# Documentation of Public Meeting

**Project Location**
Collin County

Proposed Spur 399 Extension
0364-04-051, 0047-05-058, 0047-10-002

**Project Limits**
US 75 to US 380

**Meeting Location**
In-Person Public Meeting
Sheraton McKinney Hotel, Throckmorton Ballroom
1900 Gateway Blvd, McKinney, TX 75070

Virtual Public Meeting
https://www.keepitmovingdallas.com/Spur399PublicMeeting

**Meeting Date and Time**
In-Person Meeting: Thursday, October 21, 2021, 6 p.m. – 8 p.m.
Virtual Meeting: Thursday, October 21, 2021 – Friday, November 5, 2021

**Translation Services**
Public Meeting Notice and Comment Form translated to Spanish
Spanish Translator available at In-Person Meeting

**Presenters**
Open House
Virtual Presentation

**Total Number of Attendees (approx.)**
In-Person Public Meeting: 128
KeepItMovingDallas Website: Unique Page Views: 557
YouTube Views: 207

**Total Number of Comments**
97

## Contents

A. Comment/response matrix
B. Notices provided (including tear sheets if applicable, website screen captures, distribution lists with copy of notice sent, etc.)
C. Sign-in sheets
D. Comments received
E. Figures

## Section A. Comment Matrix

| Section | Document |
| --- | --- |
| A1 | Comment Matrix |

| Comment Number | Commenter Name | Date Received | Source | Comment Topic | Comment Response |
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| 1 | Aaron Weiss | 11/5/2021 | Email | Dear Stephen Endres,<br><br>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.<br><br>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.<br><br>Sincerely,<br><br>Aaron Weiss<br>Son of Michigan farmers and fiancé of Elizabeth McAnally, a descendent of the Enloe family, whose farm is under threat.<br>[redacted] | TxDOT continues to develop the schematic design for the Purple and Orange Alternatives. A Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022.<br><br>TxDOT also continues to evaluate the eligibility of properties adjacent to and within the proposed right-of-way for potential listing in the National Register of Historic Places (NRHP), including conducting archeological surveys along both alternatives and a historic intensive survey of the Enloe Farm property. Results of the survey will be presented and a Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022. TxDOT is committed to making informed decisions that carefully consider input from the public and property owners.<br><br>TxDOT is aware of future planned developments in the Spur 399 Extension study area near the Purple and Orange Alternatives. Based on our conversations with the City of McKinney and Collin County representatives, it is anticipated that most of the vacant land in the area will be planned for development in next 20 to 30 years. TxDOT's analysis indicates that because of expected population growth, increasing traffic, and future developments that traffic will continue to increase in the study area. This is one of the reasons that TxDOT is conducting this project so that an alternative can be developed now that will help address traffic and congestion in the future. If access can be provided to the property, TxDOT biologists can document the species, location, and sizes of the trees you have referenced. This information can be valuable in the further assessment of effects to the property, including wildlife habitats, and in the comparison of the Purple and Orange Alternatives. |

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| 2 | Amy Jo (Griffin) Wilson | 11/4/2021 | Email | 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[redacted]. 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 signs 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, Amy Jo (Griffin) Wilson | Concerns about access, the location of water sources, and business impacts are noted. TxDOT continues to develop the schematic design for the Purple and Orange Alternatives and evaluate possible ways to minimize property impacts. The TxDOT team did consider shifting the Orange Alternative to the west in the area of your property, however, the alternative would then encroach on the land already being planned for expansion by the McKinney National Airport. TxDOT also looked at modifying the large curve around the south end of the Airport; however, that would cause inconsistency with TxDOT design standards and could lead to other alignment changes that would encroach on additional properties.<br><br>TxDOT is committed further investigating impacts of both alternatives to the local economy as well as making informed decisions that carefully consider input from the public and property owners.<br><br>TxDOT has and will continue to meet with the Enloe family to address questions and comments. TxDOT would like to investigate in more detail the historical aspects of the Enloe properties. If access can be provided, TxDOT biologists can document the species, location, and sizes of the trees you have referenced. This information can be valuable in the further assessment of effects to the properties, including wildlife habitats, and in the comparison of the Purple and Orange Alternatives. |

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| 3 | Andrea Stephens | 11/3/2021 | Email | 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.<br><br>Thank you for considering,<br>Andrea Stephens | As TxDOT continues to develop the schematic design for the Purple and Orange Alternatives, the number of residences, businesses, and other buildings displaced and other effects on properties will continue to be considered. It is important to note that a Preferred Alternative has not been selected by TxDOT and schematic design changes may still be made that could change the location, number, or types of displacements. TxDOT also continues to evaluate the eligibility of properties adjacent to and within the proposed right-of-way for potential listing in the National Register of Historic Places (NRHP), including conducting archeological surveys along both alternatives and a historic intensive survey of the Enloe Farm property. Results of the survey will be presented and a Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022. TxDOT is committed to making informed decisions that carefully consider input from the public and property owners. |
| 4 | Andrew Smith | 11/1/2021 | Online Comment Form | Hello. I think the orange option is the best option. If that one is chosen, drivers going west would be able to exit before the Mckinney airport. Getting those drivers off 380 sooner should help ease congestion. I think the extra displacements are a small price for the future growth of the region. The orange option just makes the most sense. | TxDOT continues to develop the schematic design for the Purple and Orange Alternatives. A Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022. Based on our analysis, the Orange Alternative better serves regional northbound and southbound traffic by leaving Airport Drive in place and providing additional capacity with the new freeway. |
| 5 | Angelita Cervantes | 11/5/2021 | Online Comment Form | Orange is my preference because I don't want a highway next to our la Loma community and because it's just gonna add more traffic on top of it. I've lived in this community for over 62 years it's been quiet and would love for it to remain quiet without taking away from our scenic community | TxDOT's analysis indicates that because of expected population growth, increasing traffic, and future developments that traffic will continue to increase in the study area. This is one of the reasons that TxDOT is conducting this project so that an alternative can be developed now that will help address traffic and congestion in the future. TxDOT is conducting a traffic noise analysis in the study area and will consider any possible impacts to the neighborhoods in the project area. Results of that analysis will be available and a Preferred Alternative will be announced at the Public Hearing in the summer of 2022. Also, impacts and access to other roads and neighborhoods will continue to be considered and coordinated with future plans from local governments such as city of McKinney. The schematic design presented at the Public Meeting did not allow for access to the proposed freeway or its frontage roads from Virginia Street, Garcia Street, and Roosevelt Street. Access is shown to be provided in the area to the proposed freeway frontage roads from Greenville Street, Enloe Road, and Elm Street. |

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| 6 | Ben and Lisa Griffin | 11/2/2021 | Email | Mr. Endres,<br>Hello. My comments are against the Orange proposed route as it effects our family Enloe/Griffin land.<br>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 [redacted]) and we don't need to lose more pasture. We stocked the pond this past spring with 50 catfish and minnows.<br>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.<br>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.<br>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?<br>The map shows the road would take out the line of trees currently located on the West side of [redacted] (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?<br>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 wooden areas.<br><br>Thank you,<br>Ben and Lisa Griffin | TxDOT continues to further evaluate possible adjustments to the Orange Alternative. Should the Orange Alternative be selected, we will work the Enloe/Griffin family to identify solutions to connect the properties, allow for access and movement of livestock, and mitigate any possible effects on water resources and livestock ponds. If access can be provided to the property, TxDOT biologists can document the species, location, and sizes of the trees you have referenced. This information can be valuable in the further assessment of effects to the property, including wildlife habitats, and in the comparison of the Purple and Orange Alternatives. If the Orange Alternative would be selected as the Preferred Alternative, the value of the trees that would need to be removed would be taken into account as part of the value of the property.<br><br>TxDOT is conducting a traffic noise analysis to collect existing sound level measurements at noise sensitive areas adjacent to the Alternatives. Noise modeling software will also predict what noise would be expected in 2050. Noise abatement measures, such as noise walls, are evaluated if traffic noise impacts are identified. Results will be presented at the Public Hearing in the summer of 2022.<br><br>Coordination is ongoing with the Texas Parks & Wildlife Department (TPWD) and the US Fish & Wildlife Service (USFWS) to assess the effect the project may have on wildlife habitats and their use by federal and state-protected species and to obtain concurrence on appropriate best management practices to be implemented before, during, and after construction to further minimize any potential adverse effects. TxDOT is committed to making informed decisions that carefully consider input from the public. |
| 7 | Beth Bentley | 11/5/2021 | Online Comment Form | 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.<br><br>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.<br><br>Thank you for your consideration. | Impacts to neighborhoods including La Loma and Mouzon will continue to be considered as the project progresses. Initial results of our evaluation show no homes in those neighborhoods will be displaced. No direct or adverse effect would occur to cemeteries or historic properties that are eligible for inclusion or listed in the National Register of Historic Places (NRHP). TxDOT is conducting archeological surveys within the proposed project right-of-way. The results of the historic resources survey, archeological survey, and community impact assessment conducted for the project will be available for review at the Public Hearing currently scheduled for the summer of 2022. |

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| 8 | Bill Cox | 11/5/2021 | Email | Stephen,<br><br>Please register this email as SUPPORTING the ORANGE alignment as shown on the schematics.<br>This will allow development east of McKinney National Airport to occur, thus reducing the tax burden on homeowners in McKinney.<br>Thank you for your efforts.<br><br>Bill Cox, SIOR<br>Principal<br>Carey Cox Company<br>[redacted]<br>www.sior.com | Your support for the Orange Alternative is noted. |

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| 9 | Brandi Eaves | 11/4/2021 | Email | 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<br>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. | As TxDOT continues to develop the schematic design for the Purple and Orange Alternatives, the number of residences, businesses, and other buildings displaced and other effects on properties will continue to be considered. It is important to note that a Preferred Alternative has not been selected by TxDOT and schematic design changes may still be made that could change the location, number, or types of displacements. TxDOT with is also working with study area businesses, developers, and city of McKinney staff to identify the economic development potential of each alternative. The 'Original' route noted in your comment is the Recommended Alignment from the US 380 Collin County Feasibility Study completed by TxDOT in 2020. The Feasibility Study serves as a starting point for the next stage of project development. TxDOT is required to evaluate a second Build Alternative. TxDOT also continues to evaluate the eligibility of properties adjacent to and within the proposed right-of-way for potential listing in the National Register of Historic Places (NRHP), including conducting archeological surveys along both alternatives and a historic intensive survey of the Enloe Farm property.<br><br>Regarding your comments about impacts to businesses along the Purple Alternative, TxDOT has gathered input from Amazon, Encore Wire, Blue Mountain Equipment, and other major employers in the study area. Leaders from Encore Wire and Blue Mountain Equipment have provided input indicating that the Purple Alternative would impact their operations and future expansion plans. These businesses could consider relocation.<br><br>TxDOT is conducting a traffic noise analysis to collect existing sound level measurements at noise sensitive areas adjacent to the alternatives. Noise modeling software will also predict what noise would be expected in 2050. Noise abatement measures, such as noise walls, are evaluated if traffic noise impacts are identified.<br><br>The total project cost estimate presented at the Public Meeting includes planning, engineering, and design; roadway construction; right-of-way; and utility relocations. TxDOT will continue to update costs and work with those impacted and displaced by the alternatives to better understand the cost of damages and/or business interruption. It is important to note that the Purple Alternative has two more major utility conflicts than the Orange Alternative specifically to existing North Texas Municipal Water District facilities. This means that the Purple Alternative would have significantly higher utility relocation costs.<br><br>A Preferred Alternative will be determined by TxDOT using the Alternatives Analysis Matrix and will be announced at the Public Hearing. Study results will also be presented at the hearing. TxDOT is committed to making informed decisions that carefully consider input from the public and property owners. |

| Comment Number | Commenter Name | Date Received | Source | Comment Topic | Comment Response |
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| 10 | Brian Abadia | 11/5/2021 | Online Comment Form | I live in the neighborhood next to airport drive and the car and noise pollution is really bad as it is right now, let alone adding more cars and more traffic lanes. It would be detrimental to the neighborhood if the project goes through airport Dr. As it will bring more high speed drivers trying to cut through the neighborhood streets in order to catch the larger highway. Therefore, it is better to go around the airport, even though it is a bit longer, less negative impact will happen on the people like myself who live next to airport drive. | TxDOT is conducting a traffic noise analysis to collect existing sound level measurements at noise sensitive areas adjacent to the alternatives. Noise modeling software will also predict what noise would be expected in 2050. Noise abatement measures, such as noise walls, are evaluated if traffic noise impacts are identified. TxDOT is also evaluating how proposed alternatives would impact air quality. TxDOT's analysis indicates that because of expected population growth, increasing traffic, and future developments that traffic will continue to increase in the study area. This is one of the reasons that TxDOT is conducting this project, so that an alternative can be developed now that will help address traffic and congestion in the future. Study results will be presented and a Preferred Alternative will be announced at the Public Hearing in the summer of 2022. The schematic design presented at the Public Meeting did not allow for access to the proposed freeway or its frontage roads from Virginia Street, Garcia Street, and Roosevelt Street. Access is shown to be provided in the area to the proposed freeway frontage roads from Greenville Street, Enloe Road, and Elm Street. |
| 11 | Brian Gill | 11/3/2021 | Email | 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.<br>Sincerely, Brian Gill | As TxDOT continues to develop the schematic design for the Purple and Orange Alternatives, the number of residences, businesses, and other buildings displaced and other effects on properties will continue to be considered. It is important to note that a Preferred Alternative has not been selected by TxDOT and schematic design changes may still be made that could change the location, number, or types of displacements. TxDOT also continues to evaluate the eligibility of properties adjacent to and within the proposed right-of-way for potential listing in the National Register of Historic Places (NRHP), including conducting archeological surveys along both alternatives and a historic intensive survey of the Enloe Farm property. Results of the survey will be presented and a Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022. |
| 12 | Bryce Adams | 11/5/2021 | Email | Stephen/Chelsey –<br><br>I am a property owner in the City of McKinney and am strongly in favor of the eastern orange alignment. The Spur 399 extension on the east side of the airport will unlock the value of the raw land on the east side and will spur economic growth and will lead to the 3rd passenger airport in the DFW Metroplex. The improved mobility of the eastern alignment and Airport expansion are a 'win win' for City of McKinney, Town of Fairview, Collin County, and the surrounding cities. A western alignment would be detrimental to existing businesses along Airport and would divide the city.<br><br>Best Regards,<br>Bryce Adams | Your support for the Orange Alternative is noted. A Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022. TxDOT cannot provide a commitment or guarantee that McKinney Airport will become the third passenger airport in DFW. |

