange Alternative project area. The parcel, Collin County Tax Parcel Number 2542719, is associated with a late nineteenth century farmstead including a ca. 1879 farmhouse which was recognized in 1983 by the Texas Department of Agriculture under its Family Land Heritage Program (FLHP).

The intensive survey report documents and delineates the ca. 1879 Enloe Farm property and evaluates its historical association with adjacent properties owned by Enloe family descendants. This report determines whether Parcel 2542719 or any of the buildings, individually or collectively, are eligible for listing on the National Register of Historic Places (NRHP) and recommends project effects to the subject parcel.

Based on historical research and for the purposes of this project, the Enloe Farm is determined not eligible for listing on the NRHP due to the lack of integrity and significance as an example of a resource type (intact farmstead). The farm remains active with several of the associated structures in use but lacks integrity of design, materials, workmanship, and feeling due to significant alterations and loss of original buildings and agricultural lands. The structures are no longer able to reflect the property's associations with early settlers due to these alterations and do not represent a significant intact example of an extant nineteenth century farmstead.

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Project Identification

- Report Completion Date: 02/18/2022
- Date(s) of Fieldwork: 02/02/2022
- Survey Type: Windshield Reconnaissance Intensive
- Report Version: Draft Final
- Regulatory Jurisdiction: Federal State
- TxDOT Contract Number: 57015SH003
- District or Districts: DAL District
- County or Counties: Collin County
- Highway or Facility: Spur 399 Extension
- Project Limits: Spur 399 Extension from US 75 to US 380 (intensive survey of Enloe Farm - Parcel 2542719)
- Main CSJ Number: 0364-04-051
- Report Author(s): Caitlin Herrstadt, JMT
Morgan Granger, JMT
- Principal Investigator: Mary Alfson Tinsman, JMT
- List of Preparers: Caitlin Herrstadt, JMT
Morgan Granger, JMT

Area of Potential Effects (APE)

- Existing ROW
- 150' from Proposed ROW and Easements
- 300' from Proposed ROW and Easements
- Custom: See Below

The anticipated APE includes the boundaries of Enloe Farm (Parcel 2542719), located along County Road 722 (CR 722/Enloe Rd) (Appendix C).

- **Historic-Age Survey Cut-Off Date:** 1980
- **Study Area** Collin County, TX Tax Parcel Number 2542719

Section 106 Consulting Parties

- **Public Involvement Outreach Efforts:**

As a result of the Historical Resources Survey Report, conducted by Burns & McDonnell in 2021, the Enloe family was identified as the concerned public regarding their farmland. In March 2021, members of the community including members of the Enloe Family wrote letters to express their opposition to the “Orange Alternative” plan to build Spur 399 Extension from US 75 to US 380, which would take a portion of the Enloe farmland. A meeting was held with the Enloe family on October 5, 2021, to discuss the possible impacts to their property. An additional public involvement meeting was held on October 21, 2021.

- **Identification of Section 106 Consulting Parties:**

Collin County Historical Commission

Paula Ross, Chair

7117 County Road 166

McKinney, TX 75071

972-548-4792 (Myers Park)

972-424-1460 ex. 4792 (Metro)

City of McKinney Historic Preservation Office

Paula J. Nasta, AIA, Historic Preservation and Downtown Development Planner

221 N. Tennessee Street

McKinney, TX 75069

pnasta@mckinneytexas.org

972-547-7416

Collin County Historical Society and History Museum

Kristen Spalding

300 East Virginia Street

McKinney, TX 75069

spalding@collincountyhistoricalsociety.org

972-542-9457

Collin County Farm Museum

Jennifer Rogers, Museum Coordinator

7117 County Road 166

McKinney, TX 75071

972-547-5752

- **Section 106 Review Efforts:**

TxDOT ENV reached out to the Enloe family in 2021 after Burns & McDonnell identified the family as the concerned public.

- **Summary of Consulting Parties Comments:**

In March 2021, members of the community and the Enloe Family wrote letters to express their opposition to the “Orange Alternative” plan to build Spur 399 Extension from US 75 to US 380, which would take a portion of the Enloe farmland. They also provided information about the property’s history that has been incorporated into this intensive survey report.

Stakeholders

- **Stakeholder Outreach Efforts:**

In March 2021, members of the community and the Enloe Family wrote letters to express their opposition to the “Orange Alternative” plan to build Spur 399 Extension from US 75 to US 380, which would take a portion of the Enloe farmland. A meeting was

held with the Enloe family on October 5, 2021, to discuss the possible impacts to their property. The Enloe family said the property would not be accessible for fieldwork until after the end of hunting season (after January 1, 2022). An additional public involvement meeting was held on October 21, 2021. The family was contacted early in 2022 discuss property access. Access was granted to JMT on February 2, 2022, and necessary documentation occurred at that time.

- **Identification of Stakeholder Parties:**

Wiley E Griffin Trust (Property Owner)

PO Box 455

Melissa, TX 75454-0455

- **Summary of Stakeholder Comments:**

In a meeting with the Enloe family held on October 5, 2021, family representatives expressed concerns regarding the potential impact to their property and shared the information about the history and use of the land. Pamela McAnally stated that the 'Enloe School' property was transferred back to the family and that the building no longer stands. She confirmed that the small wooden structure at the southeast corner of the parcel (identified in the survey as resource O1f) was a store moved from Elm Street in McKinney to the property in the 1970s.

Project Setting/Study Area

- **Study Area**

The study area includes a single parcel (identified by TxDOT ENV as Parcel 2542719), irregularly shaped measuring approximately 83.42 acres. The property is located at 2142 CR 722, McKinney, Texas. The McKinney International Airport is located to the west. The parcel is bisected by an east-west running portion of CR 722 (Enloe Rd) and includes a nineteenth century farmhouse, outbuildings, and active agricultural and cattle lands. There is a varying degree of tree cover with some portions significantly denser.

- **Previously Evaluated Historic Resources**

JMT's architectural historians consulted the Texas Historical Commission's online Atlas database and the TxDOT Historic Districts and Properties Map to locate previously evaluated historic resources. No previously evaluated historic resources are located on the subject parcel (Parcel 2542719).

In the reconnaissance level survey, conducted by Burns and McDonnell in 2021, the resources addressed herein were recorded and evaluated for eligibility. The resources included in the intensive survey were previously recorded 44a, 44b, 44c, 44d, 44e, and 44f; for this survey they are identified as 01a, 01b, 01c, 01d, 01e, 01f respectively.

- **Previously Designated Historic Properties**

JMT's architectural historians consulted the Texas Historical Commission's online Atlas database and the TxDOT Historic Districts and Properties Map to locate previously evaluated historic resources. No previously designated historic properties are located within the project study area (Parcel 2542719).

- **Previously Designated Historic Districts**

JMT's architectural historians consulted the Texas Historical Commission's online Atlas database and the TxDOT Historic Districts and Properties Map to locate previously designated historic districts. No previously designated historic districts are located within the project study area (Parcel 2542719).

- **Historic Land Use**

Historically the subject property was used for agricultural purposes, cattle farming, and related activities. Agricultural buildings remain on the property including an equipment shed, wood frame outbuilding, and an animal barn.

There are areas of the property which are heavily wooded. Historic aerials indicate mature trees have been present on the property since at least 1942, however, historically the tree cover was significantly less than what is currently present. Between 1956 and 2004 a large portion in the western part of the property filled in with vegetation. The 1956 and 1968 aerials have a similar amount of tree coverage. Tree coverage slowly increases starting in 1981, and the 2004 aerial shows significant expansion to the treed area. This indicates a majority of the tree growth is approximately 25-30 years old with more centralized growth pre-dating 1942.

Cleared land observed in the aerials is indicative of agricultural and cattle raising practices. A natural spring and intermittent stream run through the property and are surrounded by the tree growth observed in the aerials. The spring and stream appear to same location and do not appear to have been diverted or dammed. The area directly surrounding the reported spring does not appear to be heavily wooded until sometime after 1995.

- **Current Land Use and Environment**

- Current Land Use**

- Based on a review of current available Google Aerial and Street View imagery, the immediate project area for the intensive survey consists of an irregularly shaped, approximately 83.42-acre parcel located at 2142 CR 722, McKinney, Texas. The parcel (identified by TxDOT ENV as Parcel 2542719) contains a nineteenth century farmhouse, outbuildings, and active agricultural lands. The subject parcel is bisected by CR 722 (Enloe Rd) and includes denser tree cover throughout portions of the parcel. The McKinney International Airport is located west of the project area.

- The subject parcel, according to the Enloe family descendants, is used for farming and cattle farming. The current and historic land uses are therefore aligned, however the increased amount of tree coverage has caused a loss of integrity to the historic field and pasturelands.

- Natural Environment**

- The natural environment surrounding the project area consists of generally flat agricultural lands with patches of forested areas. A natural spring and intermittent stream run through the property and are surrounded by the tree growth. The spring and stream appear do not appear to have been diverted or dammed since the historic period,

- **Historic Period(s) and Property Types**

- The nearby city of McKinney was established as the Collin County seat in 1849, however, settlement and development of the adjacent county was sparse until the mid-to-late twentieth century, as observed in historic aerials. Given the approximate construction date of the primary house (01a) in the late 1870s and the property's continued use as family farmland, the period of significance is 1870 through 1980 (the historic age cutoff date).

- The residential and agricultural structures located on the property are frame vernacular and agricultural. The Enloe house, resource 01a, has been heavily altered and several agricultural buildings have been demolished. Among the demolished or removed structures, according to the Enloe family descendants, are the Enloe School and a large two-story barn.

- **Integrity of Historic Setting**

- The setting in which resources 01a-01f currently stand remains agricultural and ranching in nature and use. Tree coverage in the western portion of the parcel south and west of resources 01a-01e has become increasingly dense since the period of significance,

moving into some portions of historic agricultural fields. This increase in tree coverage has changed the historic landscape resulting in a loss of integrity of the historic farmland. The structures appear to have been erected following establishment of paths or roadways (County Road 722/Enloe Road) with the exception of resource 01f which was relocated from McKinney to the property in the late twentieth century. The project area consists of a single parcel, Parcel 2542719, which is split by County Road 722 (Enloe Road). The parcel includes a dwelling, two adjacent outbuildings, a barn, a storm cellar, and an additional outbuilding (01f) located in the vicinity of the former Enloe school. These resources are in varying conditions and occupancies. The Enloe family stated in February 2022 that there were other buildings located on the property which have been demolished or otherwise decayed. The FLHP application states there is a barn, detached kitchen and smokehouse, and “Nell house” which were located on the property and that were over 100 years of age. None of these resources appear to be extant today.

Survey Methods

▪ Methodological Description

The subject parcel is associated with a property which has been recognized by the Texas Department of Agriculture under its Family Land Heritage Program. It has been identified as the nineteenth century Enloe Farm. The purpose of the intensive survey is to confirm or identify the property name associated with the Family Land Heritage recognition, identify current and historic boundaries of the farm property, determine how the parcel is associated with it, and to assess the property for National Register eligibility. (Although a reconnaissance level survey conducted in August 2021 by Burns & McDonnell recommended the Enloe Farm not eligible for listing in the NRHP, JMT reassessed the property’s eligibility during the intensive level survey.)

JMT architectural historians conducted historical and archival research on the subject parcel to determine past ownership history in order to establish its historic association, function, and boundaries. This included conducting online deed research, examining and analyzing historic maps and aerial images, and reviewing the Family Land Heritage Program application.

Burns & McDonnell conducted preliminary deed and census research which can be found in the HRSR for the Spur 399 Extension. Additional intensive-level deed and census research was required to confirm the chain of title and history of property ownership. Deed research allowed JMT architectural historians to trace the parcel’s history confirming the property has remained within the family. This allowed for conclusions to be drawn regarding property ownership and evolution including the historic and contemporary property uses.

JMT conducted a site visit and documented the farm on February 2, 2022. JMT recorded architectural details, conducted a brief conditions assessment, and documented the resources through photographs.

- **Comments on Methods**

The methodology described above was established in coordination with TxDOT ENV.

Survey Results

- **Project Area Description**

The project area consists of a single parcel, Parcel 2542719, containing six resources (01a-f), which is held in the Wiley E Griffin Trust. The intensive level survey also considered the other parcels in the Spur 399 improvements project area currently owned by the Enloe family and held under ownership of the Wiley E Griffin Trust with the hope of tracing the original property boundary. This included parcels 2121310, 1083856, and 2841657 all located in McKinney, Texas. These are contiguous parcels some of which are bisected by existing roadways including parcel 2542719 which is split by County Road 722. This intensive level survey focused on the core of the Enloe family property, the area that was the subject of the FLHP application.

- **Literature Review**

JMT utilized several resources to establish an appropriate historic context and period of significance for the intensive survey. An examination of the THC Historic Sites Atlas (Atlas) and TxDOT's Historic Districts and Properties of Texas and Historic Bridges of Texas GIS maps identified no properties which are listed or eligible for listing in the NRHP within or adjacent to the intensive survey parcel or greater study area.

JMT reviewed the application materials submitted for the 1984 FLHP honoree, known as the Enloe Farm. The application and associated documentation included a summary of the ownership history, beginning with the founder of the Enloe Farm and covering each successive generation to the present, as well as copies of relevant deeds. The application form was completed by Minnie Fae Enloe Griffin.

The FLHP applicant, Minnie Fae Enloe Griffin, granddaughter to Abraham Enloe, was the third-generation owner having inherited the property from her aunt Martha Ann (Dove) in 1946. The application states that family members living on the farmland at the time of application included Charles and Pamela Jane Griffin McAnally and their children, and Jonathan, Elizabeth Ann, and David Edward; stating the Edward family lived in the "original Abraham Enloe home built before the Civil War" (Family Land Heritage Program "Enloe Farm").

TxDOT ENV received additional information and comments from the Enloe family at the October 5, 2021, meeting specifically one regarding resource 01f.

For a general overview of the study area, JMT accessed the *Handbook of Texas Online* for information on Collin County, McKinney, TX, and Collin McKinney. TxDOT theme studies and county histories also helped to give context on the area. Historical maps of Collin County available through the General Land Office provided additional information about land use and helped to map the historic boundaries of the ranch.

Current and historic aerials imagery, available through Google Earth and HistoricAerials.com provided information about land use and construction history from 1956 to 2022. Historic aerials indicate that all six buildings or structures on the parcel were constructed by 1981, and four predate 1956.

Historical Context Statement

The following is a brief historic context outlining the primary historical themes present within the study area.

Collin County

Collin County is situated in northeastern Texas and bordered by Grayson County to the north, Fannin County to the northeast, Hunt County to the east, Dallas and Rockwall counties to the south, and Denton County to the west (Minor, *Collin County*). The county seat, McKinney, is located approximately 32 miles north of Dallas (Minor *McKinney, TX*). The land in Collin County is largely flat with some gently rolling hills. The East Fork of the Trinity River bisects Collin County diagonally from northwest to southeast and provides the main drainage for the county (Minor, *Collin County*).

White settlers arrived in Collin County in two phases. The first phase occurred from 1840 to 1860 at the beginning of the county's history. The second phase began in 1872 when the Houston and Texas Railway reached the county and continued with the expansion of the railroad (Minor, *Collin County*).

Most early settlers were farmers who established small, family-operated farms. They produced mostly wheat and corn and settled near streams where water and wood were readily accessible. Due to a lack of navigable rivers, Collin County could not capitalize on large-scale farming until the arrival of the railroad in the 1870s. Once the railroad reached Collin County, farmers could reach markets throughout Texas, and the area saw economic growth over the next 50 years (Minor, *Collin County*).

During these 50 years, Collin County also experienced population growth. However, beginning in 1920, the county's population began to decline. This downward trend continued for the next 40 years spurred by the Great Depression, mechanization of farms, and employment opportunities located outside of the county. Despite the population

decline, Collin County did not suffer the extreme hardships experienced elsewhere in the state and the economy recovered by the mid-1950s. Farmers benefited from increased farmland values due in part to efforts made by the Texas Research Foundation, the Collin County Soil Conservation District, and the Rural Electrification Administration which worked to improve farming practices, prevent flooding, and create electric cooperatives. Unfortunately, farming innovations in the 1950s and 1960s, included increased mechanization, reduced the number of farms, and contributed to the county's population decline. Agriculture, especially dairy farming, continued to be important to Collin County's economy into the late 20th century. However, newly established light industry combined with the growth of the Dallas metropolitan area created a diversified economy and resulted in population growth (Minor, *Collin County*).