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| 13 | Cande Hosey | 10/21/2021 | Comment Form | Please no access to the "Loma" from Airport Rd. | Impacts and access to other roads and neighborhoods will continue to be considered and coordinated with future plans from local governments such as city of McKinney. The schematic design presented at the Public Meeting did not allow for access to the proposed freeway or its frontage roads from Virginia Street, Garcia Street, and Roosevelt Street. Access is shown to be provided in the area to the proposed freeway frontage roads from Greenville Street, Enloe Road, and Elm Street. |
| 14 | Carol A. Wilson | 11/5/2021 | Email | Regarding Spur 399 Extension in Collin County<br><br>I am writing as a resident of McKinney, TX! I have reviewed the proposed route options and want to let the committee know that it is my opinion that the Orange Option will be the least disruptive to the residents north of the airport. The additional traffic congestion and noise, will definitely impact the quality of life for the residents living in that community. Therefore, my recommendation is for the Orange option. Please keep the safety, quality of life and desires of the community in mind as you make your decision. One should make decisions that will have a lasting impact on communities/our neighbors as if it were your mother or grandmother that would be affected.<br><br>Thank You for your consideration!!!<br><br>Carol A. Wilson | TxDOT's analysis indicates that because of expected population growth, increasing traffic, and future developments that traffic will continue to increase in the study area. This is one of the reasons that TxDOT is conducting this project, so that an alternative can be developed now that will help address traffic and congestion in the future. We were also able to compare projected 2050 north-south traffic, measured in Average Daily Traffic Volumes (ADT) for the Purple and Orange Alternatives. The traffic volumes were derived from TxDOT projections based on the North Central Texas Council of Government's travel demand model, historic roadway volumes, future growth projections, and census data. Our results show that if you add up the ADT traffic volumes for the Purple Alternative and SH 5, approximately 133,300 vehicles per day can travel the Purple Alternative system. If you add up the volumes for the Orange Alternative, SH 5, and Airport Drive there is approximately 137,600 vehicles per day that are able to travel the Orange Alternative system. Ultimately, this means that both alternatives better connect the arterial network and enhance connectivity between eastern Collin County and the Dallas Metroplex.<br><br>TxDOT is conducting a traffic noise analysis to collect existing sound level measurements at noise sensitive areas adjacent to the Alternatives. Noise modeling software will also predict what noise would be expected in 2050. Noise abatement measures, such as noise walls, are evaluated if traffic noise impacts are identified. Results will be presented at the Public Hearing in the summer of 2022. TxDOT is committed to making informed decisions that carefully consider input from the public. |

| Comment Number | Commenter Name | Date Received | Source | Comment Topic | Comment Response |
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| 15 | Cesar Baptista/ NTMWD | 10/19/2021 | Letter | Stephen Endres, P.E.<br>Project Manager<br>TxDOT Dallas District<br>4777 US-80<br>Mesquite, TX 75150<br><br>Re: NTMWD's Preference on Orange Alternative of Spur 399 Alignment<br><br>Dear Mr. Endres,<br>I would like to thank you and your consultant for the continued coordination on the proposed Spur 399 alternatives and the impact on NTMWD's existing facilities and proposed projects. This letter is to express NTMWD's strong preference on the Orange Alternative of Spur 399 alignment, which runs south and east of McKinney National Airport. NTMWD has several facilities and projects that are in direct conflict with the other alternative – Purple Alternative, which runs west of the airport. The major conflicts are at North McKinney Lift Station, North McKinney Transfer Lift Station and North McKinney Transfer Force Mains, and Wilson Creek Transfer Force Mains. Below are the detailed descriptions of the conflicts with the Purple Alternative:<br>• North McKinney Lift Station, North McKinney Transfer Lift Station and Transfer Force Mains: The existing North McKinney Lift Station currently serves McKinney, Melissa and Anna. The North McKinney Transfer Lift Station and Transfer Force Mains which are being constructed adjacent to the North McKinney Lift Station will also serve Allen, Fairview and Plano. The Purple Alternative of Spur 399 completely covers the existing and new lift stations and will require the complete relocation of the lift stations and associated pipelines in the area. The estimated property, design and construction cost for this major relocation is $121,000,000.<br>• Wilson Creek Transfer Force Mains: These force mains convey flow to the North McKinney Transfer Lift Station. Design is currently 90% complete with construction scheduled from April 2022 to October 2023. The Purple Alternative of Spur 399 conflicts with the force mains for approximately five miles of 42" force mains. The estimated design, construction, and easement cost for relocating these force mains is approximately $30,000,000.<br>• North McKinney Pipeline Phase III: This 72" waterline was just placed into service in 2020. It parallels the Airport Drive, which is in direct conflict with the Purple Alternative of Spur 399. The estimated design, construction and easement cost for the relocation of this waterline is $28,000,000.<br>Note all the estimated costs are in 2021 dollars. Due to the size and complexity of the facilities, the relocations would require four to five years of design and construction duration. The facility and pipeline relocations required by the Purple Alternative would also increase the risk of service interruptions to these fast growing cities in the NTMWD service area. We believe the Orange Alternative will avoid major future costly relocations of NTMWD facilities, reduce the likelihood of service interruptions, and potential delay of NTMWD and TxDOT projects. Our recommended preference benefits TxDOT, NTMWD and the cities we serve. Again we appreciate your continued coordination and collaboration. Should you have any questions or need any additional information, please feel free to contact R.J. Muraski, Assistant Deputy of Planning and Capital Improvement Program, at[redacted], or this office directly. | North Texas Municipal Water District's preference for the Orange Alternative is noted. Also noted are the impacts to and cost of relocating your major facilities and possible service interruptions should TxDOT construct the Purple Alternative. These impacts will be added to our analysis. |

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| 16 | Christopher French | 11/3/2021 | Email | Dear Mr Endres:<br><br>This request is made after reviewing the public hearing documents presented on October 21 2021 about the TxDot Spur 399 Project US 75 to US 380 referenced as CSJ: 0364-04-051, 0047-05-058, 0047-10-002, which presents public's access to information in the custody of government bodies.<br><br>I respectfully request that TxDot accept the Purple Alternative.<br><br>I am strongly opposed to the Orange Alternative because it will affect my property and home life in a very negative way. My family and the more than 100 homes in my subdivision will have significantly increased air, noise, and light pollution from the Orange Alternative. Respectfully,<br><br>Christopher French<br>[redacted] | Your preference for the Purple Alternative is noted as is your opposition to the Orange Alternative. TxDOT continues to develop the schematic design for the Purple and Orange Alternatives. TxDOT is evaluating how proposed alternatives would impact air quality. Studies will determine if the project is compliant with regional and federal air quality standards and will consider fuel types and usage, new vehicle technologies, vehicle idling and traffic congestion, and air emissions during construction. TxDOT is also conducting a traffic noise analysis to collect existing sound level measurements at noise sensitive areas adjacent to the Alternatives. Noise modeling software will also predict what noise would be expected in 2050. Noise abatement measures, such as noise walls, are evaluated if traffic noise impacts are identified. Construction of both of the alternatives would change the existing visual environment. Construction of both of the alternatives would change the existing visual environment. Visual and light impacts could be caused by new location roadways and safety streetlighting, however, TxDOT does direct lights downward in order to decrease that effect. Results of these analyses will be presented and a Preferred Alternative will be announced at the Public Hearing scheduled for the summer of 2022. |
| 17 | Costello | 11/3/2021 | Online Comment Form | Is this project intended to duplicate the Grid Lock seen on numerous interchanges in Dallas, Texas & the rest of the US? is not the area in orange also target area for the north spur of McKinney as well (to/from US 75). would not the purple interchange location: provide a safe buffer zone for Entry/Exit of NB & SB traffic towards US 75 from 380. Seems this buffer would ease traffic congestion for drivers in both directions reduce stress from multiple interchange locations & overall provide safer easier transition for everyone involved. Safe & Easy are considerations, YES? Easy to happen in large project when individual portions are considered, but in this case sure appears that Orange would create one heck of a mess when considered in Full scope of project. Is north extension considered & if NOT, why NOT?<br><br>Thank you, | The project is intended to improve north-south mobility and improve connectivity in the eastern portion of Collin County and the Dallas metroplex. TxDOT's analysis indicates that because of expected population growth, increasing traffic, and future developments that traffic will continue to increase in the study area. This is one of the reasons that TxDOT is conducting this project, so that an alternative can be developed now that will help address traffic and congestion in the future. We were also able to compare projected 2050 north-south traffic, measured in Average Daily Traffic Volumes (ADT) for the Purple and Orange Alternatives. The traffic volumes were derived from TxDOT projections based on the North Central Texas Council of Government's travel demand model, historic roadway volumes, future growth projections, and census data. Our results show that if you add up the ADT traffic volumes for the Purple Alternative and SH 5, approximately 133,300 vehicles per day can travel the Purple Alternative system. If you add up the volumes for the Orange Alternative, SH 5, and Airport Drive there is approximately 137,600 vehicles per day that are able to travel the Orange Alternative system. Ultimately, this means that both alternatives better connect the arterial network and enhance connectivity between eastern Collin County and the Dallas Metroplex.<br><br>The proposed Spur 399 Extension project is a separate and independent action from the proposed US 380 Coit Road to FM 1827 project. The proposed Spur 399 Extension project has independent utility because it could function as a usable roadway without implementation of another project and not restrict consideration of alternatives for other foreseeable improvements. Existing US 380 serves as the northern terminus for the proposed Spur 399 Extension project. Proposed improvements to the north of US 380 and the Spur 399 Extension project are currently proposed under a separate independent project. As funding becomes available for these projects and the schedule for implementation is determined, TxDOT will consider if other connections are needed between the projects and what additional studies may be needed<br><br>Safety is being considered as schematic design progresses on this project. The Purple and Orange Alternatives are proposed as limited-access freeways generally consisting of six to eight main travel lanes (four in each direction), and a two lane continuous frontage road running parallel to each side of the freeway. Local roads would connect at certain intervals to the frontage roads at grade-separated interchanges, using on- and off-ramps to enter and exit the freeway main lanes. Access to adjacent properties would be provided from the frontage roads and by making left-turns or U-turns at signalized intersections along the frontage road system. |

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| 18 | Courtney French | 11/3/2021 | Email | TxDot Dallas District<br>Attn: Mr. Stephen Endres, P.E.<br>477 E US Highway 80<br>Mesquite, Texas 75150<br><br>Re: TxDot Spur 399 Extension Project – Opposition to Orange Alternative<br>Dear Mr Endres:<br>I am writing to strongly oppose the orange alternative to Spur 399 due to its close proximity to my home in Fairview, the Heard Museum, Wilson Creek and the Lavon Lake watershed. I moved with my husband and children to this area in 2017 to make it our forever home. We have 3 small children who love the outdoors and the beauty of this area. We would love to keep the peace and quiet we have grown to love here. With the addition of a freeway going through the floodplains and green space so close to our home, I am very concerned that it will disrupt wildlife and the environment in this area as well as create noise and light pollution that will affect hundreds of homes in the vicinity. The Heard Museum and Wilson Creek are less than mile from the proposed orange alternative route and I fear this will do severe damage to these natural habitats. I came to this conclusion after reviewing the public hearing documents presented on October 21 2021 about the TxDot Spur 399 Project US 75 to US 380 referenced as CSJ: 0364-04-051, 0047-05-058, 0047-10-002, which presents public's access to information in the custody of government bodies. I respectfully request that TxDot accept the Purple Alternative. There are thousands of homes near the Orange Alternative that will be impacted by air, noise, and light pollution. The wildlife in this area is abundant and an additional freeway will greatly disturb the natural environment.<br>My email address is[redacted] if you have additional information about this project. Thank you for your time and consideration.<br>Respectfully,<br>Courtney French<br>[redacted] | Coordination is ongoing with the Texas Parks & Wildlife Department and the US Fish & Wildlife Service to obtain concurrence on the type of effect the project may have on habitats in the study area and on their use by federal and state-protected species including freshwater mussels, migratory birds, and other resident wildlife. TxDOT is evaluating how proposed alternatives would impact air quality. Studies will determine if the project is compliant with regional and federal air quality standards and will consider fuel types and usage, new vehicle technologies, vehicle idling and traffic congestion, and air emissions during construction. TxDOT is also conducting a traffic noise analysis to collect existing sound level measurements at noise sensitive areas adjacent to the alternatives. Noise modeling software will also predict what noise would be expected in 2050. Noise abatement measures, such as noise walls, are evaluated if traffic noise impacts are identified. Construction of both of the alternatives would change the existing visual environment. Visual and light impacts could be caused by new location roadways and safety streetlighting, however, TxDOT does direct lights downward in order to decrease that effect. TxDOT continues to develop the schematic design for the Purple and Orange Alternatives. Results of these analyses will be presented and a Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022. Please visit www.keepitmovingdallas.com/projects/other/spur-399-extension-environmental-impact-statement-from-us-75-to-us-380 to sign up for more information on the project and to receive meeting notices. |
| 19 | Deborah Bradford | 11/5/2021 | Online Comment Form | While I am in favor of Spur 399, which will assist with much needed traffic flow; I am opposed to the alignment indicated by the color purple. It appears that specific alignment will not affect community centers, houses of worship, etc.; but it is closely aligned to two neighborhoods in the community, that could create significant difficulty, by potentially causing barriers to the neighborhood & displacement. The specific neighborhoods are identified as LaLoma & Mouzion. | Your opposition to the Purple Alternative is noted. While no direct displacements would happen in the La Loma and Mouzon neighborhoods as a result of the Purple Alternative being constructed, it is located nearby and could be perceived as a barrier between neighborhoods in the study area and existing and future parks. A Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022. The schematic design presented at the Public Meeting did not allow for access to the proposed freeway or its frontage roads from Virginia Street, Garcia Street, and Roosevelt Street. Access is shown to be provided in the area to the proposed freeway frontage roads from Greenville Street, Enloe Road, and Elm Street. |

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| 20 | Dennis Koop | 10/23/2021 | Email | Dear Mr Endres:<br>This request is made after reviewing the public hearing documents presented on October 21 2021 about the TxDot Spur 399 Project US 75 to US 380 referenced as CSJ: 0364-04-051, 0047-05-058, 0047-10-002, which presents public's access to information in the custody of government bodies. I respectfully request that TxDot accept the Purple Alternative. However, I am opposite to the Orange Alternative because it will negatively impact my property. There are thousands of homes near the Orange Alternative that will be impacted by air, noise, and light pollution. The wildlife in this area is abundant and an additional freeway will disturbe the nature environment.<br>My email address[redacted] if you have additional information about this project please let me know. Thank you for your time and consideration in this matter.<br>Respectfully,<br>Dennis J. Koop | Environmental concerns are currently being evaluated. The categories can be seen on the Alternatives Analysis Matrix in the exhibits on the Public Meeting website at www.keepitmovingdallas.com/Spur399PublicMeeting. TxDOT is evaluating how proposed alternatives would impact air quality. Studies will determine if the project is compliant with regional and federal air quality standards and will consider fuel types and usage, new vehicle technologies, vehicle idling and traffic congestion, and air emissions during construction. TxDOT also considers the project impact on water features. Coordination is ongoing with the Texas Parks & Wildlife Department and the US Fish & Wildlife Service to obtain concurrence on the type of effect the project may have on habitats in the study area and on their use by federal and state-protected species including freshwater mussels, migratory birds, and other resident wildlife. TxDOT is conducting a traffic noise analysis to collect existing sound level measurements at noise sensitive areas adjacent to the Alternatives. Construction of both of the alternatives would change the existing visual environment. Visual and light impacts could be caused by new location roadways and safety streetlighting, however, TxDOT does direct lights down in order to decrease that impact. Results of these analyses will be presented at the Public Hearing in the summer of 2022.<br><br>Please visit www.keepitmovingdallas.com/projects/other/spur-399-extension-environmental-impact-statement-from-us-75-to-us-380 to sign up for more information on the project and to receive meeting notices. |
| 21 | Dennis Satre | 11/2/2021 | Online Comment Form | The orange alignment best serves future traffic needs that will be generated by the substantial residential development occurring in the peninsula of Lavon Lake. Consideration should be given for a more direct interchange and/or controlled access facility extending on the future alignment of FM546 until it effectively splits into arterials to the north & south east of Lowry crossing. The 100-YR floodplain elevation of Wilson Creek at station 1205+00 is 524.0 and approximately 1,200 feet south. The entire section of Spur 399 can be depressed in the area south of the airport and easily drained by gravity. The interchange at County Road 317 should be reversed to an underpass. A depressed design should be used in order to significantly limit sound impacts to adjacent Fairview open space/parks and residential development including Heritage Ranch. This design will generate material for fill sections of the project and it is likely that walls can be economically designed using nails. | Thank you for your comment. Please note some of the locations you reference are outside of our study area. A traffic noise analysis is being conducted and ways to optimize profiles and balance earthwork will be further evaluated as the project progresses. |

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| 22 | Diane Brokaw | 10/31/2021 | Email | Re: TxDot Spur 399 Extension Project – Opposition to Orange Alternative<br><br>Dear Mr Endres:<br><br>This request is made after reviewing the public hearing documents presented on October 21 2021 about the TxDot Spur 399 Project US 75 to US 380 referenced as CSJ: 0364-04-051, 0047-05-058, 0047-10-002, which presents public's access to information in the custody of government bodies. I respectfully request that TxDot accept the Purple Alternative. However, I am opposite to the Orange Alternative because it will impact my property in a negative way. There are thousands of homes near the Orange Alternative that will be impacted by air, noise, and light pollution. The wildlife in this area is abundant and an additional freeway will disturbe the nature environment. My email address [redacted] if you have additional information about this project. Thank you for your cooperation. Respectfully, Diane Brokaw | Environmental concerns are currently being evaluated. The categories can be seen on the Alternatives Analysis Matrix in the exhibits on the Public Meeting website at www.keepitmovingdallas.com/Spur399PublicMeeting. TxDOT is evaluating how proposed alternatives would impact air quality. Studies will determine if the project is compliant with regional and federal air quality standards and will consider fuel types and usage, new vehicle technologies, vehicle idling and traffic congestion, and air emissions during construction. TxDOT also considers the project impact on water features. Coordination is ongoing with the Texas Parks & Wildlife Department and the US Fish & Wildlife Service to obtain concurrence on the type of effect the project may have on habitats in the study area and on their use by federal and state-protected species including freshwater mussels, migratory birds, and other resident wildlife. TxDOT is conducting a traffic noise analysis to collect existing sound level measurements at noise sensitive areas adjacent to the Alternatives. Construction of both of the alternatives would change the existing visual environment. Visual and light impacts could be caused by new location roadways and safety streetlighting, however, TxDOT does direct lights down in order to decrease that impact. Results of these analyses will be presented at the Public Hearing in the summer of 2022.<br><br>Please visit www.keepitmovingdallas.com/projects/other/spur-399-extension-environmental-impact-statement-from-us-75-to-us-380 to sign up for more information on the project and to receive meeting notices. |
| 23 | Diane Brokaw | 11/1/2021 | Email | We also disliked all the planes flying over Heritage Ranch!!! When the weather is good they need to take off going Northbound & land from the North over the industrial area!! Please help us!!!!!<br><br>We appreciate anything you can do for us.<br><br>Thank you,<br>Diane Brokaw | Thank you for your comments, however, TxDOT does not have jurisdiction over airspace or air traffic. |

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| 24 | Drew Wilson | 11/2/2021 | Email | To: TXDot / Stephen Endres<br>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 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. Sincerely,<br>Drew Wilson<br>[redacted] | As TxDOT continues to develop the schematic design for the Purple and Orange Alternatives, the number of residences, businesses, and other buildings displaced and other effects on properties will continue to be considered. It is important to note that a Preferred Alternative has not been selected by TxDOT and schematic design changes may still be made that could change the location, number, or types of displacements. TxDOT with is also working with study area businesses, developers, and city of McKinney staff to identify the economic development potential of each alternative. The 'Original' route noted in your comment is the Recommended Alignment from the US 380 Collin County Feasibility Study completed by TxDOT in 2020. The Feasibility Study serves as a starting point for the next stage of project development. TxDOT is required to evaluate a second Build Alternative. TxDOT also continues to evaluate the eligibility of properties adjacent to and within the proposed right-of-way for potential listing in the National Register of Historic Places (NRHP), including conducting archeological surveys along both alternatives and a historic intensive survey of the Enloe Farm property.<br><br>Regarding your comments about impacts to businesses along the Purple Alternative, TxDOT has gathered input from Amazon, Encore Wire, Blue Mountain Equipment, and other major employers in the study area. Leaders from Encore Wire and Blue Mountain Equipment have provided input indicating that the Purple Alternative would impact their operations and future expansion plans. These businesses could consider relocation.<br><br>TxDOT is conducting a traffic noise analysis to collect existing sound level measurements at noise sensitive areas adjacent to the alternatives. Noise modeling software will also predict what noise would be expected in 2050. Noise abatement measures, such as noise walls, are evaluated if traffic noise impacts are identified.<br><br>The total project cost estimate presented at the Public Meeting includes planning, engineering, and design; roadway construction; right-of-way; and utility relocations. TxDOT will continue to update costs and work with those impacted and displaced by the alternatives to better understand the cost of damages and/or business interruption.<br><br>A Preferred Alternative will be determined by TxDOT using the Alternatives Analysis Matrix and will be announced at the Public Hearing. Study results will also be presented at the hearing. TxDOT is committed to making informed decisions that carefully consider input from the public and property owners. |

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| 25 | Duke Monson | 11/5/2021 | Online Comment Form | I would prefer the Orange (east) route, leaving the Airport road unimpeded for local industrial and airport traffic. | Your preference for the Orange Alternative is noted. A Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022. |
| 26 | Elizabeth Allison | 11/4/2021 | Email | Dear Mr. Endres:<br><br>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.<br><br>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.<br><br>Sincerely,<br>Elizabeth Allison | As TxDOT continues to develop the schematic design for the Purple and Orange Alternatives, the number of residences, businesses, and other buildings displaced and other effects on properties will continue to be considered. It is important to note that a Preferred Alternative has not been selected by TxDOT and schematic design changes may still be made that could change the location, number, or types of displacements. TxDOT also continues to evaluate the eligibility of properties adjacent to and within the proposed right-of-way for potential listing in the National Register of Historic Places (NRHP), including conducting archeological surveys along both alternatives and a historic intensive survey of the Enloe Farm property. Results of the survey will be presented and a Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022. TxDOT is committed to making informed decisions that carefully consider input from the public and property owners. |

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| 27 | Elizabeth McAnally | 11/4/2021 | Letter | Dear Stephen Endres,<br>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 [redacted]) 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:<br>[redacted] (home of Charles and Pam McAnally)<br>[redacted] (home of Minnie Fae Enloe Griffin)<br>[redacted] (home of Ben & Lisa Griffin)<br>[redacted] (home of Andrew and Amy Jo Wilson)<br>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.<br><br>Sincerely,<br>Elizabeth McAnally, PhD<br>[redacted]<br>[redacted]<br>[redacted]<br>[redacted] | The information about the farm and its history is noted and is being considered by TxDOT. We continue to evaluate the eligibility of properties adjacent to and within the proposed right-of-way for potential listing in the National Register of Historic Places (NRHP), including conducting archeological surveys along both alternatives and a historic intensive survey of the Enloe Farm property. Results of the survey will be presented and a Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022. TxDOT is committed to making informed decisions that carefully consider input from the public and property owners.<br><br>TxDOT has and will continue to meet with the Enloe family to address questions and comments. TxDOT would like to investigate in more detail the historical aspects of the farm. If access can be provided to the property, TxDOT biologists can document the species, location, and sizes of the trees you have referenced. This information can be valuable in the further assessment of effects to the property, including wildlife habitats, and in the comparison of the Purple and Orange Alternatives. |

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| 28 | Eric Devonport | 10/21/2021 | Comment Form | My suggestion for the Orange Line. Instead of looping it below the airport, why don't you consider a tunnel underneath then loop around. It would take up less land plus reduce noise. Basically follow the old two lane road that still can be seen. | Tunneling a portion of the Orange Alternative to the south of the McKinney National Airport was previously considered by TxDOT. However, there were numerous safety concerns and cost considerations. Building a tunnel would also preclude the opportunity to connect Spur 399 to adjacent communities and limit the ability to provide good access to FM 546. TxDOT is conducting a traffic noise analysis to collect existing sound level measurements at noise sensitive areas adjacent to the Alternatives. Noise modeling software will also predict what noise would be expected in 2050. Noise abatement measures, such as noise walls, are evaluated if traffic noise impacts are identified. Results will be presented at the Public Hearing in the summer of 2022. |
| 29 | G R Mortenson | 11/1/2021 | Online Comment Form | As a McKinney city resident, I would support the most cost-effective routing, which based on the written materials I have seen, is the "purple" route. That support is subject to only one caveat, and that is that I have no knowledge whether a future passenger terminal at McKinney National Airport would be located on the west or the east side of the airport runway. If long-range planning for the airport itself would locate such a future passenger terminal on the east side of the existing airport runway, I would instead support the "orange" (east side) routing. | TxDOT must consider how the environment in the study area could be affected by the Spur 399 project together with other current and future reasonably foreseeable local and regional transportation projects, and other non-roadway projects, including future plans presented in the McKinney National Airport's 2019 Master Plan. The Orange Alternative would accommodate future Airport access from the east as well as the proposed expansion of the airfield and proposed terminal development on the east side of the Airport as presented in the Airport's Master plan which you can find here: https://www.flytki.com/99/Airport-Development to see the Master Plan. |
| 30 | George Alfred James | 11/3/2021 | Email | Dear Mr. Endres,<br>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.<br>Very truly yours<br>George Alfred James<br>Professor Emeritus<br>University of North Texas | As TxDOT continues to develop the schematic design for the Purple and Orange Alternatives, the number of residences, businesses, and other buildings displaced and other effects on properties will continue to be considered. It is important to note that a Preferred Alternative has not been selected by TxDOT and schematic design changes may still be made that could change the location, number, or types of displacements. TxDOT also continues to evaluate the eligibility of properties adjacent to and within the proposed right-of-way for potential listing in the National Register of Historic Places (NRHP), including conducting archeological surveys along both alternatives and a historic intensive survey of the Enloe Farm property. Results of the survey will be presented and a Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022. TxDOT is committed to making informed decisions that carefully consider input from the public and property owners. |

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| 31 | Georgene Wood | 11/1/2021 | Email | I am really worried about the orange route which seems to be right across the street from my "country paradise"home. I've probably mentioned this, but we have lived here 47 years and are still very attached to our home and property. Do you have a more detailed map with the orange/purple routes combined? I would like to see the road names near the black square in the photo attachment I've included in this email – particularly Old Mill Road where it "T"s to Airport Boulevard. Would that be possible? Because I can't see Old Mill Road clearly, the location of the orange route APPEARS, to be right across the street from us with an entry ramp on our home. OF COURSE, I am OPPOSED to this route. I think the orange route is the already-favored one because the future plans for the airport expansion in which the growth/planning for the structures will be on the east side of the existing airport, not the west, which would favor the purple route. If the orange route becomes TxDot's choice, what happens to my home? Is it destroyed? If so what kind of compensation will I be offered? If the home is simply across the street from the 8-lane highway, what provisions will be made for noise reduction? I know you have been in touch with my neighbor, Julie Cox, and I share her concern for the bikers/runners/walkers who frequent Old Mill Road. Thanks for considering my input. I'd like to invite you to drive by my home [redacted], which I have fondly named THE BEHEMOTH. If you'd stop, I'll bake some chocolate chip cookies provide milk or coffee or something stronger. Then maybe you could show me in person, where the orange route will go. I'd love to meet you and so would Julie. If that's not possible, I'd like to meet with you at your office and have you show me on a detailed map where I house is in relation to that pesky orange route! Would that be possible? Thanks so much for your attention to my request for a more detailed map which shows Old Mill Road and my house and a face-to-face meeting with you. | The detailed schematic was provided to Ms. Wood and can be viewed at https://www.keepitmovingdallas.com/sites/default/files/docs/Spur%20399-PM-Schematic%20Plan%20View.pdf<br><br>TxDOT Project Manager Stephen Endres offered to host a meeting with Ms. Wood and Ms. Cox on November 1, 2021.<br><br>Links to information about the process for state purchase of right-of-way and relocation assistance are available at keepitmovingdallas.com/Spur399PublicMeeting.<br><br>TxDOT is conducting a traffic noise analysis to collect existing sound level measurements at noise sensitive areas adjacent to the alternatives. Noise modeling software will also predict what noise would be expected in 2050. Noise abatement measures, such as noise walls, are evaluated if traffic noise impacts are identified.<br><br>It is important to note that a Preferred Alternative has not been selected by TxDOT and schematic design changes may still be made that could change the location, number, or types of displacements. A Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022. |
| 32 | Glenda and Steve Terry | 10/23/2021 | Letter | TxDot Dallas District<br>Attn: Mr. Stephen Endres, RE.<br>477 E US Highway 80<br>Mesquite, Texas 75150<br>Re: TxDot Spur 399 Extension Project — Opposition to Orange Alternative<br>Dear Mr Endres:<br>This request is made after reviewing the public hearing documents presented on October 21 2021 about thc TxDot Spur 399 Project US 75 to US 380 referenced as CSJ: 0364-04-051, 0047-05-058, 0047-10-002, which presents public's access to information in the custody of government bodies. I respectfully request that TxDot accept the Purple Alternative, if an alternative MUST be accepted at all.<br><br>However, I am opposed to the Orange Alternative because it will impact my property in a negative way. There are thousands of homes near the Orange Alternative that will be impacted by air, noise, and light pollution. My home is so impacted now by light pollution. In the middle of the night it looks like daylight Noise from the planes keeps me from enjoying my time outside, especially on the weekends. The wildlife in this area is abundant and an additional freeway will disturb the natural environment. I am sincerely asking you to consider the Purple Alternative to this Spur. | Environmental concerns are currently being evaluated. The categories can be seen on the Alternatives Analysis Matrix in the exhibits on the Public Meeting website at www.keepitmovingdallas.com/Spur399PublicMeeting. TxDOT is evaluating how proposed alternatives would impact air quality. Studies will determine if the project is compliant with regional and federal air quality standards and will consider fuel types and usage, new vehicle technologies, vehicle idling and traffic congestion, and air emissions during construction. TxDOT also considers the project impact on water features. Coordination is ongoing with the Texas Parks & Wildlife Department and the US Fish & Wildlife Service to obtain concurrence on the type of effect the project may have on habitats in the study area and on their use by federal and state-protected species including freshwater mussels, migratory birds, and other resident wildlife. TxDOT is conducting a traffic noise analysis to collect existing sound level measurements at noise sensitive areas adjacent to the Alternatives. Construction of both of the alternatives would change the existing visual environment. Visual and light impacts could be caused by new location roadways and safety streetlighting, however, TxDOT does direct lights down in order to decrease that impact. Results of these analyses will be presented at the Public Hearing in the summer of 2022.<br><br>Please visit www.keepitmovingdallas.com/projects/other/spur-399-extension-environmental-impact-statement-from-us-75-to-us-380 to sign up for more information on the project and to receive meeting notices. |

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| 33 | Gloria Pass | 11/3/2021 | Email | Dear Stephen,<br><br>I am opposed to the “Orange Alternative” plan to build Spur 399 Extension from US 75 to US 380.<br>The project threatens historic family farmland at[redacted]<br><br>It would also involve eight residential displacements and three business displacements.<br><br>Please do not build the “Orange Alternative” highway.<br><br>Sincerely,<br>Gloria Pass<br>[redacted]<br>[redacted] | As TxDOT continues to develop the schematic design for the Purple and Orange Alternatives, the number of residences, businesses, and other buildings displaced and other effects on properties will continue to be considered. It is important to note that a Preferred Alternative has not been selected by TxDOT and schematic design changes may still be made that could change the location, number, or types of displacements. TxDOT also continues to evaluate the eligibility of properties adjacent to and within the proposed right-of-way for potential listing in the National Register of Historic Places (NRHP), including conducting archeological surveys along both alternatives and a historic intensive survey of the Enloe Farm property. Results of the survey will be presented and a Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022. TxDOT is committed to making informed decisions that carefully consider input from the public and property owners. |
| 34 | HAROLD LOWE | 11/5/2021 | Online Comment Form | Selection of the Spur 399 route east of McKinney National Airport is preferred for the east McKinney neighborhoods. The route along Airport Boulevard would have significant adverse impact on East McKinney in terms of noise, congestion, traffic dangers, an pollution. | TxDOT continues to develop the schematic design for the Purple and Orange Alternatives. TxDOT is conducting a traffic noise analysis to collect existing sound level measurements at noise sensitive areas adjacent to the Alternatives. Noise modeling software will also predict what noise would be expected in 2050. Noise abatement measures, such as noise walls, are evaluated if traffic noise impacts are identified. TxDOT's analysis indicates that because of expected population growth, increasing traffic, and future developments that traffic will continue to increase in the study area. This is one of the reasons that TxDOT is conducting this project, so that an alternative can be developed now that will help address traffic and congestion in the future. Safety is being considered as schematic design progresses on this project. The Purple and Orange Alternatives are proposed as limited-access freeways generally consisting of six to eight main travel lanes (four in each direction), and a two lane continuous frontage road running parallel to each side of the freeway. Local roads would connect at certain intervals to the frontage roads at grade-separated interchanges, using on- and off-ramps to enter and exit the freeway main lanes. Access to adjacent properties would be provided from the frontage roads and by making left-turns or U-turns at signalized intersections along the frontage road system. TxDOT is also evaluating how proposed alternatives would impact air quality. Studies will determine if the project is compliant with regional and federal air quality standards and will consider fuel types and usage, new vehicle technologies, vehicle idling and traffic congestion, and air emissions during construction. Results of these analyses will be presented and a Preferred Alternative will be announced at the Public Hearing in the summer of 2022. |
| 35 | Hilda Farr | 10/21/2021 | Comment Form | I prefer the Purple Route: 1. Shorter distance, 2. Less land and vegetation to interrupt, 3. Closer to my property for access! | TxDOT continues to develop the schematic design for the Purple and Orange Alternatives. A Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022. |
| 36 | Hope Tanguma | 10/21/2021 | Comment Form | Please no access to the "Loma" addition from Airport Rd. | Impacts and access to other roads and neighborhoods will continue to be considered and coordinated with future plans from local governments such as city of McKinney. The schematic design presented at the Public Meeting did not allow for access to the proposed freeway or its frontage roads from Virginia Street, Garcia Street, and Roosevelt Street. Access will be provided in the area to the proposed freeway frontage roads from Greenville Street, Enloe Road, and Elm Street. |