The history of the project study area appears to largely mirror the history of the greater county. In particular, the property has an association with agriculture and appears to have functioned as a farm. The Enloe family stated that the property was, and currently is, used for agricultural and cattle raising purposes.

Enloe Farm

Portions of this section is taken from the HRSR Reconnaissance Survey for Spur 399 Extension.

The Enloe Farm located on County Road (CR) 722 (Enloe Road) "includes an extant farmhouse, constructed ca. 1859 (although research suggests a slightly later construction date ca. 1870s), as well as active agricultural lands under ownership of Enloe family members. The original Enloe Farm included approximately 84 acres. Through subsequent acquisition of adjacent parcels by later family members, the Enloe family property now encompasses over 200 acres. The property was honored as a Family Land Heritage Program recipient in 1984 through the Texas Department of Agriculture. Assessment of the property's NRHP eligibility was conducted during the historic resources survey for the project. It is recommended not eligible for NRHP listing (Burns & McDonnell, 11).

Research indicates the surrounding area was known historically as the Enloe community. Abraham "Reverend Abe" Enloe, born in 1845 in Missouri and reportedly the Enloe for whom the area was named, grew up in Collin County. He arrived with his family from Missouri at the age of 5. Over the years, his father farmed in several different locations in Collin County east of McKinney. After serving in the Civil War and marrying in 1865, Reverend Abe Enloe worked in McKinney and then Plano. In 1879, he and his wife and children moved to the subject area on a farm he had purchased a few years prior. In 1921, at the age of 76, he remained at his home in the area living with his daughter Dove Enloe (Daily Courier Gazette 1921). He donated land on his property for a school, and a 1930 Collin County soil map identifies the "Enloe School" on the west side of today's CR 722 (Enloe Road) north of today's FM 546" (Burns & McDonnell, 20).

The Enloe Farm was historically used as a farm and cattle ranch. According to the *Texas Family Land Heritage*, the property was also used as a dairy farm following Abraham Enloe's death. According to the Enloe family, the property remains an active farm and cattle ranch.

Farm Buildings/Structures

Today the Enloe Farm is owned by the Wiley E Griffin Trust which includes descendants of the Enloe family. The parcel includes a dwelling, two adjacent outbuildings, a barn, a storm cellar, and an additional outbuilding located in the vicinity of the former Enloe school. These resources remain in varying conditions and occupancies.

Information provided by the current property owners and original family descendants identifies a ca. 1859 construction date for the dwelling. However, research conducted by Burns & McDonnell supports a slightly later ca. 1879 date of construction. According to a 1921 newspaper article referenced in the Family Land Heritage Program (FLHP) application, the Enloe dwelling was constructed for Reverend Abe (Abraham) Enloe, identified as a farmer and Baptist preacher and affectionately known as "Uncle Abe" (Daily Courier-Gazette 1921, 3). The 1921 article also indicates that "after serving in the Civil War and marrying in 1865, Abe Enloe resided in McKinney from 1871 to 1873 and then in Plano and worked in the meat market business in both areas. The article makes no reference to the Enloe community until 1879 when Abe Enloe and his wife Mattie (Martha) 'moved to their farm in the Enloe community, which he had purchased a few years before' (Daily Courier-Gazette 1921, 3). At the time of publication in 1921, Abe Enloe still resided 'at his old home place in the Enloe community' (Daily Courier-Gazette 1921, 3)" (Burns & McDonnell, 32).

The FLHP application and the Enloe family state the farmhouse (01a) was constructed in 1859, likely due to family oral tradition. The *Texas Family Land Heritage* book, however, clearly indicates the family moved to the property in 1879 and states that Abraham and Sarah's children who maintained and inherited the property, Martha Ann (Dove) and T. B., "lived in the home their parents had built all their lives" (*Texas Family Land Heritage*, 15). The FLHP application contains deeds of the original property purchased by Abraham Enloe in 1859 and later. The documents contained in the application do not indicate the presence of any structure(s) on the property at time of initial purchase. This supports the idea that Abraham constructed the house after purchasing the land in 1859 and before inhabiting the property in 1879.

An original construction date in the late 1870s is consistent with the architectural design and construction of the house. According to the Enloe family, the dwelling was constructed as a small, shotgun house and was later altered and enlarged. The house and what appear to be two outbuildings (in the location of the one extant barn) appear on a 1930 soil map of the area. Alterations to the dwelling appear in a 1956 aerial. Based on the date of Enloe's reported settlement in the area in 1879, as well as the architectural

design/construction of the extant dwelling, a post-1859 (ca. 1879) construction date for the farmhouse is likely. A ca. 1924 photograph of the dwelling confirms that the dwelling was altered, including enclosing the front porch and removing the original chimney.

The FLHP application also noted the presence of a smokehouse and a kitchen building, neither of which are extant on the property today.

In February 2022, the Enloe family confirmed the Enloe School is no longer located on the property. The family indicates the structure (01f) present at the southeast corner of the subject parcel along CR 722 is a former store moved to the property in the 1970s. A 1930 soil map indicates a school building and another structure in this approximate location (likely an associated outbuilding). The USGS topographic maps dated 1960, 1961, 1969, 1973, and 1977 do not indicate any structures in this area. Historic aerials do not exhibit a structure in this location until sometime after 1981 and before 1995.

Historic Boundaries

The historic boundaries of the Enloe Farm are difficult to ascertain. The FLHP application states that 84.8 acres can be traced back to the farm's founder and therefore only includes these 84.8 acres. The application noted that at the time of filing the family was in possession of 205 acres. Calculations based on information on the Collin County Property Appraiser's website indicates the Wiley E Griffin Trust currently contains a total of 204.38 acres across 4 parcels.

The 84.8 acres mentioned on the FLHP application, and the subject of this intensive survey is Parcel 2542719. Parcel 2542719 is an 84.25-acre parcel split into three land segments. These are indicated as 1-Farm and Ranch Single Family (1.0 acre), 2-Cropland (13.25 acres), and 3-Native Pasture (70.0 acres). The subject resources (01 a-f) are all located on this parcel. Given that the subject resources are all located on this parcel and its measurement is nearly identical to that of the application (84.25-acres to the application's 84.8 acres), it is likely this is the parcel that is the FLHP honoree.

Today, the family still owns a combined 206.38 acres which are spread among multiple parcels. Parcels 2542719 (subject property and FLHP honoree) [84.25 acres], 1083856 [41.13 acres], 2121310 [30.0 acres], and 2841657 [49.0 acres] are all owned by the Wiley E Griffin Trust and total 204.38. Parcel 2841658 is a 1.0-acre rectangular lot subdivided from 2841657. This parcel features a ca. 1966 dwelling and was transferred from the Wiley E Griffin Trust to the Minnie F Griffin Revocable Trust in 2021. A 1.0-acre rectangular lot (Parcel 242720) was subdivided out the subject parcel (2542719) in 2003 when it was transferred from Wiley E Griffin Trust to Thomas B Griffin. This parcel features a ca. 2004 dwelling. These six parcels have a combined total acreage of 206.38 acres.

National Register Eligibility Recommendations

- **Eligible Properties/Districts**

JMT did not identify any NRHP eligible historic properties or districts during the intensive survey.

- **Ineligible Properties/Districts**

The Enloe Farm is recommended not eligible for listing in the National Register of Historic Places. The buildings and land do not create an intact historic farm and are therefore not eligible for listing. This is due to the lack of integrity, loss of original structures, alterations, and lack of significance as an example of a resource type. The farm remains active with some of the associated structures in use, but multiple buildings have been demolished, including a large barn, smokehouse, and kitchen, and the property as a whole lacks integrity of design, materials, workmanship, and feeling due to significant alterations. The structures are no longer able to reflect its associations with early settlers due to these alterations and collectively do not represent a significant intact example of a nineteenth century farmstead.