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| 37 | Jackson Hurst | 10/25/2021 | Online Comment Form | I approve and support TxDOT's Spur 399 Extension Project. The alternative that I support for TxDOT's Spur 399 Extension Project is the Orange Alternative. The reason for my support of the Orange Alternative is the Orange Alternative will not displace residents on the west side of the airport. | As TxDOT continues to develop the schematic design for the Purple and Orange Alternatives, the number and impacts of displacements of residences, businesses, and other buildings also continue to be considered. It is important to note that a Preferred Alternative has not been chosen by TxDOT and there still might be schematic design changes to the project that could change the number or types of displacements on a property. TxDOT anticipates that its Preferred Alternative will be presented at the Public Hearing in the Summer of 2022. |
| 38 | Janet Gagnon | 10/31/2021 | Online Comment Form | I am a resident in East McKinney located North of the 380 and East of the 75. I support the planned expansion of the 399 spur (CSJ:0364-04-051) as traffic will undoubtedly continue to get worse around the airport, so this expansion is absolutely necessary. In addition, it should REPLACE the existing 380 bypass segment proposed (CSJ:0135-03-053) as segments C and D. Segment options C & D are entirely unnneccesary, harmful to the community and a waste of taxpayer dollars. The expansion of 399 will properly address East 380 traffic and West 380 traffic should end at the 75 itself using the new Segment E (CSJ: 0135-02-065). This 399 spur expansion should be officially made part of the 380 Bypass hearings and incorporated into the proposals being presented at the Public Meeting in March 2022, so that this obvious overlap in addressing traffic can be addressed by the removal of segment options C&D (CSJ: 0135-03-053). | TxDOT completed the US 380 Collin County Feasibility Study in 2020 and separated the study area into five independent project segments, including the US 380 project from Coit Road to FM 1827. In each of these segments, TxDOT has started the process to complete more in-depth environmental study, public involvement, and schematic design. These projects are advancing at different paces depending on the needs and availability of funding. In the US 380 Feasibility Study, a Spur 399 Extension was shown to provide additional congestion relief in combination with US 380 new location alignments and would also support north-south traffic relief for US 75/SH 5 and Airport Road. The proposed Spur 399 Extension project is a separate and independent action from the proposed US 380 Coit Road to FM 1827 project. The proposed Spur 399 Extension project has independent utility because it could function as a usable roadway without implementation of another project and not restrict consideration of alternatives for other foreseeable improvements. Existing US 380 serves as the northern terminus for the proposed Spur 399 Extension project. Proposed improvements to the north of US 380 and the Spur 399 Extension project are currently proposed under a separate independent project. As funding becomes available for these projects and the schedule for implementation is determined, TxDOT will consider if other connections are needed between the projects and what additional studies may be needed. |
| 39 | Jennifer Hollins | 11/5/2021 | Online Comment Form | I support the ORANGE Alternative | Your preference for the Orange Alternative is noted. A Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022. |
| 40 | Jeremy Watts | 11/4/22021 | Email | Hi Stephen.<br><br>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.<br><br>Jeremy Watts<br>McKinney, TX | As TxDOT continues to develop the schematic design for the Purple and Orange Alternatives, the number of residences, businesses, and other buildings displaced and other effects on properties will continue to be considered. It is important to note that a Preferred Alternative has not been selected by TxDOT and schematic design changes may still be made that could change the location, number, or types of displacements. TxDOT also continues to evaluate the eligibility of properties adjacent to and within the proposed right-of-way for potential listing in the National Register of Historic Places (NRHP), including conducting archeological surveys along both alternatives and a historic intensive survey of the Enloe Farm property. Results of the survey will be presented and a Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022. TxDOT is committed to making informed decisions that carefully consider input from the public and property owners. |
| 41 | Jimmy & Angela Sullivan | 11/3/2021 | Email | Hi.....<br>We were not able to attend the last meeting. Can you tell if we will be directly involved ??<br>Our address is:<br>[redacted]<br>[redacted]<br>Thanks<br>Jimmy & Angela Sullivan | Per the email from Stephen Endres on November 3, 2021, the property will not be directly impacted by the Spur 399 project. The property is within the study area for the US 380 from Coit Road to FM 1827 project. |

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| 42 | Jimmy Jobe | 11/1/2021 | Letter | TxDot Dallas District<br>Attn.: Mr. Stephen Endres, RE.<br>477 E US Highway 80<br>Mesquite, Texas 75150<br>Re: TxDot Spur 399 Extension Project — Opposition to Orange Alternative<br>Dear Mr Endres:<br><br>This request is made after reviewing the public hearing documents presented on October 21 2021 about the TxDot Spur 399 Project US 75 to US 380 referenced as CSJ: 0364-04-05 1, 0047-05-058, 0047-10-002, which presents public's access to information in the custody of government bodies. I respectfully request that TxDot accept the Purple Alternative. However, I am opposite to the Orange Alternative because it will impact my property in a negative way. There are thousands of homes near the Orange Alternative that will be impacted by air, noise, and light pollution. The wildlife in this area is abundant and an additional freeway will disturb the nature environment. My email address[redacted] if you have additional information about this project. Thank you for your cooperation. Respectfully, | Environmental concerns are currently being evaluated. The categories can be seen on the Alternatives Analysis Matrix in the exhibits on the Public Meeting website at www.keepitmovingdallas.com/Spur399PublicMeeting. TxDOT is evaluating how proposed alternatives would impact air quality. Studies will determine if the project is compliant with regional and federal air quality standards and will consider fuel types and usage, new vehicle technologies, vehicle idling and traffic congestion, and air emissions during construction. TxDOT also considers the project impact on water features. Coordination is ongoing with the Texas Parks & Wildlife Department and the US Fish & Wildlife Service to obtain concurrence on the type of effect the project may have on habitats in the study area and on their use by federal and state-protected species including freshwater mussels, migratory birds, and other resident wildlife. TxDOT is conducting a traffic noise analysis to collect existing sound level measurements at noise sensitive areas adjacent to the Alternatives. Construction of both of the alternatives would change the existing visual environment. Visual and light impacts could be caused by new location roadways and safety streetlighting, however, TxDOT does direct lights down in order to decrease that impact. Results of these analyses will be presented at the Public Hearing in the summer of 2022.<br><br>Please visit www.keepitmovingdallas.com/projects/other/spur-399-extension-environmental-impact-statement-from-us-75-to-us-380 to sign up for more information on the project and to receive meeting notices. |
| 43 | Joshua Halpern | 11/3/2021 | Email | There is no real need for the Spur 399 Extension between US 75 and US 380. Furthermore, it will destroy the livelihood of historic family farms which have caretaken this land since the 1850s, cutting farmers from their water sources and grazing areas, and leading to the displacements of at least 8 residences and 3 businesses. Please vote against. Thank you. | The project is needed because of reduced mobility and connectivity between the eastern portion of Collin County and destinations south of McKinney such as the DFW metroplex. Therefore, the alternative that TxDOT selects as its Preferred Alternative must improve north-south mobility and improve connectivity. It must also provide capacity to support regional growth. As TxDOT continues to develop the schematic design for the Purple and Orange Alternatives, the number of residences, businesses, and other buildings displaced and other effects on properties will continue to be considered. It is important to note that a Preferred Alternative has not been selected by TxDOT and schematic design changes may still be made that could change the location, number, or types of displacements. TxDOT also continues to evaluate the eligibility of properties adjacent to and within the proposed right-of-way for potential listing in the National Register of Historic Places (NRHP), including conducting archeological surveys along both alternatives and a historic intensive survey of the Enloe Farm property. Results of the survey will be presented and a Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022. TxDOT is committed to making informed decisions that carefully consider input from the public and property owners. Please note that public and stakeholder input is one of the many things that TxDOT must consider when making its final decision, but the Preferred Alternative will not be selected through a public voting process. |

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| 44 | Julie Cox | 10/28/2021 | Email | Hi Stephen,<br>I spoke to you earlier this week about some questions I had regarding the orange alternative for the Spur 399 Expansion and [redacted] where I live.<br>I went in and looked at the schematic view and had a few more questions and concerns. While I see the freeway with the orange alternative would not come directly to my corner at Old Mill Road and Airport Road it will still be extremely close. Right now I look at cows in the pasture at the north east corner of that intersection from my front yard. I am attaching a photo with a 1 on it. My primary concern here is noise and privacy. Are there any plans for handling this noise level change? The noise would be quite high with the freeway right here for us. Will there be a wall with the new freeway? Also the notes mention a historical pasture being looked at is that the same pasture here considered historical?<br><br>2. In this second shot I have included Old Mill Road and CR317. I see the freeway would run through the top part of Old Mill Road and CR317. Would the freeway go over or replace this intersection? Will there be a new road for biking and running? Alot of people bike and run this route.This is really nice right now and adds much quality to my life here. | TxDOT is conducting a traffic noise analysis to collect existing sound level measurements at noise sensitive areas adjacent to the Alternatives. Noise modeling software will also predict what noise would be expected in 2050. Noise abatement measures, such as noise walls, are evaluated if traffic noise impacts are identified. We are not evaluating a historic pasture but structures on what has been suggested to be historic farmland. TxDOT also continues to evaluate the eligibility of properties adjacent to and within the proposed right-of-way for potential listing in the National Register of Historic Places (NRHP), including conducting archeological surveys along both alternatives and a historic intensive survey of the Enloe Farm property. Results of the survey will be presented and a Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022. TxDOT is committed to making informed decisions that carefully consider input from the public and property owners. The proposed freeway will bridge over CR 317, which will still be accessible to adjacent property owners and the community. In the current design, Old Mill Rd would no longer connect to CR 317 from the west. Connectivity to CR 317 and Old Mill Rd as bicycle and pedestrian accommodations will be further evaluated . As part of this project we will evaluate the drainage impacts of proposed improvements. |
| 45 | Julie Landsaw | 10/22/2021 | Online Comment Form | I am an owner off of Enloe road north of Joe Edmonds and am wondering how the land would be used for both the future airport plans and the road way. We are for a sale on the east side of the airport. | We will need a more information about your property in order to determine what land you have inquired about. TxDOT must consider how the environment in the study area could be affected by the Spur 399 project together with other current and future reasonably foreseeable local and regional transportation projects, and other non-roadway projects, including future plans presented in the McKinney National Airport's 2019 Master Plan. The Orange Alternative would accommodate future Airport access from the east as well as the proposed expansion of the airfield and proposed terminal development on the east side of the Airport as presented in the Airport's Master plan which you can find here: https://www.flytki.com/99/Airport-Development to see the Master Plan. |
| 46 | K G | 11/5/2021 | Online Comment Form | As a McKinney resident, I think the Orange route makes the most sense. I would prefer Orange even though it will be more costly because it would do the most for alleviating traffic and have the least negative impacts on the community. | TxDOT continues to develop the schematic design for the Purple and Orange Alternatives. A Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022. |
| 47 | Kay McBride | 11/3/2021 | Email | Dear Mr. Endres,<br><br>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.<br><br>Thank you!<br>Kay McBride | As TxDOT continues to develop the schematic design for the Purple and Orange Alternatives, the number of residences, businesses, and other buildings displaced and other effects on properties will continue to be considered. It is important to note that a Preferred Alternative has not been selected by TxDOT and schematic design changes may still be made that could change the location, number, or types of displacements. TxDOT also continues to evaluate the eligibility of properties adjacent to and within the proposed right-of-way for potential listing in the National Register of Historic Places (NRHP), including conducting archeological surveys along both alternatives and a historic intensive survey of the Enloe Farm property. Results of the survey will be presented and a Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022. TxDOT is committed to making informed decisions that carefully consider input from the public and property owners. |

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| 48 | Kim Flom | 11/5/2021 | Online Comment Form | As a McKinney resident and City of McKinney employee, I prefer the orange (east of McKinney Airport) alignment for SP 399. The purple alignment is located in between McKinney airport and existing development. It also is positioned adjacent to several McKinney historic neighborhoods. These neighborhoods have been traditionally underserved and underrepresented. The City is currently working on a Neighborhood Preservation Plan in order to establish strategies for housing. A highway located adjacent to these homes would have substantial negative impact. Additionally, the highway would disconnect an existing industrial and business area from the airport. The orange alignment primarily runs through undeveloped property. Not only does this alignment keep the residential and business areas of McKinney contiguous, it also provides greater opportunity for new development adjacent to the highway. | Impacts to neighborhoods, businesses, and developments will continue to be considered as the project progresses. TxDOT continues to coordinate with the city of McKinney. |
| 49 | Larry Costello | 11/3/2021 | Online Comment Form | Actually a couple of comments.<br><br>First I live on [redacted] &, guarantee you, Neither solution will provide relief for stated goal "To ease traffic in East Collin County" until the full non-stop highway is completed PERIOD.. Rush hour in New Hope road area runs from 2:30 - 3 pm until 6:30 pm daily & longer when one of NUMEROUS accidents occurs on existing configuration. To claim either configuration will do anything to help traffic from East Collin County is inaccurate & insincere at best as it simply does not agree with reality of today.<br><br>Second, based on study date, the Purple option is: 14% cheaper to build, involves less flood plain, displaces fewer residences, involves less ROW & not sure how either Mobility/ Connectivity or Growth / Capacity for either option is not EXACTLY the same for both (is traffic from East Collin county somehow going to simply disappear between the two points being examined, (are "flying cars" being calculated in)? | The project's purpose is to improve north-south mobility and improve connectivity. The project is needed because of reduced mobility and connectivity between the eastern portion of Collin County and destinations south of McKinney such as the DFW metroplex. Therefore, the alternative that TxDOT selects as its Preferred Alternative must improve north-south mobility and improve connectivity. It must also provide capacity to support regional growth. Several other TxDOT projects in Collin County are working to address challenges with east-west mobility including the US 380 from Coit Road to FM 1827 project. The traffic volumes were derived from TxDOT projections based on the North Central Texas Council of Government's travel demand model, historic roadway volumes, future growth projections, and census data. |
| 50 | Laura Hernandez | 10/21/2021 | Comment Form | Yes, I think the purple extension would be a great addition to the Collin County. Better travel to the public schools as well. | Your preference for the Purple Alternative is noted. A Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022. |
| 51 | Leonard Gonzales | 11/5/2021 | Online Comment Form | Please no connecting roads from the Loma. | Impacts and access to other roads and neighborhoods will continue to be considered and coordinated with future plans from local governments such as city of McKinney. The schematic design presented at the Public Meeting did not allow for access to the proposed freeway or its frontage roads from Virginia Street, Garcia Street, and Roosevelt Street. Access will be provided in the area to the proposed freeway frontage roads from Greenville Street, Enloe Road, and Elm Street. |