The Agricultural Theme Study for Central Texas (Moore 2013) lays out property type development for agricultural properties that can be applied to the Enloe Farm. According to the Theme Study there are three “zones” defined for agricultural properties – domestic work zone, agricultural work zone, and fields/pastures. The relationship of these three zones is key to assessing integrity and significance under Criterion A. Changes to both the built and natural environments within each zone can impact the potential eligibility of a property. The Enloe Farm has seen alterations to all three of the zones, creating a loss of integrity for the property as a whole.

The Enloe Farm is recommended not eligible for the National Register under Criterion A (event). *To be eligible under Criterion A, a resource must be associated with events that have made a significant contribution to the broad patterns of our history.* The Enloe Farm has traditionally been used for cattle, both as a ranch, and then later as a dairy farm. According to current family members, the property is still used for cattle farming today. While the use of the property has not changed significantly over time, the development patterns associated with the property (including standing structures, landscape patterns, and fields) have changed, most notably with the demolition of the large barn, smokehouse, and kitchen, and alterations to the main dwelling. In addition, several fields and pasturelands have been overgrown with tree cover stemming from the areas surrounding the stream and spring. This is especially apparent when comparing the 1956 and 2004 aerial photographs. The loss of the barn, and the condition of the extant barn (the agricultural work zone), combined with the alterations to the main dwelling and the

loss of the historic smokehouse and kitchen (referenced in the FLHP application), all of which are part of the domestic work zone, and changes to the fields and pastures (fields/pastures), result in an overall loss of integrity for the property.

The property is an example of an early cattle farm within the area, however the extensive alterations, the loss of historic buildings, and the changes to the fields and pasture all collectively result in a loss of integrity of materials, workmanship, design, and setting. The farm no longer conveys the integrity of a late nineteenth century farm and the alterations collectively reduce the integrity of setting. The Enloe Farm is not recommended eligible for listing in the National Register under Criterion A.

The Enloe Farm is recommended not eligible for the National Register under Criterion B (person). *To be eligible under Criterion B, a resource must be associated with the lives of significant persons in our past.* Rev. Abraham (Abe) Enloe, the founder of the Enloe Farm, was a farmer and Baptist preacher who was also engaged in business in Plano and McKinney. According to a 1921 article in the *Daily Courier-Gazette*, Abe donated land for the Enloe school, and the school and surrounding community were named in his honor. Research did not uncover additional information about Abe's connection with the school, community, or agriculture. Although the newspaper article and FHP application mention Abe Enloe's importance in the local community, it does not rise to the level of significance necessary nor is there evidence that he made significant contributions to the local agricultural community. As such, the Enloe Farm is not recommended eligible for listing in the National Register under Criterion B.

The Enloe Farm is recommended not eligible for the National Register under Criterion C (design/construction). *To be eligible under Criterion C, a resource must embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.* The Enloe farm does not represent a significant intact example of a nineteenth century farmstead. Multiple original buildings have been demolished and the farmhouse has undergone additions and material alterations. Although some original materials including some windows and siding remain intact, other materials are later replacements including some windows, siding, and the front door. Additionally, the original interior end chimney was removed, the full-width front porch was enclosed on either side of the central front entrance, and the building was transformed from a shotgun style dwelling into its current form at some point after ca. 1924 (see Figure 14). None of the buildings on the property are representative examples of a particular architectural style nor are they the work of a master architect. Furthermore, the property as a whole lacks integrity of design, materials, workmanship, and feeling due to significant alterations. The property no longer represents an intact example of a nineteenth century farm. Therefore, the resource is not recommended eligible for listing in the National Register under Criterion C.

- **Recommendations for Further Study**

There are no recommendations for further study.

Determination of Section 106 Effects Recommendations

- **Direct Effects**

JMT located no NRHP listed or eligible properties with the APE. Therefore, the project will have **No Direct Effect** on historic resources.

- **Indirect, Cumulative or Reasonable Foreseeable Effects**

JMT located no NRHP listed or eligible properties with the APE. Therefore, the project will have **No Indirect, Cumulative, or Reasonable Foreseeable Effects** on historic resources.

U.S. DOT Section 4(f) Applicability Statement

There are no Section 4(f) properties in the project area, therefore Section 4(f) does not apply.

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<https://www.ancestryheritagequest.com/search/collections/7667/>

Appendix A: Project Information and ROW Information

- [WPD Section I - Project Definition](#)
- [WPD Section II - Tool](#)
- [WPD Section III - Project Work Plan](#)
- [WPD Section IV - Findings](#)

[Print this Page](#)

Project Definition

Project Name:

CSJ: - -

Anticipated Environmental Classification:

Yes No Is this an FHWA project that normally requires an EIS per 23 CFR 771.115(a)?

Project Association(s)

Manually Associate CSJ:

CSJ	DCIS Funding	DCIS Number	Env Classification	DCIS Classification	Main or Associate	Doc Tracked In	Actions
CSJ:004705058	State		EIS	NLF	Associate	Main	
CSJ:004710002	Federal,State		EIS	NLF	Associate	Main	

DCIS Project Funding and Location

Funding

DCIS Funding Type:

Federal State Local Private

Location

DCIS Project Number:

District:

Project Limit -- From:

Project Limit -- To:

Begin Latitude: . Begin Longitude: .

End Latitude: . End Longitude: .

DCIS & P6 Letting Dates

DCIS District: DCIS Approved: DCIS Actual:

P6 Ready To Let: P6 Proposed Letting:

DCIS Project Description

Type of Work:

Layman's Description:

DCIS Project Classification:

Design Standard:

Roadway Functional Classification:

Jurisdiction

No

Does the project cross a state boundary, or require a new Presidential Permit or modification of an existing Presidential Permit?

Who is the lead agency responsible for the approval of the entire project?

FHWA - Assigned to TxDOT TxDOT - No Federal Funding FHWA - Not Assigned to TxDOT

TxDOT

Who is the project sponsor as defined by 43 TAC 2.7?

No

Is a local government's or a private developer's own staff or consultant preparing the CE documentation, EA or EIS?

Yes

Does the project require any federal permit, license, or approval?

USACE IBWC USCG NPS IAJR Other

No

Does the project occur, in part or in total, on federal or tribal lands?

Environmental Clearance Project Description

Project Area

Typical Depth of Impacts: (Feet) Maximum Depth of Impacts: (Feet)
New ROW Required: (Acres)
New Perm. Easement Required: (Acres) New Temp. Easement Required: (Acres)

Project Description

Describe Limits of All Activities:

The proposed project would extend on new location from US 75 south of McKinney (including the existing intersection of US 75, SH 5, and Spur 399) north and east to intersect with US 380 east of McKinney. The new location alternatives could be as long as 6.5 miles. The proposed freeway would require approximately 330 feet to 350 feet of right-of-way. New right-of-way will be required to construct the proposed project.

Describe Project Setting:

The setting of the proposed Spur 399 Extension includes a primarily industrial area within the southeast quadrant of McKinney. The area includes a mix of industrial and airport uses with areas of undeveloped open land. Residential development lies to the west of the project area. Major traffic generators include a regional airport in the center of the study area and the industrial developments and downtown McKinney to the west.

The study area includes existing roadways, a rail line, a municipal landfill, a regional airport, quarry, and large open areas of floodplain and mapped wetlands.

A nature center, nature preserve, soccer complex, and therapeutic horsemanship facility are present within the study area.

The East Fork Trinity River and its tributaries cross through the northern portion of the study area. Vegetation present includes urban maintained vegetation associated with developments, as well as unmaintained grassland and woodland vegetation in parks and floodplain areas.

Describe Existing Facility:

Existing Spur 399 is a 1.14 mile-long section of roadway that connects SH 5 to US 75/SH 121, and the Sam Rayburn Tollway (SRT) south of McKinney.

Describe Proposed Facility:

The proposed project would extend Spur 399 from US 75 to US 380, a new location facility. The Spur 399 extension would be an eight-lane, access-controlled freeway with one-way frontage roads on each side within an anticipated right-of-way width of between 330 to 350 feet depending on location. Frontage roads may be eliminated, and the primary travel lanes may be elevated (on bridge/viaduct) to minimize impacts on sensitive resources. The freeway facility would also include ramps, direct connector roadways, frontage roads, and arterial roadways to support connectivity to the existing roadway network. Grade-separated interchanges would be constructed at major crossroads including US 75 / SH 5 and existing US 380.

Would the project add capacity?

Transportation Planning

Is the project within an MPO's boundaries?

Does the project meet the definition for a grouped category for planning and programming purposes?

The project is located in area.

This status applies to:

CO - Carbon Monoxide

O3 - Ozone

NO2 - Nitrogen Dioxide

PM10 - Particulate

PM2.5 - Particulate

Environmental Clearance Information

Environmental Clearance Date:

Environmental LOA Date:

Closed Date:

Archived Date:

Approved Environmental Classification:

Project Contacts

Created By:

Date Created:

Project Sponsor: TXDOT (Or) Local Government

Sponsor Point Of Contact:

ENV Core Team Member:

District Core Team Member:

Other Point of Contact(s):

Last Updated By: Christine Polito

Last Updated Date: 03/29/2021 02:20:16

Appendix B: Tabular Inventory of Surveyed Properties

Resource No.	Address/ Location	Function/ Sub-function	Architectural Style	Date(s)	Integrity/Comments	NRHP Eligibility
01	2142 County Rd. 722 33.174749 Lat/ -96.57716 Long.	Domestic/ Single Dwelling	Frame Vernacular	ca. 1879- 1980	Comprised of six buildings ranging in age from ca. 1879 to 1980, the Enloe farm remains active with several of the associated structures in use, but lacks integrity of design, materials, workmanship and feeling due to significant alterations. The property is no longer able to reflect its associations with early settlers due to these alterations and does not represent a significant intact example of an extant nineteenth century farmstead. As such, it is recommended not eligible for the NRHP.	Not Eligible

Appendix C: Survey Forms for All Surveyed Properties

Survey Date:	February 2, 2022
Resource No:	01
Project Location:	US 75 to US 380 (Orange Alternative)
Project Name and CSJ:	Spur 399 Extension 0364-04-051, 0047-05-058, 0047-10-002
Address, Lat/Long:	2142 County Rd. 722 33.174749 Lat/ -96.57716 Long
Function/Sub-function:	Domestic/ Single Dwelling, Agricultural
Construction Date:	ca. 1879-
NRHP Eligibility:	Not Eligible
Integrity/Comments:	<p>Previously assigned number 44a, the resource is a heavily altered side gable house with historic age additions. The house is part of the Enloe farm property and is associated with 01b-01f. The Enloe family states the building was constructed ca. 1859; however, research indicates the building is more likely dated to ca. 1879. Modern replacements to the building include roof materials, wide wooden board siding, some windows, and the front door. The exterior of the dwelling features a mix of original narrow, and replacement wide, horizontal wood siding. The integral front porch has been enclosed with wood and synthetic siding; several windows are also enclosed. There are metal replacement windows, a central replacement door, and rear historic age additions. The house has a raised foundation which is obscured by corrugated metal. According to the Enloe family, the house was originally a shotgun house which was enlarged sometime before 1956, according to historic aerials. A ca. 1924 photograph provided by the Enloe family of the house confirms alterations have been made, including filling in the front porch and removing the original chimney. As such, the building does not maintain integrity of design, workmanship, or materials and therefore does not warrant eligibility for listing on the NRHP. Particularly it does not maintain integrity of design, workmanship, or materials that relate to the original owner and farm founder Abraham Enloe</p> <p>Previously assigned number 44b, resource 01b is a frame equipment shed with corrugated metal siding and a shed roof. The resource has square wooden posts and rectangular wooden framing and metal and is set on a concrete foundation. The resource is actively used and associated with 01a and 01c-01f. The shed retains its integrity but is a simple shed and is not a significant example of its resource type. The resource does not possess individual distinction or significance.</p> <p>Resource 01c (previously assigned number 44c), is a wood frame outbuilding that features a front gable roof with covered with replacement corrugated metal roof. The exterior is covered with vertical wood siding and features an off-center hinged doorway. The shed is impacted by adjacent trees and is leaning to one side. The resource is associated with 01a-01b and 01d-01f. It retains some integrity despite its deteriorated condition and alterations. The resource is not independently significant nor is it a significant example of the resource type.</p> <p>Resource 01d (previously assigned number 44d), is a ca. 1940 animal barn. The building is semi-ruinous with the remains of a side-gable metal roof, wooden and corrugated metal siding, and a metal animal corral. The building is associated with 01a-01c and 01e-01f. There are some surviving details such as the wooden windows and internal divisions. The building is in poor condition, lacks integrity, and is not an intact or significant example of the resource type. Although it is located across the street from the other structures (01a-01c and 01e-01f), the building is still located within Parcel 2542719 and is part of the Enloe Farm. According to the Enloe family there used to be a large two-story barn near building 01d but it was demolished during the mid-to-late twentieth century. The building does not maintain adequate integrity and is not a significant example of the resource type.</p>

Resource 01e (previously assigned number 44e), is a ca. 1930 storm cellar constructed of concrete with a flat roof and hinged access doors. Only a small portion of the structure is visible above grade. The shelter is located behind resource 01a and associated with 01a-01d and 01f. The resource is not a significant example of its resource type. The structure does not possess individual significance or distinction and is therefore not eligible.

Resource 01f (previously assigned number 44f), is not original to its location. According to the Enloe Family, the ca. 1920 building was relocated to the property in the 1970s. The 1930 soil map locates a school and an additional building in this approximate area. However, the 1961 USGS map and 1968 and 1981 aerial images, do not indicate any buildings in this approximate location. The building appears in the 1995 aerial imagery indicating it was moved to the current location between 1981 and 1995. The wood frame, side-gable building features wood siding of varying widths, divided wooden sash windows (missing some glazing), two enclosed windows, and a replacement metal roof. The building retains a high degree of integrity despite its deteriorated state. This includes the existence of horizontal wood siding, the original roof line which includes a minimal gable overhang, and wood sash windows. The Enloe family confirmed that this structure is not the school, which is no longer extant. The building lacks integrity of location and setting and does not possess individual significance.

Assessed as a property, the farm remains active with several of the associated structures in use but lacks integrity of design, materials, workmanship and feeling due to significant alterations. The property is no longer able to reflect its associations with early settlers due to these alterations and does not represent a significant intact example of an extant nineteenth century farmstead. As such, it is recommended not eligible for the NRHP.



Resource 01a facing southeast.



Resource 01a looking north.



Resource 01b facing south-southwest.



Resource 01b, storage building associated with Enloe Farm, looking east-southeast.



Resource 01c facing south-southwest



Resource 01c facing south-southeast



Resource 01d facing west.



Resource 01d facing southeast.



Resource 01e looking north.



Resource 01e, masonry storm shelter associated with the Enloe Farm, looking south