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| 52 | Linda Hartman | 10/28/2021 | Letter | Mr. Stephen Endres, P.E.<br>TxDot Dallas District<br>477 E. US Highway 80<br>Mesquite, TX 75150<br>RE: TxDot Spur 399 Extension Project-Opposition to Orange Proposal Alternative<br><br>Dear Mr. Endres,<br>This request is made after reviewing the public hearing documents presented on October 21. 2021 regarding the above project referenced as CSJ: 0364-04-051, 0047-05-058, 0047-10-002, which presents public access to information in the custody of government bodies. (strongly oppose the Orange Alternative on the grounds that it will severely impact my property values in Heritage Ranch Golf and Country Club. There are over 1400 homes in Heritage Ranch alone, and Hundreds of home near and/or around the proposed Orange Alternative.<br><br>I support the Purple Alternative. In addition to property values, the environmental concerns should be considered in your decision making. Air, water, noise and light pollution would cause unimaginable damage to the wildlife, of which is in abundance in this area. Based on my stated concerns, I ask that you support the Purple Alternative.<br><br>Respectfully submitted,<br><br>Mrs. Linda Hartman<br>[redacted] | Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way and is not a consideration in the Preferred Alternative selection. Environmental concerns are currently being evaluated. The categories can be seen on the Alternatives Analysis Matrix in the exhibits on the Public Meeting website at www.keepitmovingdallas.com/Spur399PublicMeeting. TxDOT is evaluating how proposed alternatives would impact air quality. Studies will determine if the project is compliant with regional and federal air quality standards and will consider fuel types and usage, new vehicle technologies, vehicle idling and traffic congestion, and air emissions during construction. TxDOT also considers the project impact on water features. TxDOT is conducting a traffic noise analysis to collect existing sound level measurements at noise sensitive areas adjacent to the Alternatives. Construction of both of the alternatives would change the existing visual environment. Visual and light impacts could be caused by new location roadways and safety streetlighting, however, TxDOT does direct lights down in order to decrease that impact. Results of these analyses will be presented at the Public Hearing in the summer of 2022. |
| 53 | Lisa LeBlanc | 10/21/2021 | Online Comment Form | We own 550 acres to the east of the Mckinney airport. Interested in seeing if TXDot choses the orange route. | TxDOT continues to develop the schematic design for the Purple and Orange Alternatives. A Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022. |
| 54 | Liv Schad | 10/27/2021 | Email | Re: TxDot Spur 399 Extension Project – Opposition to Orange Alternative<br>Dear Mr Endres:<br><br>This request is made after reviewing the public hearing documents presented on October 21 2021 about the TxDot Spur 399 Project US 75 to US 380 referenced as CSJ: 0364-04-051, 0047-05-058, 0047-10-002, which presents public's access to information in the custody of government bodies. I respectfully request that TxDot accept the Purple Alternative. I am opposite to the Orange Alternative because it will negatively impact my property. There are thousands of homes near the Orange Alternative that will be impacted by air, noise, and light pollution.<br><br>Please keep me informed if you have additional information about this project. My email address: [redacted]<br>Thank you for your consideration.<br><br>Respectfully,<br>Liv Schad | Environmental concerns are currently being evaluated. The categories can be seen on the Alternatives Analysis Matrix in the exhibits on the Public Meeting website at www.keepitmovingdallas.com/Spur399PublicMeeting. TxDOT is evaluating how proposed alternatives would impact air quality. Studies will determine if the project is compliant with regional and federal air quality standards and will consider fuel types and usage, new vehicle technologies, vehicle idling and traffic congestion, and air emissions during construction. TxDOT also considers the project impact on water features. TxDOT is conducting a traffic noise analysis to collect existing sound level measurements at noise sensitive areas adjacent to the Alternatives. Construction of both of the alternatives would change the existing visual environment. Visual and light impacts could be caused by new location roadways and safety streetlighting, however, TxDOT does direct lights down in order to decrease that impact. Results of these analyses will be presented at the Public Hearing in the summer of 2022.<br><br>Please visit www.keepitmovingdallas.com/projects/other/spur-399-extension-environmental-impact-statement-from-us-75-to-us-380 to sign up for more information on the project and to receive meeting notices. |
| 55 | Maegan Escamilla | 11/5/2021 | Online Comment Form | Orange route will be the best option to circumvent and cause the least disruption to existing neighborhoods. | Your preference for the Orange Alternative is noted. Impacts to neighborhoods will continue to be considered as the project progresses. A Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022. |

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| 56 | Maria McKinzie | 11/5/2021 | Online Comment Form | Orange Route is my preferred choice it will be the best choice to avoid heavy traffic on airport dr due to future roads being planned by the City of McKinney | Your preference for the Orange Alternative is noted. TxDOT continues to work with the city of McKinney to develop the schematic design for the Purple and Orange Alternatives. A Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022. |
| 57 | Matthew Shoemake | 10/26/2021 | Letter | TxDot Dallas District<br>Attn: Mr. Stephen Endres, P.E.<br>477 E US Highway 80<br>Mesquite, Texas 75150<br>Re: TxDot Spur 399 Extension Project – Opposition to Orange Alternative<br>Dear Mr Endres:<br>This communication is made after reviewing the public hearing documents presented on October 21, 2021 about the TxDot Spur 399 Project US 75 to US 380 referenced as CSJ: 0364-04-051, 0047-05-058, 0047-10-002. I respectfully request that TxDot accept the Purple Alternative. I am opposed to the Orange Alternative because it costs more, has a large footprint (acerage), and does not have any meaning full benefit over the Purple Alternative. Additionally, I am more likely to use the Purple Alternative and less likely to use the Orange Alternative.<br><br>Sincerely,<br>Matthew B. Shoemake, Ph.D | A Preferred Alternative will be determined by TxDOT using the Alternatives Analysis Matrix and will be announced at the Public Hearing. Study results will also be presented at the hearing. TxDOT is committed to making informed decisions that carefully consider input from the public and property owners. |
| 58 | Mayra Hernandez | 10/21/2021 | Comment Form | I think if its better situation to get around then yes, it does not matter either, or. | Comment noted. A Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022. |
| 59 | Michael Carlisle | 10/25/2021 | Email | Please see attached for an overall plan showing our proposed development with the proposed schematic design overlayed. We're within 30 days of starting construction of phase 1 and my client has a critical decision to be made on the future phase which Spur 399 plans to bisect as shown in the attached. We've been planning on Spur 399 coming through this future phase for the 11 months we've been working on this project so this is no surprise to us. We would like meet with you to discuss this further so my client has all of the latest information available to be able to make his decision on the future phase. My Client does need to make a decision on this future phase within the next couple of weeks so it would be great to be able to meet with you in your Mesquite office as soon as possible.<br>Are you available sometime this week to discuss this further? | TxDOT conducted a meeting with Mr. Carlisle and his client, Greystar on October 28, 2021. Possible impacts to the development was discussed should the Orange Alternative be constructed. Meeting focused primarily on driveway access, drainage and possible utility accommodations. TxDOT will continue to coordinate as necessary. |
| 60 | Michael Hecht | 11/3/2021 | Email | Hi Stephen<br><br>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.<br><br>Thank you,<br>Michael Hecht | As TxDOT continues to develop the schematic design for the Purple and Orange Alternatives, the number of residences, businesses, and other buildings displaced and other effects on properties will continue to be considered. It is important to note that a Preferred Alternative has not been selected by TxDOT and schematic design changes may still be made that could change the location, number, or types of displacements. TxDOT also continues to evaluate the eligibility of properties adjacent to and within the proposed right-of-way for potential listing in the National Register of Historic Places (NRHP), including conducting archeological surveys along both alternatives and a historic intensive survey of the Enloe Farm property. Results of the survey will be presented and a Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022. |
| 61 | Michael Hosey | 10/21/2021 | Comment Form | No access from Roosvelt, Garcia, or Virginia to Purple Srv Road. | Impacts and access to other roads and neighborhoods will continue to be considered and coordinated with future plans from local governments such as city of McKinney. The schematic design presented at the Public Meeting did not allow for access to the proposed freeway or its frontage roads from Virginia Street, Garcia Street, and Roosevelt Street. Access will be provided in the area to the proposed freeway frontage roads from Greenville Street, Enloe Road, and Elm Street. |

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| 62 | Michael Swim | 11/4/2021 | Email | Stephen:<br>For the record, I own properties at [redacted] and [redacted] as well as residing at [redacted] Thank you<br>_<br>Stephen: My comments on the Spur 399 extension:<br>I'll begin by stating my strong recommendation for the initial Spur 399 alignment or Purple route to the West of the airport. Why?<br>• It aligns with the initial May, 2019 recommended alignment<br>• It is a shorter route - 4.8 versus 6.25 miles for Orange<br>• Requires fewer grade separated interchanges - 2 versus 3 for Orange<br>• Costs $105M less than the orange route - $601M versus $706M for Orange<br>• Significantly fewer acres of ROW necessary - 117 versus 233 for Orange<br>• Requires ZERO residential displacements versus EIGHT for Orange<br>• Requires only one business displacement versus 3 for Orange. Note that the one required here is the Amazon delivery station - a national "behemoth" that has the capital necessary to move anywhere versus the Airport center, boarding kennels or locally owned Doc's plumbing.<br>I would also submit the following:<br>• Page 12 of the presentation draws a conclusion that "the orange alternative better serves regional northbound and southbound traffic" Even though "mobility and capacity" are very similar with each route - 133.3k to 137.6k vehicles per day. This conclusion is not logical given the facts and considering the balance of the bypass route has yet to be established.<br>• Page 14 states that "Purple Alternative is closer to low-income and minority neighborhoods." This should be considered "a positive" as the real estate along the proposed frontage road would become significantly more valuable than it is today.<br>• Page 14 also states "Purple Alternative could be perceived as a barrier between neighborhoods and parks." This is true for either route and in fact for any major freeway necessitating 350 - 400 feet of right away. These issues are easily solved with walking / biking paths over the new freeway structure.<br>• Page 16 is also concerning. Despite facts that support a less expensive, less intrusive Purple Alternative, the Cities of McKinney and Fairview support the Orange Alternative. This is clearly due to business interests and the creation of additional commercial tax base, completely disregarding the needs of the impacted local businesses / homeowners AND costing the taxpayers an additional $105M!<br>• Page 16 also states that Collin County prefers the Orange Alternative to enable a northern expansion of the McKinney Airport runway. This is illogical as neither route impacts the ability to expand the runway further north.<br>Finally, I believe it is deceptive to consider the Spur 399 Extension without considering the two bypass alternatives to the north. A decision for the Purple Alternative will result in one northbound route and a decision for the Orange Alternative another. Those impacted by the northern routes need to have a say in this as well. Again, with most facts in its favor, I strongly recommend the initial Spur 399 alignment or Purple route to the West of the airport.<br>Thank you for your consideration -<br><br>Michael Swim<br>[redacted]<br>[redacted] | Regarding your comment about regional traffic, albeit small in comparison, the Orange Alternative still better supports future regional growth by providing approximately 18% more north-south roadway capacity than the Purple Alternative. This is because the Orange Alternative provides a new location freeway in addition to the existing Airport Drive, whereas (for the most part) the Purple Alternative would remove the existing Airport Drive and provides only a freeway. The Orange Alternative better serves regional northbound and southbound traffic by offering more options and an expanded network vehicle volume throughout.<br><br>Regarding costs, it is important to note that the Purple Alternative has two more major utility conflicts than the Orange Alternative specifically to existing North Texas Municipal Water District facilities. This means that the Purple Alternative would have significantly higher utility relocation costs.<br><br>In regards to your comment about not considering the balance of the bypass route, the proposed Spur 399 Extension project is a separate and independent action from the proposed US 380 Coit Road to FM 1827 project. The proposed Spur 399 Extension project has independent utility because it could function as a usable roadway without implementation of another project and not restrict consideration of alternatives for other foreseeable improvements. Existing US 380 serves as the northern terminus for the proposed Spur 399 Extension project. Proposed improvements to the north of US 380 and the Spur 399 Extension project are currently proposed under a separate independent project. As funding becomes available for these projects and the schedule for implementation is determined, TxDOT will consider if other connections are needed between the projects and what additional studies may be needed.<br><br>Impacts and access to neighborhoods and the people who live within them will continue to be considered as the project progresses. TxDOT does not consider the value of frontage road property over any of the categories presented in the Alternatives Analysis Matrix. The Purple Alternative will separate the La Loma and Mouzon neighborhoods from City of McKinney Parkland and the Trinity River Greenway.<br><br>Your comments are noted regarding the positions of the city of McKinney, town of Fairview, and Collin County. Collin County supports extension of the McKinney Airport to the north as opposed to the south to allow for the Orange Alternative. A southern extension would conflict with the Orange Alternative.<br><br>TxDOT plans to host a Public Meeting in the spring of 2022 to provide the schematic design and initial Alternatives Analysis Matrix for the US 380 from Coit Road to FM 1827. TxDOT will also gather feedback from the public and stakeholders regarding that project at that time. |
| 63 | Mike D | 11/1/2021 | Online Comment Form | The Purple route is very short sited as development continues of the businesses along industrial rd. Just because it ONLY impacts 1 business now does not mean that future businesses will continue to locate to the area. We know our community and we are telling you that the purple alignment is a poor choice. | Your preference for the Orange Alternative and concern for future development along Industrial Road is noted |

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| 64 | Miranda Escamilla | 11/5/2021 | Online Comment Form | Orange route looks best! | Your comment is noted. |
| 65 | Nancy Lewis | 11/4/2021 | Letter | TxDOT Dallas District<br>Attn: Mr. Stephen Endres, P.E.<br>477 E US Highway 80<br>Mesquite, Texas 75150<br><br>Re: TxDOT Spur 399 Extension Project – Opposition to Orange Alternative<br>Dear Mr. Endres:<br><br>This request is made after reviewing the public hearing documents presented on October 21, 2021, about the TxDot Spur 399 Project US 75 to US 380 referenced as CSJ: 0364-04-051, 0047-05-058, 0047-10-002, which presents public's access to information in the custody of government bodies. I respectfully request that TxDot accept the Purple Alternative. However, I am opposite to the Orange Alternative because it will impact my property in a negative way. There are thousands of homes near the Orange Alternative that will be impacted by air, noise, and light pollution. The wildlife in this area is abundant and an additional freeway will disturb the nature environment.<br><br>My email address [redacted] if you have additional information about this project. Thank you for your cooperation.<br><br>Respectfully,<br>Nancy Lewis<br>President Heritage Ranch HOA, [redacted] | Environmental concerns are currently being evaluated. The categories can be seen on the Alternatives Analysis Matrix in the exhibits on the Public Meeting website at www.keepitmovingdallas.com/Spur399PublicMeeting. TxDOT is evaluating how proposed alternatives would impact air quality. Studies will determine if the project is compliant with regional and federal air quality standards and will consider fuel types and usage, new vehicle technologies, vehicle idling and traffic congestion, and air emissions during construction. TxDOT also considers the project impact on water features. TxDOT is conducting a traffic noise analysis to collect existing sound level measurements at noise sensitive areas adjacent to the Alternatives. Construction of both of the alternatives would change the existing visual environment. Visual and light impacts could be caused by new location roadways and safety streetlighting, however, TxDOT does direct lights down in order to decrease that impact. Results of these analyses will be presented at the Public Hearing in the summer of 2022.<br><br>Please visit www.keepitmovingdallas.com/projects/other/spur-399-extension-environmental-impact-statement-from-us-75-to-us-380 to sign up for more information on the project and to receive meeting notices. |
| 66 | Nancy McClendon | 11/4/2021 | Online Comment Form | I was looking for a clear winner, and there isn't one. Orange option clearly has more environmental impact, and that usually decides it for me. However, I think it would be terrible to lose the brand new Amazon facility. My gut says Purple, but my head says Orange. | A Preferred Alternative and updated Alternatives Analysis Matrix will be presented at the Public Hearing currently scheduled for the summer of 2022. It will be challenging but TxDOT is committed to making informed decisions that carefully consider input from the public. |
| 67 | Nick Ataie | 11/4/2021 | Online Comment Form | I am opposed to the "Purple Alternative" as a resident of Historic Downtown McKinney as it further divides and isolates the eastern portion of the designated McKinney Cultural District and creates the highest disruption to existing and future development east of SH 5 and west of Airport Dr. I support the "Orange Alternative" as it provides the least disruptive alignment for existing and planned development in the area. | TxDOT must consider how the environment in the study area could be affected by the Spur 399 project, together with other current and future reasonably foreseeable local and regional transportation projects, and other non-roadway projects. Assessment of cumulative impacts is still under evaluation as it is typically conducted closer to the conclusion of the study process.<br><br>The schematic design presented at the Public Meeting did not allow for access to the proposed freeway or its frontage roads from Virginia Street, Garcia Street, and Roosevelt Street. Access is shown to be provided in the area to the proposed freeway frontage roads from Greenville Street, Enloe Road, and Elm Street. |

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| 68 | Pamela McAnally | 11/4/2021 | Email | Dear Mr. Enders,<br>I am opposed to the orange alternative plan to build Spur 399 Extension from 75 to US 380.<br>The project threatens my historical family farmland. I have several concerns:<br>1). It will divide the farmland in half and prevent access from one part of the farm to another.<br>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!!<br>3). It would take longer for emergency services to arrive at[redacted]. We do not receive emergency services from McKinney, but Lowry Crossing.<br>4). The highway would take away the water source for the cattle.<br>5). The drainage would need to be directed so that pastures would not flood.<br>6). The woodlands would be taken out. They provide homes for the wildlife.<br>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.<br>8). Historical area of the milk shed would be destroyed.<br>9). The highway would come too close to the historical home house located at[redacted] and make it unsafe for a family to live.<br>I hope the orange alternative is not chosen.<br>Thank you,<br>Pamela McAnally | TxDOT continues to further evaluate possible adjustments to the Orange Alternative. Should the Orange Alternative be selected, we will work the Enloe/Griffin family to identify solutions to connect the properties, allow for access and movement of livestock, and mitigate any possible effects on water resources and livestock ponds. If access can be provided to the property, TxDOT biologists can document the species, location, and sizes of the trees you have referenced. This information can be valuable in the further assessment of effects to the property, including wildlife habitats, and in the comparison of the Purple and Orange Alternatives. If the Orange Alternative would be selected as the Preferred Alternative, the value of the trees that would need to be removed would be taken into account as part of the value of the property.<br><br>TxDOT is conducting a traffic noise analysis to collect existing sound level measurements at noise sensitive areas adjacent to the Alternatives. Noise modeling software will also predict what noise would be expected in 2050. Noise abatement measures, such as noise walls, are evaluated if traffic noise impacts are identified. Results will be presented at the Public Hearing in the summer of 2022.<br><br>Coordination is ongoing with the Texas Parks & Wildlife Department (TPWD) and the US Fish & Wildlife Service (USFWS) to assess the effect the project may have on wildlife habitats and their use by federal and state-protected species and to obtain concurrence on appropriate best management practices to be implemented before, during, and after construction to further minimize any potential adverse effects. TxDOT is committed to making informed decisions that carefully consider input from the public. |
| 69 | Partida Family | 10/21/2021 | Comment Form | Please we do not want any access from Airport Rd to the "Loma" addition. | Impacts and access to other roads and neighborhoods will continue to be considered and coordinated with future plans from local governments such as city of McKinney. The schematic design presented at the Public Meeting did not allow for access to the proposed freeway or its frontage roads from Virginia Street, Garcia Street, and Roosevelt Street. Access will be provided in the area to the proposed freeway frontage roads from Greenville Street, Enloe Road, and Elm Street. |

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| 70 | Paul Grimes | 11/3/2021 | Letter | Mr. Stephen Endres<br>Texas Department of Transportation<br>4777 E. US Highway 80<br>Mesquite, Texas 75150<br><br>RE: Spur 399 Extension Environmental Impact Statement from US 75 to US 380<br>'Dear Mr. Endres,<br>The City of McKinney appreciates the ongoing efforts by the Texas Department of Transportation and your various consultants involved in the EIS phase for the planned extension of Spur 399 as a limited—access freeway facility between US 75 and US 380. We request that this letter serve as public comment for the City of McKinney related to the Spur 399 EIS (CSJ: 0364-04-051, 0047-05-058, 0047-10-002) public meeting held October 21, 2021.As you are aware, the City of McKinney has continued to be very clear in our support of the "Orange Alternative" in lieu of the "Purple Alternative," both prior to and during the EIS phase for the project. We continue to support the "Orange Alternative" as it is the least disruptive to existing development and best supports both regional mobility and long-term economic development in the area. On August 26, 2019, a joint City of McKinney and Town of Fairview letter was provided to you conveying supporting for extension of Spur 399 east of the McKinney National Airport for these reasons. Additionally, our city council approved a resolution (No. 2019—10-128) on October 15, 2019, which provided guiding principles including a partnership with Collin County, Texas to facilitate a Spur 399 extension south and east of the McKinney National Airport. As you team continues to carry out the various evaluations and public input for this important project through the EIS phase, we request the evaluation specifically identify the economic development potential of each alternative for the region, and specifically capturing the significant economic catalyst the "Orange Alternative" provides in relation to our master-planned improvements at the McKinney National Airport. In addition, we request the evaluation specifically take into account the cost and schedule implications of existing major utilities impacted by each alternative. Our staff remains dedicated to supporting you and your teams on this project as additional input or guidance is needed. | The city of McKinney's continued and clear support for the Orange Alternative in lieu of the Purple Alternative is noted as is the request to specifically identify the economic development potential of each alternative and cost and schedule implications of major existing utilities in our analysis. |
| 71 | Pierre Roussel | 10/29/2021 | Email | My name is Pierre, I'm a new resident to the south McKinney Area, having moved into one of the newly built homes on Taunton Way. I recently saw the proposed improvements to spur 399 from US 75 to US 380. I certainly understand the reasoning behind it and what it would bring to the area, but I wanted to voice my concerns.<br>One of the reasons we chose this area over others nearby was the noise level. Obviously as a resident of the area that would end up within a block of a 6-8 lane highway, this change has the potential to severely reduce my quality of living and property value if the noise level rises to beyond acceptable standards. Although the current spur isn't quiet as is, it is only 4 lanes, and we have the benefit of a tree line separating us both visually and aurally. I hope the plans keep this in mind, as building a highway so close to a residential area will affect entire neighborhoods.<br><br>Thank you for your time,<br>Pierre Roussel | TxDOT is conducting a traffic noise analysis to collect existing sound level measurements at noise sensitive areas adjacent to the Alternatives. Noise modeling software will also predict what noise would be expected in 2050. Noise abatement measures, such as noise walls, are evaluated if traffic noise impacts are identified. Results will be presented at the Public Hearing in the summer of 2022. Impacts and access to other roads and neighborhoods will continue to be considered as the project progresses.<br><br>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way. |

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| 72 | Preston Taylor | 10/30/2021 | Email | Hello Stephen,<br><br>I attended the Spur 399 extension public meeting last week at the Sheraton in McKinney. It was very informative and provided me with great information; thank you for putting on this meeting. However, I wanted to know how to access the maps that were laid out on the tables? I cannot find the information that was on display at the meeting. Is this something that you can assist me with?<br><br>Have a great weekend,<br>Preston | Stephen Endres emailed Preston Taylor the following:<br><br>Thank you for your comments. We will add them to our public meeting summary.<br><br>The schematics are located at https://www.keepitmovingdallas.com/Spur399PublicMeeting. You have to scroll down to where it says schematic roll plots. The schematic plan view is at this link https://www.keepitmovingdallas.com/sites/default/files/docs/Spur%20399-PM-Schematic%20Plan%20View.pdf. |
| 73 | R Cervantes | 11/5/2021 | Online Comment Form | I rather the orange option be selected. Airport drive is already a heavy traffic road which has already had several accidents reported on 380 and Airport Dr | Your preference for the Orange Alternative is noted. A Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022. |
| 74 | Rebecca Hurst | 10/21/2021 | Comment Form | Please consider the Orange route for the following reasons: the Purple divides the city from the airport, which includes a number of residents; the Orange will feed the future expansion of the airport; the Orange has less impact (negative) on the current development along Airport Rd, which has a certain momentum right now, which brings jobs and opportunity to the region; the city and the county will facilitate the Orange which will make it a smoother process; we at Blue Mountain are in the process of an 82,000 ft addition. That plus Amazon are recent developments with many more coming. Thank you | As TxDOT continues to develop the schematic design and evaluate impacts, our team will continue to coordinate with Blue Mountain representatives. A Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022. |
| 75 | Rick Eubank | 10/21/2021 | Comment Form | I prefer the Purple (west) alignment. I believe the city of McKinney is pushing hard for an East alignment, which I believe is very self-serving and not in the best interests of the citizens. | Your preference for the Purple Alternative is noted. A Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022. TxDOT is committed to making informed decisions that carefully consider input from the public. |
| 76 | Rita Gilmore | 11/5/2021 | Online Comment Form | Looking at the highway projections, I would like to see the orange lay out for the highway 75 to 399. | Comment noted. A Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022. |

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| 77 | Robert and Charla Green | 10/28/2021 | Email | Dear Mr Endres:<br><br>This request is made after reviewing the public hearing documents presented on October 21 2021 about the TxDot Spur 399 Project US 75 to US 380 referenced as CSJ: 0364-04-051, 0047-05-058, 0047-10-002. This document provides public access to information in the custody of government bodies.<br><br>I respectfully request that TxDot accept the Purple Alternative. I am opposed to the Orange Alternative because it will impact my property, its value, and my everyday life negatively.. There are thousands of homes near the Orange Alternative that will be impacted by air, noise, and light pollution. The wildlife in this area is abundant and an additional freeway will disturb the natural environment, including the nearby Heard Nature Museum and Wildlife Sanctuary. The latter is nationally recognized and a remaining island of the natural world in this rapidly developing area. My home is in Heritage Ranch in Fairview, TX which is located south of the McKinney Airport. This over-55 community is already affected by runaway growth in the area and its insults to the environment, primarily noise, air and light pollution in North Texas. Implementation of the proposed Orange Alternative will certainly aggravate that situation. We have similar concerns about recent efforts to develop an industrial concrete plant in the same area.<br><br>Residents of the Town of Fairview seem to receive little consideration when it comes to judging the impact of future developments that would negatively impact their quality of life. Please direct any additional information about this project to my email address (below). Thank you for considering my request..<br><br>Respectfully,<br><br>Robert and Charla Green<br>[redacted] | Environmental concerns are currently being evaluated. The categories can be seen on the Alternatives Analysis Matrix in the exhibits on the project website https://www.keepitmovingdallas.com/Spur399PublicMeeting. TxDOT is evaluating how proposed alternatives would impact air quality. Studies will determine if the project is compliant with regional and federal air quality standards and will consider fuel types and usage, new vehicle technologies, vehicle idling and traffic congestion, and air emissions during construction. TxDOT also considers the project impact on water features. Coordination is ongoing with the Texas Parks & Wildlife Department and the US Fish & Wildlife Service to obtain concurrence on the type of effect the project may have on habitats in the study area and on their use by federal and state-protected species including freshwater mussels, migratory birds, and other resident wildlife. TxDOT is conducting a traffic noise analysis to collect existing sound level measurements at noise sensitive areas adjacent to the Alternatives. Construction of both of the alternatives would change the existing visual environment. Visual and light impacts could be caused by new location roadways and safety streetlighting, however, TxDOT does direct lights down in order to decrease that impact. Results of these analyses will be presented at the Public Hearing in the summer of 2022.<br><br>Please visit http://www.keepitmovingdallas.com/projects/other/spur-399-extension-environmental-impact-statement-from-us-75-to-us-380 to sign up for more information on the project and to receive meeting notices. |
| 78 | Robert Jones | 11/3/2021 | Email | Mr. Endres;<br><br>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.<br><br>Please consider alternatives.<br><br>Appreciatively,<br>Robert Jones | As TxDOT continues to develop the schematic design for the Purple and Orange Alternatives, the number of residences, businesses, and other buildings displaced and other effects on properties will continue to be considered. It is important to note that a Preferred Alternative has not been selected by TxDOT and schematic design changes may still be made that could change the location, number, or types of displacements. TxDOT also continues to evaluate the eligibility of properties adjacent to and within the proposed right-of-way for potential listing in the National Register of Historic Places (NRHP), including conducting archeological surveys along both alternatives and a historic intensive survey of the Enloe Farm property. Results of the survey will be presented and a Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022. |
| 79 | Rosa Chaires | 10/21/2021 | Comment Form | Si no perjudica, mi direccion es buena idea el purple. | Your comment is noted. A Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022. |
| 80 | Rosa Maxie | 11/5/2021 | Online Comment Form | I support the orange alternative route. | Your support for the Orange Alternative is noted. A Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022. |

| Comment Number | Commenter Name | Date Received | Source | Comment Topic | Comment Response |
|---|---|---|---|---|---|
| 81 | Scott Woodruff | 11/5/2021 | Online Comment Form | I am voting for the orange proposal, as this spur will continue to be a major artery / freeway.....which needs to stay out of the residential areas, including downtown. | TxDOT continues to develop the schematic design for the Purple and Orange Alternatives, neither of which directly impact residential neighborhoods or downtown McKinney. A Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022. Public and stakeholder input is one of the many things that TxDOT must consider when making its final decision. The Preferred Alternative will not be selected through a public voting process. |
| 82 | Sheryl Wyatt/Simpson Strong-Tie | 11/5/2021 | Comment Form | Simpson Manufacturing Co., Inc. (dba Simpson Strong-Tie) is the owner of the property on the east side of Airport Dr., between Wattley Way and Harry McKillop Blvd. and between Harry McKillop Blvd. and Old Mill Rd., in McKinney, Texas. We hereby strongly express our opposition to the orange alternative for the future Spur 399 extension. Simpson Strong-Tie purchased the original 63 Acre tract in 2003 for the purpose of constructing a manufacturing facility to replace a previous facility which we had outgrown. The intent was that the large tract of land would allow for immediate construction on a portion of the property, with room for future expansion. The initial construction included a 315,000+/- SF building on approximately 26.5 acres of land on the northern portion of the property. Since that time, several expansions have occurred to increase the building to its current size of approximately 413,000 SF. In 2018 TxDot exercised eminent domain to acquire right-of-way for Harry McKillop Blvd. This right-of-way acquisition bifurcated the original 63 Acre tract into two tracts with 33.8+/- acres north of the new roadway and 29.5+/- acres south of the roadway. This roadway had a significant negative impact to our plans for future expansion on a contiguous campus as was originally planned. The orange alternative for the proposed Spur 399 extension appears to run generally thru the middle of the 29.5+/- acre tract south of Harry McKillop Blvd. If the orange alternative were selected it would likely end our chance of future expansion on that tract due to the inefficiency of such a segmented campus. | Your opposition to the Orange Alternative and concern about a further segmented Simpson Strong-Tie campus is noted. TxDOT will continue to work with the Simpson Strong-Tie team to better understand your future plans and the possible impacts of the project. Please keep Stephen Endres and our project team appraised of any efforts to move forward with platting the property or developing concept plans for your expansion. |
| 83 | Shirley Mack | 11/5/2021 | Online Comment Form | I am concerned that the impacted citizens of Spur 399 are uninformed about this project, and need time to be contacted and their voices heard. It will be too close to their homes and I only see a purple option and was told their is an orange option, but I don't have it. Please don't blindside the citizens of East McKinney, and I'm not against progress, but this reminds me of the beginning of another land grab to a Love Field.<br>Thank you,<br>Shirley Mack | TxDOT has worked to inform nearby communities about the project since the beginning of its Feasibility Study that began in 2018. Notices for the three Public Meetings held during the Feasibility Study and the Public Scoping meeting have been mailed in English and in Spanish to those owning property or at a residence within a half mile of project alternatives. Our team has placed ads in area English and Spanish newspapers. We are also actively working with the city of McKinney and neighborhood leaders to get information out in this area. Our team welcomes participation in the project from all stakeholders. Those who are concerned or have questions should contact TxDOT's Project Manager Stephen Endres. TxDOT is considering two Reasonable Build Alternatives that meet the project's Purpose and Need. The project would extend the existing Spur 399 limited-access highway from US 75 to US 380. A Purple Alternative is located on the west side of the Airport and Orange Alternative is located on the east side of the Airport. More information about these alternatives and a sign up to receive notices for future meetings can be found at www.keepitmovingdallas.com/Spur399PublicMeeting. A Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022 when TxDOT will be hosting another open comment period. |
| 84 | Silvia Escamilla | 11/5/2021 | Online Comment Form | Orange route is my preferred selection due to my neighborhood it is not in need of a highway as we already have the airport traffic. I hope you will consider this request from me and take it into consideration. Sincerely, Silvia Escamilla [redacted] | Preference for the Orange Alternative noted. A Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022. Impacts and access to other roads and neighborhoods will continue to be considered as the project progresses. |