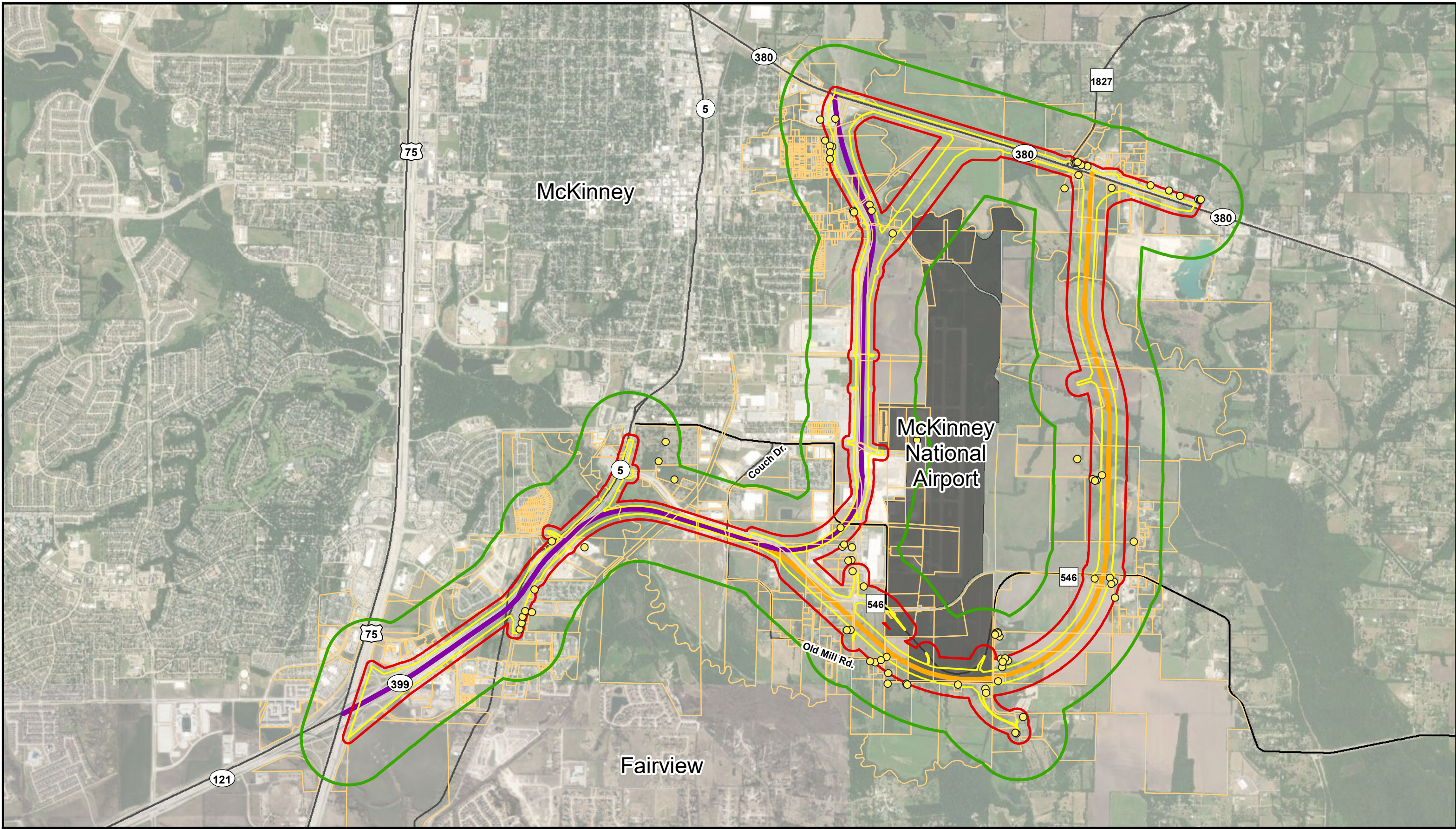
Resource 01f, historic age building in area of former Enloe School in APE on CR 722 looking south.











Resource 01f, historic age building in area of former Enloe School in APE on CR 722, looking northwest.

Appendix D: Figures

Path: Z:\Resources\Local\Clients\KCM\TRNT\XDOT\99436_US380\ArcGIS\DataFiles\ArcDocs\Spur399_HRSR_Fig1.mxd_jaclausen 8/13/2021
Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



-  Historic-Age Resource
-  1/4-Mile Study Area
-  Purple Alternative
-  McKinney National Airport Property
-  Orange Alternative
-  Spur 399 Proposed ROW
-  Parcels
-  Variable APE

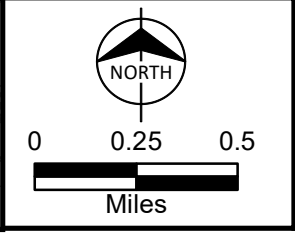
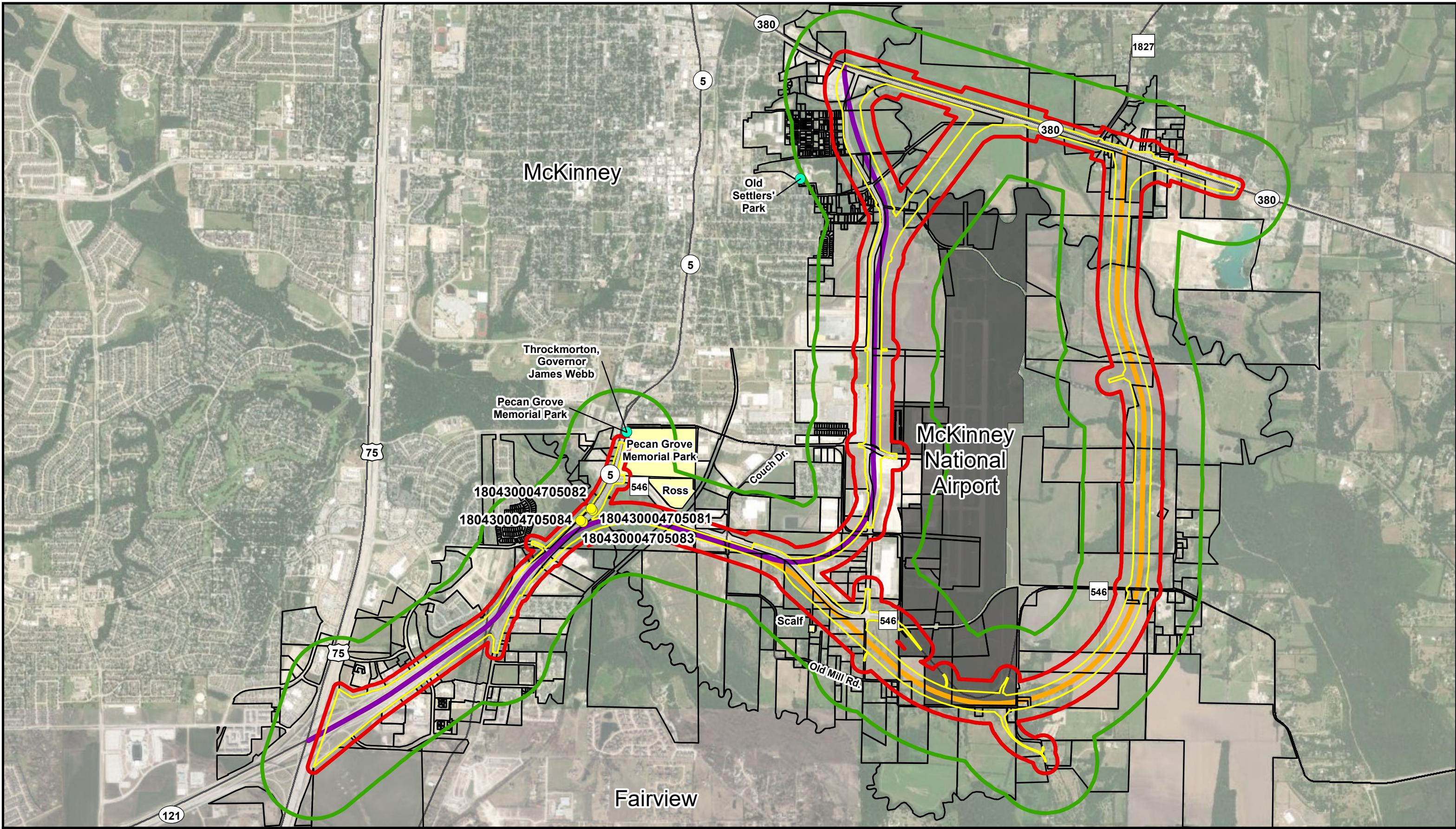


Figure 1
Project Location Map
Spur 399 Extension
CSJ: 0364-04-051
Collin County, TX

Path: Z:\Resources\Local\Clients\KCM\TRNT\XDOT\99436_US380\ArcGIS\DataFiles\ArcDocs\Spur399_HRSR_Fig2.mxd_jaclausen_8/12/2021
Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



- | | |
|---|------------------------------------|
| Official Texas Historical Marker (OTHM) | Cemeteries |
| Historic-Age Bridges | Parcels |
| Purple Alternative | Variable APE |
| Orange Alternative | 1/4-Mile Study Area |
| Spur 399 Proposed ROW | McKinney National Airport Property |

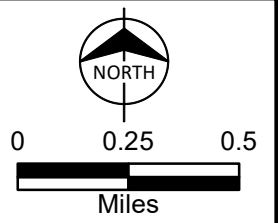


Figure 2
Previously Recorded Resources
Spur 399 Extension
CSJ: 0364-04-051
Collin County, TX

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Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Historic-Age Resource	Parcel
Purple Alternative	Variable APE
Orange Alternative	1/4-Mile Study Area
Spur 399 Proposed ROW	