| Comment Number | Commenter Name | Date Received | Source | Comment Topic | Comment Response |
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| 85 | Stan Beel | 10/29/2021 | Email | Mr. Endres,<br>Regarding the Spur 399 project and impact on our business. We had a couple representatives attend the public meeting and have the impression that the south entry from Airport Drive into the Blue Mountain facility would have to be closed to traffic if the purple route is chosen. Elimination of that drive would put a tremendous burden on our employees and particularly truck traffic to access the receiving docks on the South side of the building. This will cause a lot of confusion and congestion in that area since it would reduce access for nearly 50% of the truck traffic into the facility. While the orange proposed route will have no impact on our current facility at [redacted] the purple route causes us a lot of concern regarding our operation as well as the safety of employees and the general public that come to Blue Mountain for training or to pick up their orders and products. There is currently an 82,000sf expansion well underway at the facility that will double the warehouse space and allow for the continued growth we have experienced the past several years. Blue Mountain currently has 77 employees and a majority report to the facility each day for work. With the warehouse expansion that number could easily grow by another 30 over the course of the next few years.<br>The proposed purple route appears to eliminate the southeast entry to the property from Airport Drive. In addition to employees using this entrance multiple times each day as they arrive and depart for work as well as leave for lunch, there are over 300 over the road tractor trailers using that entrance to access the receiving docks that are located on the south side of the building. The truck traffic for receiving could possible double in the next few years as the warehouse expansion is fully utilized. The northeast entry from Airport Drive is also used by up to four over the road tractor trailers each day picking up freight in addition to Customers that pick up products on a daily basis. The expansion will possibly double the daily truck traffic for freight leaving the building. Blue Mountain also conducts on-site training and meetings open to the public that sell STIHL products. Annually, there is up to an additional 400 people attending meetings and training at Blue Mountain. We are genuinely concerned about the loss of an entry point to the property as well as the turn lanes allowing access to the Blue Mountain property. This loss will result in a lot of confusion for not only the truck drivers but also employees and those attending meetings and training sessions. Added traffic to the area as well as limiting the access is cause for concern relating to the safety of employees and customers. Needless to say, the purple route of Spur 399 will have a negative impact on the real estate, view, setting and general nature of the Blue Mountain property that we know today. Please let us know if you need any additional information. We appreciate your consideration and look forward to submitting comments during the comment period.<br><br>Sincerely,<br>Stan Beel<br>Crader Distributing Co.<br>[redacted] | The impacts you describe will be considered in our analysis. Our team will also continue to coordinate with you as the project moves forward to try to address any concerns. TxDOT anticipates that its Preferred Alternative will be presented at the Public Hearing in summer of 2022. |

| Comment Number | Commenter Name | Date Received | Source | Comment Topic | Comment Response |
|---|---|---|---|---|---|
| 86 | Stefany McK | 11/5/2021 | Online Comment Form | I prefer the orange route for the highway because it makes no sense to add a highway next to the community. It's already dangerous with how fast the cars drive through there. Making the purple route would just add more traffic and congestion. We need to keep the community safe, and the purple option is not the way. | TxDOT's analysis indicates that because of expected population growth, increasing traffic, and future developments that traffic will continue to increase in the study area. This is one of the reasons that TxDOT is conducting this project, so that an alternative can be developed now that will help address traffic and congestion in the future. Safety is being considered as schematic design progresses on this project. Both alternatives would be a freeway generally consisting of six to eight freeway lanes (four in each direction), and two lane continuous access roads running parallel to each side. Traffic will be traveling in one direction which eliminates direct access to the freeway mainlanes from driveways and other roadways. Drivers will only be able to make left turns or U-turns where there are signalized intersections on access roads. |
| 87 | Steve Utley | 11/4/2021 | Email | As an Encore Wire consultant for 5 years, I have seen first-hand the explosive growth and significant economic impact of that growth to the DFW Metroplex and the City of McKinney, more specifically. The proposed Purple alignment along Airport Drive presents a serious challenge to Encore Wire's future development potential, jeopardizing billions in economic impact. I am opposed to the Purple alignment and its negative impacts to the area, Encore Wire's campus/operations and me. Thank you,<br>Steve<br>Steven R. Utley<br>[redacted] | The impacts to Encore Wire and the local economy will be considered in our analysis. Our team will also continue to coordinate with Encore Wire as the project moves forward to try to address any concerns. TxDOT anticipates that its Preferred Alternative will be presented at the Public Hearing in the summer of 2022. |
| 88 | Stewart Mers | 11/4/2021 | Email | To: Stephen Endres and TXDot<br><br>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.<br><br>Regards,<br>Stewart Mers<br>North Texas born and raised. | As TxDOT continues to develop the schematic design for the Purple and Orange Alternatives, the number and impacts of displacements of residences, businesses, and other buildings also continue to be considered. It is important to note that a Preferred Alternative has not been chosen by TxDOT and there still might be schematic design changes to the project that could change the number or types of displacements on a property. TxDOT anticipates that its Preferred Alternative will be presented at the Public Hearing in summer of 2022. The total project cost estimate presented at the Public Meeting includes planning, engineering, and design; roadway construction; right-of-way; and utility relocations. TxDOT will continue to update costs and work with those impacted and displaced by the alternatives to better understand the cost of damages and/or business interruption. Public and stakeholder input is one of the many things that TxDOT must consider when making its final decision. TxDOT is committed to making informed decisions that carefully consider input from the public. |
| 89 | T.K. Johnson | 11/5/2021 | Online Comment Form | I am asking that the orange route be selected for the new Spur 399. I feel this would be the best location option for the Eastside residents of McKinney and the city as a whole. Should you have questions or need anything further, please feel free to contact me as noted in the contacts section of this form. | Your request is noted. A Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022. |

| Comment Number | Commenter Name | Date Received | Source | Comment Topic | Comment Response |
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| 90 | Tamara Johnson | 11/5/2021 | Online Comment Form | I am asking that the orange route be selected for the new Spur 399. I feel this would be the best location option for the Eastside residents of McKinney and the city as a whole. Should you have questions or need anything further, please feel free to contact me as noted in the contacts section of this form. | Your request is noted. A Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022. |
| 91 | Todd Clayton | 11/4/2021 | Email | As an Encore Wire employee of 21 years, I have seen first-hand our explosive growth and significant area economic impact of that growth. The proposed Purple alignment along Airport Drive presents a serious challenge to Encore Wire's future development potential. I am opposed to the Purple alignment and its negative impacts to Encore Wire's campus.<br><br>Thanks and best regards,<br><br>Todd Clayton \| VP Facilities Engineering<br>Encore Wire Corporation\|www.encorewire.com<br>[redacted] | The impacts to Encore Wire and the local economy will be considered in our analysis. Our team will also continue to coordinate with Encore Wire as the project moves forward to try to address any concerns. TxDOT anticipates that its Preferred Alternative will be presented at the Public Hearing in the summer of 2022. |
| 92 | Todd Marchesani | 11/5/2021 | Letter | Stephen -<br>I am writing on behalf of Holt Lunsford Commercial, Inc. and the McKinney Airport Industrial, LP ownership. We own two land parcels (W17 and W 19 on roll 2 of 12) along Airport Drive. Both of which would be severely impacted by the proposed purple alignment of the Spur 399 extension (see Exhibit A). We are writing in support of the eastern orange alignment for reasons mentioned below. Holt Lunsford Commercial, Inc. (www.holtlunsford.com) manages over 89 million square feet of commercial real estate in Texas. Since 1993, we have participated in the acquisition and development of more than $1.98 worth of commercial real estate projects including 276 properties.<br><br>Over the next 10 months we will invest approximately $40M in two manufacturing industrial warehouse facilities that benefit from proximity to McKinney National Airport. The proposed TXDOT infrastructure improvements in the purple alignment would severely limit accessibility and turning movement into our site which is critically important to our 18-wheeler truck ingress and egress. Furthermore, the negative impact of a DEMOLISHED building on our property far outweighs any enhancement from the proposed freeway.<br><br>Our development is a major job creator and employment center in the City of McKinney and Collin County. The combined property tax generated is $892,000 each year. Jt will create approximately 153 construction jobs at an average annual salary of $50,000 with total annual salaries of $7,650,000. The total number of jobs creates by occupants of the building are approximately 268. At an average annual salary of $50,000 that equates to $13,400,000 total annual salaries for occupant jobs. Income, sales, corporate, payroll, and property taxes paid by workers, tenants and suppliers are additional annual revenue to the State of Texas.<br><br>Based on the above referenced reasons we would like to reiterate our support for the eastern orange alignment which spurs continued economic growth towards the undeveloped side of McKinney National Airport. | The impacts to your facilities and the local economy will be considered in our analysis. Our team will also coordinate with you as the project moves forward to try to address any concerns. TxDOT anticipates that its Preferred Alternative will be presented at the Public Hearing in summer of 2022.<br><br>Please visit www.keepitmovingdallas.com/projects/other/spur-399-extension-environmental-impact-statement-from-us-75-to-us-380 to sign up for more information on the project and to receive meeting notices. |

| Comment Number | Commenter Name | Date Received | Source | Comment Topic | Comment Response |
|---|---|---|---|---|---|
| 93 | Unknown | 10/21/2021 | Comment Form | Although I will not be displaced from my home, I worry for those who might be. | As TxDOT continues to develop the schematic design for the Purple and Orange Alternatives, the number and impacts of displacements of residences, businesses, and other buildings also continue to be considered. It is important to note that a Preferred Alternative has not been chosen by TxDOT and there still might be schematic design changes to the project that could change the number or types of displacements on a property. TxDOT anticipates that its Preferred Alternative will be presented at the Public Hearing in summer of 2022. |
| 94 | Unknown | 10/21/2021 | Comment Form | Make sure to provide enough buffer space between frontage road and SUP or get enough ROW to avoid headache during PS&E. | Your comment has been noted. The right-of-way width was selected to provide a balance between constraints and desirable design standards. TxDOT continues to develop the schematic design for the Purple and Orange Alternatives. A Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022. |
| 95 | Unknown | 11/5/2021 | Online Comment Form | The purple alignment will be immediately adjacent to the La Loma Neighborhood and will have a negative impact on the largely minority residents there.<br><br>This alignment will also negatively impact other neighborhoods and businesses along what is currently Airport Drive. | Impacts and access to other roads and neighborhoods will continue to be considered and coordinated with future plans from local governments such as city of McKinney. The schematic design presented at the Public Meeting did not allow for access to the proposed freeway or its frontage roads from Virginia Street, Garcia Street, and Roosevelt Street. Access will be provided in the area to the proposed freeway frontage roads from Greenville Street, Enloe Road, and Elm Street. |
| 96 | Unknown | 11/5/2021 | Online Comment Form | I prefer the orange route | Your preference is noted. A Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022. |
| 97 | Whitney Wilson | 11/3/2021 | Email | Mr. Enders,<br><br>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.<br><br>Thank you for your time and consideration,<br>Whitney Wilson<br>--<br>Whitney Wilson<br>[redacted] | As TxDOT continues to develop the schematic design for the Purple and Orange Alternatives, the number of residences, businesses, and other buildings displaced and other effects on properties will continue to be considered. It is important to note that a Preferred Alternative has not been selected by TxDOT and schematic design changes may still be made that could change the location, number, or types of displacements. TxDOT also continues to evaluate the eligibility of properties adjacent to and within the proposed right-of-way for potential listing in the National Register of Historic Places (NRHP), including conducting archeological surveys along both alternatives and a historic intensive survey of the Enloe Farm property. Results of the survey will be presented and a Preferred Alternative will be announced at the Public Hearing currently scheduled for the summer of 2022. TxDOT is committed to making informed decisions that carefully consider input from the public and property owners. |

## Section B. Notices

| Section | Document |
|---|---|
| B1 | Publication Schedule |
| B2 | Notice (English and Spanish) |
| B3 | Property Owner & Elected Official/City Staff/Agency Mailing Lists |
| B4 | Newspaper Affidavits and Advertisements |
| B5 | TxDOT Website Notices |
| B6 | TxDOT News Release |
| B7 | Changeable Message Signs |
| B8 | Public Meeting Email Notice |
| B9 | Public Meeting Notice Email List |

# B1 Publication Schedule

Proposed Improvements to Spur 399 from US 75 to US 380
CSJs: 0364-04-051, 0047-05-058, 0047-10-002
Collin County, Texas
Publication Schedule

The public meeting notice for the above project will be published in the following newspapers:

- Dallas Morning News
- Al Día
- Collin County Commercial Record
- Community Impact – McKinney
- McKinney Courier Gazette

**15 days** prior to Thursday, October 21 is **Wednesday, October 6, 2021.**

| Publication | Legal Notice Contact | Published | Method and Deadline for Submitting Legal Notice | Publication Dates<br>15-Day Notice |
|---|---|---|---|---|
| Dallas Morning News | Max Tezkol<br>(214) 977-7819<br>max.tezkol@beloandcompany.com | Daily | **Submission Method:**<br>Email<br><br>**Deadline:**<br>10 a.m. on Thursday, September 30, 2021 | Wednesday<br>October 6, 2021 |
| Al Día | Max Tezkol<br>(214) 977-7819<br>max.tezkol@beloandcompany.com | Weekly on Wednesday and Saturday | **Submission Method:**<br>Email<br><br>**Deadline:**<br>10 a.m. on Friday, October 1, 2021 | Wednesday<br>October 6, 2021 |
| Collin County Commercial Record | Debbie Lewis<br>Office: (214) 733-8489<br>Fax: (214) 722-9712<br>Cell: (214) 725-9077<br>cccr@collincountycommercialrecord.com | Weekly on Tuesday and Thursday | **Submission Method:**<br>Email<br><br>**Deadline:**<br>12 p.m. on Thursday, September 30, 2021 | Thursday<br>October 7, 2021 |

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|---|---|---|---|---|
| Community Impact – McKinney | Miranda Barhydt<br>Office: (214) 618-9009<br>Fax: (214) 872-4189<br>Cell: (469) 408-3669<br>mbarhydt@communityimpact.com | Monthly | **Submission Method:**<br>Email<br><br>**Deadline:**<br>12 p.m. on Friday,<br>October 8, 2021 | Monday<br>October 18, 2021 |
| McKinney Courier Gazette | Joni Craghead<br>(972) 398-4416<br>jcraghead@starlocalmedia.com | Weekly on Sunday | **Submission Method:**<br>Email<br><br>**Deadline:**<br>12 p.m. on Monday,<br>October 4, 2021 | Sunday<br>October 10, 2021 |

This schedule provides for the public meeting to be held on **Thursday, October 21, 2021.**

Notices to elected officials will be mailed and emailed on **Wednesday, September 29, 2021,** and notices to adjacent property owners/stakeholders will be mailed and emailed on **Wednesday, October 6, 2021.**

## B2 Notice (English and Spanish)

**Notice of Public Meeting**
**Proposed Improvements to Spur 399 from US 75 to US 380**
**CSJ: 0364-04-051, 0047-05-058, 0047-10-002**
**Collin County, Texas**

The Texas Department of Transportation (TxDOT) is proposing to construct the Spur 399 Extension from US 75 south of McKinney to US 380 east of McKinney. This notice advises the public that TxDOT will be conducting an in-person and online virtual public meeting on the proposed project. **The same information will be available at both the in-person and virtual meetings.**

| **In-person Meeting** | **Virtual Meeting** |
|---|---|
| **Thursday, Oct. 21, 2021, 6 p.m. to 8 p.m.** | **Thursday, Oct. 21, 2021 at 6 p.m. through** |
| **Sheraton Hotel, Throckmorton Ballroom** | **Friday, Nov. 5, 2021 at 11:59 p.m.** |
| **1900 Gateway Blvd, McKinney, TX 75070** | www.keepitmovingdallas.com/Spur399PublicMeeting |

The in-person meeting will begin at 6 p.m. and will be an open house format where the public may come and go at their convenience. Staff will be available to answer questions and take comments. The virtual meeting can be viewed beginning Thursday, Oct. 21, 2021 starting at 6 p.m. through Friday, Nov. 5, 2021 at 11:59 p.m. The virtual public meeting materials will be posted to the project website at **www.keepitmovingdallas.com/Spur399PublicMeeting** and will consist of a pre-recorded video presentation that includes both audio and video components, along with other exhibits. The virtual public meeting is not a live event. If you do not have internet access, you may call (214) 320-4469 between the hours of 8 a.m. and 5 p.m. Monday through Friday, to ask questions and access project materials during the project development process. **Please note the materials will not be available until Oct. 21, 2021 at 6 p.m.**

An update will be provided on the environmental impact statement (EIS) process including presentation of available environmental findings and design schematics for two new location build alternatives located on the east and on the west side of the McKinney National Airport. The proposed project would accommodate a six to eight-lane freeway with frontage roads on each side to improve north-south mobility and improve connectivity between the eastern portion of Collin County and destinations south of McKinney. The proposed project would, subject to final design considerations, require additional right-of-way and potentially displace residences and non-residential structures.