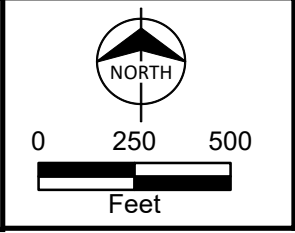
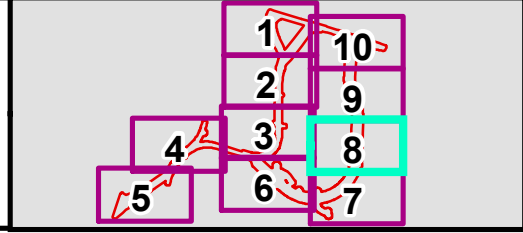
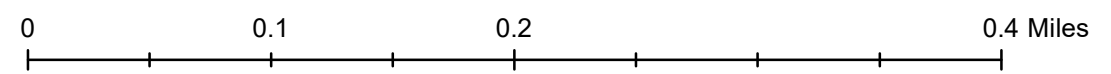


Figure 6
Surveyed Resources
Spur 399 Extension
CSJ: 0364-04-051
Collin County, TX

Figure 4: Project Location Map

Spur 399 Extension Project (Enloe Farm Intensive Survey)
Collin County
CSJ: 0364-04-051

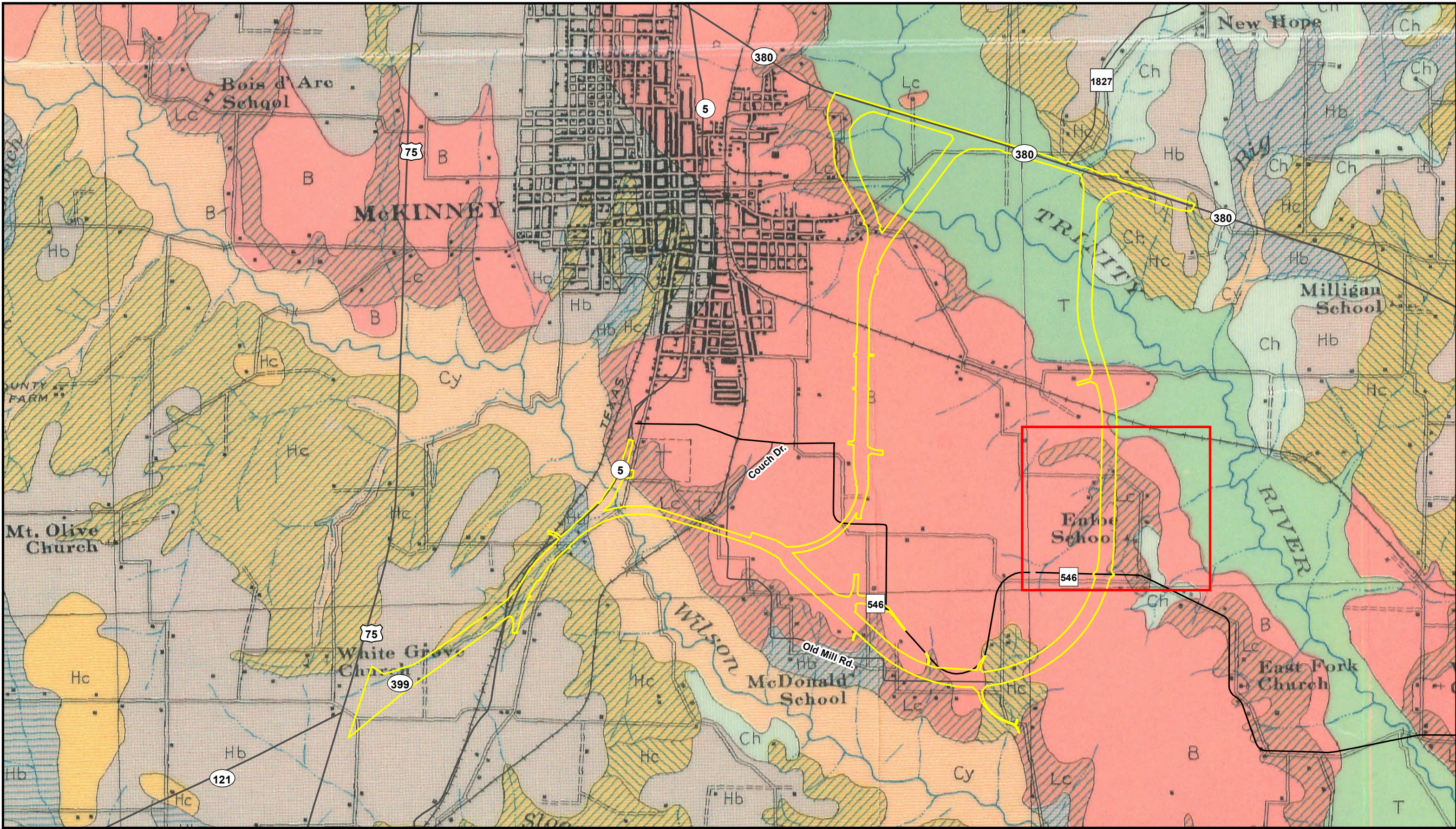


Legend

- Intensive Survey Study Area
- Parcel

Service Layer Credits: Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community
Sources: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User

Path: Z:\Resources\Local\Clients\KCM\TRNIT\XDOT\199436_US380\ArcGIS\DataFiles\ArcDocs\Spur399_HRSR_Fig3-5.mxd_jaclausen 8/17/2021
Service Layer Credits:



-  Spur 399 Proposed ROW
-  Enloe Farm Vicinity

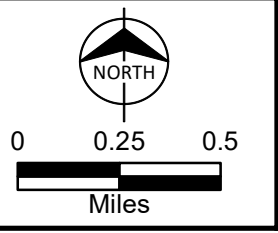
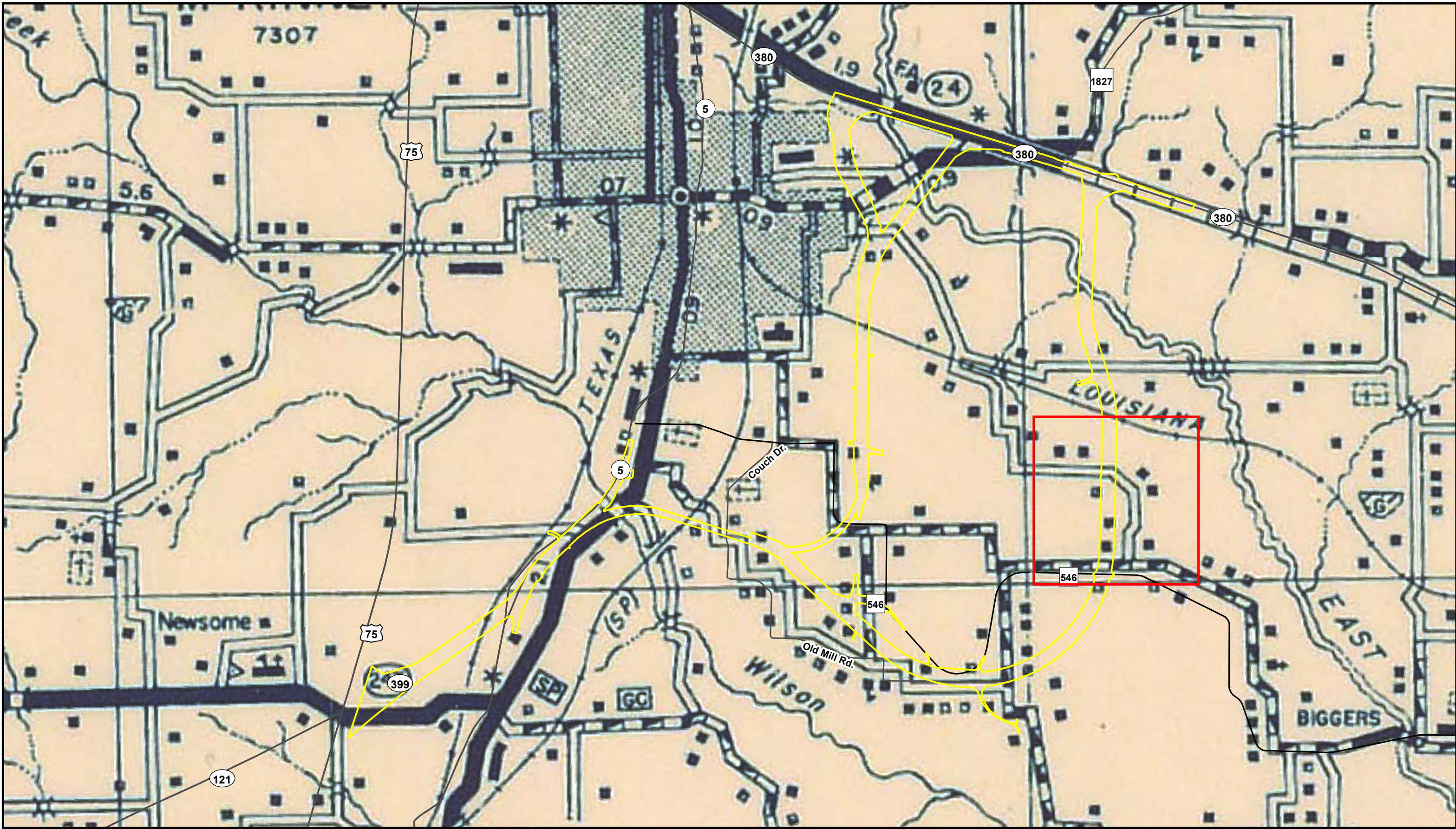


Figure 5
1930 Soil Map
Spur 399 Extension
CSJ: 0364-04-051
Collin County, TX

Path: Z:\Resources\Local\Clients\KCM\TRNIT\XDOT\99436_US380\ArcGIS\DataFiles\ArcDocs\Spur399_HRSR_Fig3-5.mxd_jaclausen 8/12/2021
Service Layer Credits:



-  Spur 399 Proposed ROW
-  Enloe Farm Vicinity

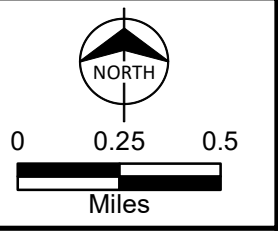


Figure 6
1939 Highway Map
Spur 399 Extension
CSJ: 0364-04-051
Collin County, TX



Figure 7: Historic Aerial of Enloe Farm, 1956 (HistoricAerials.com)



Figure 8: Historic Aerial of Enloe Farm, 1968 (HistoricAerials.com)



Figure 9: Historic Aerial of Enloe Farm, 1981 (HistoricAerials.com)



Figure 10: Historic Aerial of Enloe Farm, 1995 (HistoricAerials.com)



Figure 11: Historic Aerial of Enloe Farm, 2004 (HistoricAerials.com)



Figure 12: Historic Aerial of Enloe Farm, 2010 (HistoricAerials.com)

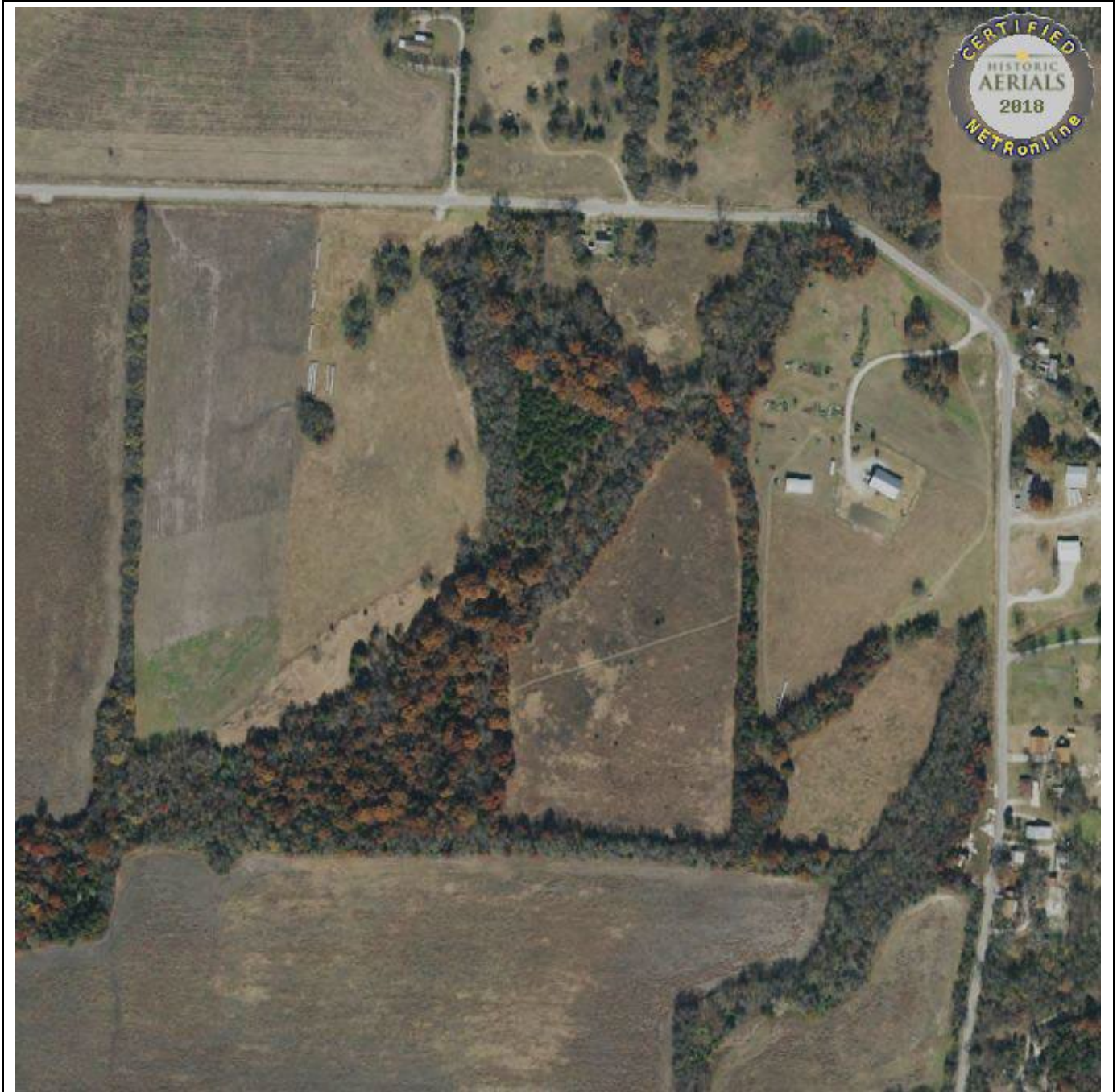


Figure 13: Historic Aerial of Enloe Farm, 2018 (HistoricAerials.com)

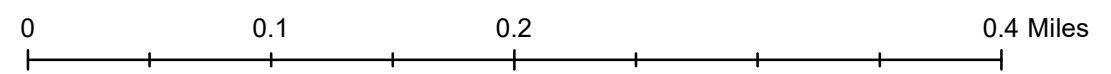


Figure 14: Historic photograph of the Enloe house and family. Pictured from left to right are Mattie Kindle, Reverend Abe Enloe, Annie Hudson (adopted daughter of Abe and Mattie), Martha Ann Enloe, T.B. Enloe, Andrew C. Enloe; ca. 1924 (courtesy of the Enloe Family).


Appendix E: Project Area Photographs

Photo Location Map

Spur 399 Extension Project (Enloe Farm Intensive Survey)
Collin County
CSJ: 0364-04-051



Legend

 Parcel

Service Layer Credits: Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community
Sources: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User



Photograph 1: View of project area and Enloe Farm; facing northwest.



Photograph 2: View of project area and Enloe Farm; facing east-northeast.



Photograph 3: View of project area and Enloe Farm; facing north.



Photograph 4: View of Enloe Farm, facing northwest.



Photograph 5: View of dwelling on adjacent parcel (2841658), facing north.



Photograph 6: View of Enloe Farm, facing south.



Photograph 7: View of Enloe Farm, facing southwest.

Appendix F: Consulting Party Comments