Relocation assistance will be available for displaced persons and businesses. Information about the TxDOT Relocation Assistance Program and services and benefits for those displaced and other affected property owners, as well as information about the tentative schedule for right-of-way acquisition and construction, will be available at the in-person public meeting, the project website, or can be obtained from the TxDOT district office by calling (214) 320-4469. All meetings will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to participate in the meetings, please contact Mr. Patrick Clarke at (214) 320-4483 no later than Oct. 14, 2021. Advance notice is required as services and accommodations require time to arrange.

Comments from the public regarding the proposed project are requested and can be submitted at the public meeting, online at the project website, by email to Stephen.Endres@txdot.gov, or by mail to Mr. Stephen Endres, P.E., TxDOT Dallas District Office, 4777 East US Highway 80, Mesquite, Texas 75150-6643. Verbal comments may be submitted by leaving a voicemail at (833) 933-0440. **All comments must be received or postmarked before Friday, Nov. 5, 2021.** If you have any general questions regarding the proposed project or the public meeting, please contact the TxDOT Project Manager, Mr. Stephen Endres, P.E., at (214) 320-4469 or Stephen.Endres@txdot.gov. 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 9, 2019, and executed by FHWA and TxDOT.

**Aviso de la Reunión Pública**
**Propuesta de Mejoramiento a Spur 399 desde US 75 hasta US 380**
**CSJs: 0364-04-051, 0047-05-058, 0047-10-002**
**Condado de Collin, Texas**

El Departamento de Transporte de Texas (TxDOT por sus siglas en inglés) está proponiendo construir la Extensión de Spur 399 desde la Carretera de los Estados Unidos (US por sus siglas en inglés) 75 al sur de McKinney hasta US 380 al este de McKinney. Este aviso informa al público que TxDOT llevará a cabo una reunión pública en persona y una reunión pública virtual en línea sobre el proyecto propuesto. **La misma información estará disponible en ambas reuniones tanto en la presencial como en la virtual.**

**Reunión en Persona**
**Jueves 21 de Oct. de 2021, 6 p.m. a 8 p.m.**
**Hotel Sheraton, Throckmorton Ballroom**
**1900 Gateway Blvd, McKinney, TX 75070**

**Reunión Virtual**
**Jueves, 21 de Oct. de 2021 de 6 p.m. hasta el**
**Viernes 5 de Nov. de 2021 a 11:59 p.m.**
www.keepitmovingdallas.com/Spur399PublicMeeting

La reunión en persona comenzará a las 6 p.m. y será en un formato de exhibición abierto al público donde el público podrá entrar y salir según le convenga. El personal estará disponible para responder preguntas y recibir comentarios. La reunión virtual se podrá ver a partir del jueves 21 de octubre de 2021 iniciando a las 6 p.m. hasta el viernes 5 de noviembre de 2021 a las 11:59 p.m. Los materiales de la reunión pública virtual se publicarán en el sitio web del proyecto en **www.keepitmovingdallas.com/Spur399PublicMeeting** y consistirá en una presentación de video pregrabado que incluye ambos componentes de audio y video, junto con otras exhibiciones. La reunión pública virtual no es un evento en vivo. Si no tiene acceso a Internet, puede llamar al (214) 320-4469 entre las 8 a.m. y las 5 p.m. de lunes a viernes, para hacer preguntas y acceder a los materiales del proyecto durante el proceso de desarrollo del proyecto. **Tenga en cuenta que los materiales no estarán disponibles hasta el 21 de octubre de 2021 a las 6 p.m.**

Se proporcionará una actualización sobre el proceso de la Declaración de Impacto Ambiental (EIS por sus siglas en inglés), incluyendo la presentación de los hallazgos ambientales disponibles y los esquemas de diseño para dos alternativas nuevas de la ubicación de construcción, ubicada en el lado este y oeste del Aeropuerto Nacional McKinney. El proyecto propuesto acomodaría una autopista de seis a ocho carriles con caminos secundarios en cada lado para mejorar la movilidad de norte-sur y mejorar la conectividad entre la parte este del condado de Collin y los destinos al sur de McKinney. El proyecto propuesto, sujeto a las consideraciones del diseño final, requeriría un derecho de acceso vial adicional y potencialmente desplazaría residencias y estructuras no residenciales.

Estará disponible asistencia para la reubicación de personas y empresas desplazadas. La información sobre el Programa de Asistencia de Reubicación de TxDOT, los servicios y beneficios para los desplazados y otros propietarios afectados, así como la información sobre el calendario tentativo para la adquisición y construcción del derecho al acceso vial, estará disponible en la reunión pública en persona, en el sitio web del proyecto, o se puede obtener en la oficina del distrito de TxDOT llamando al (214) 320-4469. Todas las reuniones se realizarán en Inglés. Si necesita un intérprete o los documentos traducidos porque el inglés no es su primer idioma o tiene dificultades para comunicarse eficazmente en inglés, se le proporcionará uno. Si tiene una discapacidad y necesita asistencia, se pueden hacer arreglos especiales para satisfacer la mayoría de las necesidades. Si necesita servicios de interpretación o traducción o si es una persona con una discapacidad que requiere una adaptación para participar en las reuniones, comuníquese con el Sr. Patrick Clarke al (214) 320-4483 a más tardar el 14 de octubre de 2021. Se requiere de una notificación previa, ya que los servicios y las adaptaciones requieren tiempo para organizarse.

Se solicita al público sus comentarios sobre el proyecto propuesto y se pueden entregar en la reunión pública, enviar en línea en el sitio web del proyecto, por correo electrónico a Stephen.Endres@txdot.gov, o por correo postal dirigido al Sr. Stephen Endres, P.E., TxDOT Dallas District Office, 4777 East US Highway 80, Mesquite, Texas 75150-6643. Los comentarios verbales pueden enviarse llamando y dejando su mensaje de voz al (833) 933-0440. **Todos los comentarios deben recibirse o enviarse con el sello postal antes del viernes 5 de noviembre de 2021**. Si tiene alguna pregunta general sobre el proyecto propuesto o de la reunión pública, favor de comunicarse con el Gerente del Proyecto de TxDOT, Sr. Stephen Endres, P.E., al (214) 320-4469 o Stephen.Endres@txdot.gov. La revisión ambiental, la consulta y otras acciones requeridas por las leyes ambientales Federales aplicables para este proyecto están siendo realizadas o han sido realizadas por TxDOT de conformidad con el 23 U.S.C. 327 y un Memorando de Entendimiento con fecha de 9 de diciembre de 2019 y ejecutado por Administración Federal de Carreteras (FHWA por sus siglas en inglés) y TxDOT.

## B3 Mailing Lists – Property Owner & Elected Official/City Staff/Agency

# Spur 399 Extension from US 75 to US 380
## Adjacent Property Owner & Residences Mailing List

| NAME (LAST NAME FIRST) | | ADDRESS | CITY | STATE | ZIP |
|---|---|---|---|---|---|
| CALATX PROPERTIES LLC | | [redacted] | | | |
| CALATX PROPERTIES LLC | | | | | |
| BROWN BILLY CHARLES | | | | | |
| ARELLANO JOSE L & ERIKA ARELLANO BARROSO | | | | | |
| JANZARLI BENSON | | | | | |
| JANZARLI BENSON | | | | | |
| COX BROTHERS INVESTMENTS MANAGEMENT LLC | | | | | |
| COX BROTHERS INVESTMENTS MANAGEMENT LLC | | | | | |
| TANNER ROY J & CAROL L HYLTON | | | | | |
| TANNER ROY J & CAROL L HYLTON | | | | | |
| WEBSTER BILLY JACK & HELEN | | | | | |
| TURNER WALDO | | | | | |
| TURNER WALDO | | | | | |
| TURNER WALDO A & LEE R | | | | | |
| RENFRO PATRICIA L | | | | | |
| NIXSON MAEJEAN RUTH TAYLOR & NIXSON AMON C | | | | | |
| NIXSON MAEJEAN RUTH TAYLOR & NIXSON AMON C | | | | | |
| HIGH POINT MHC LLC | | | | | |
| HIGH POINT MHC LLC | | | | | |
| JEANES OSCAR L | | | | | |
| DEAN WANDA J | | | | | |
| SAULS FAMILY LTD | | | | | |
| SAULS FAMILY LTD | | | | | |
| LAYMON SUSANA | | | | | |
| MCKINNEY CITY OF | | | | | |
| ALLEN COMMERCE CENTER LP | | | | | |
| LACORE AGRICULTURE LLC | | | | | |
| CARAWAY MEAGHAN K & STEVE L | | | | | |
| CARAWAY MEAGHAN K & STEVE L | | | | | |
| MUELLER JENS | | | | | |
| MCLAUGHLIN GAIL LIVING TRUST | | | | | |
| MCLAUGHLIN GAIL LIVING TRUST | | | | | |
| COWART MILTON & VANESSA | | | | | |
| DALLAS AREA RAPID TRANSIT | | | | | |
| SALINAS OSIEL | | | | | |
| SALINAS OSIEL | | | | | |
| KRIECHBAUM VICTOR M & MONIKA | | | | | |
| THUONG HANH BUDDHIST MONASTERY | | | | | |
| MCKEE LIVING TRUST, MARIE F MCKEE TRUSTEE | | | | | |
| INTERMCKINNEY LLC | | | | | |
| INTERMCKINNEY LLC | | | | | |
| MCKINNEY ISD | | | | | |
| MCKINNEY ISD | | | | | |
| VALVERDE ROBERT & ESMERALDA | | | | | |
| LATTIMORE PROPERTIES, LATTIMORE RAILROAD | | | | | |
| REED RICHARD & JEAN L | | | | | |
| INTERMCKINNEY LLC | | | | | |
| INTERMCKINNEY LLC | | | | | |
| THOMPSON DIXIE M (ELSIE) ESTATE OF | C/O A LYNNE CHRISTOPHER- RUPP | | | | |
| FEAGINS EDWIN | | | | | |
| OWEN MIKE & GARY OWEN & PAMELA | d/b/a FIVE O FARMS | | | | |
| EDMONDS LAVONNE TESTAMENTARY TRUST | RENFRO DAVID M TRUSTEE | | | | |
| EDMONDS LAVONNE TESTAMENTARY TRUST | RENFRO DAVID M TRUSTEE | | | | |
| COTO RONALD ALEXANDER GUEVARA | | | | | |
| ROSE DESIREE A & JUSTIN W | | | | | |
| ZAVALA JESUS R & DIANA M | | | | | |
| THE STANFIELD BONNIE TRUST THE | JANICE B STANFIELD TRUSTEE | | | | |
| THE STANFIELD BONNIE TRUST THE | JANICE B STANFIELD TRUSTEE | | | | |
| GARZA ALEJANDRA | | | | | |
| STEPHENS LOUIS SR | C/O JAYNE RAGAN | | | | |
| STEPHENS LOUIS SR | C/O JAYNE RAGAN | | | | |
| CEBALLOS JAVIER & ROGELIA | | | | | |
| CEBALLOS JAVIER & ROGELIA | | | | | |
| VEGA JAVIER & EMMA | | | | | |
| VEGA JAVIER & EMMA | | | | | |
| SANTOS JUANITA DELOS | | | | | |
| OLVERA ISMAEL ALANIZ | | | | | |
| OLVERA ISMAEL ALANIZ | | | | | |
| SHAW JESSIE | | | | | |

# Spur 399 Extension from US 75 to US 380
## Adjacent Property Owner & Residences Mailing List

| NAME (LAST NAME FIRST) | | ADDRESS | CITY | STATE | ZIP |
|---|---|---|---|---|---|
| SHAW JESSIE | | [redacted] | | | |
| BANYI MCKINNEY LLC | | | | | |
| INTERMCKINNEY LLC | | | | | |
| PONSE ISIDRO | | | | | |
| HOGSETT MARK L & C JENISE HOGSETT | | | | | |
| HOGSETT MARK L & C JENISE HOGSETT | | | | | |
| PICAZO ERNEST & ESTHER | | | | | |
| PICAZO ERNEST & ESTHER | | | | | |
| EVERLAST INVESTMENTS LLC | | | | | |
| EVERLAST INVESTMENTS LLC | | | | | |
| ABADIA BRIAN & KATRINA | | | | | |
| WHITE MARTIN JEFFREY & VICTORIA | | | | | |
| VARGAS ROGELIA | | | | | |
| VARGAS ROGELIA | | | | | |
| HOUSING AUTHORITY CITY OF MCKINNEY | | | | | |
| HOWELL SALLIE EST,C/O JESSIE SHAW | | | | | |
| MCKINNEY ISD | | | | | |
| AEON PISTOS CORPORATION | | | | | |
| AEON PISTOS CORPORATION | | | | | |
| SPAIN CHRISTOPHER R & YVONNE C | | | | | |
| JONES TOMMY C & EVA M | | | | | |
| HAMM LIVING TRUST, VANCIE HAMM | WALTER E HAMM JR & ANGELA HAMM TRTS | | | | |
| HAMM LIVING TRUST, VANCIE HAMM | WALTER E HAMM JR & ANGELA HAMM TRTS | | | | |
| RUDD PAULA F | | | | | |
| RUDD PAULA F | | | | | |
| MIDDLETON JOE BANKS | | | | | |
| MIDDLETON JOE BANKS | | | | | |
| MCCRACKEN TODD N & JACQUELINE | | | | | |
| MCCRACKEN TODD N & JACQUELINE | | | | | |
| HENRY JOHNNY L | | | | | |
| HENRY JOHNNY L | | | | | |
| MOUNGER CAMERON & GLENDA | | | | | |
| HINSLEY MYRTLE | | | | | |
| SCALF MARION RICHARD & MARY | | | | | |
| SCALF MARION RICHARD & MARY | | | | | |
| EGAN ROBERT G & SUSAN K | | | | | |
| EGAN ROBERT G & SUSAN K | | | | | |
| REAMY SHEREE RENEE | | | | | |
| PERKINS R B | | | | | |
| DEVONPORT ERIC & JACQUELINE | | | | | |
| POWELL JOHN WARREN JR | | | | | |
| ENLOE CAROLYN SUE PERKINS & BOBBY JACK ENLOE | | | | | |
| SHIRLEY ROBERT HAROLD & CHRISTINA JO | | | | | |
| JOINES JOE & WANEENE | | | | | |
| WOOD LAWRENCE W | | | | | |
| HEARD NAT'L SCIENCE MUSEUM AND WILDLIFE SANCT | | | | | |
| MCGEE JULIE | | | | | |
| NAVARRO ARNULFO | | | | | |
| CARTER MARVIN DUANE JR- LE & ESTATE OF TREENA D CARTER | | | | | |
| CHRISTIE ANDREW WINSTON & STEVEN ALEXANDER ANTHONY CHRISTIE | KAREN JOSEPHINE CHRISTIE & KATRINA ABIGAIL ANN CHRISTIE | | | | |
| CHRISTIE ANDREW WINSTON & STEVEN ALEXANDER ANTHONY CHRISTIE | KAREN JOSEPHINE CHRISTIE & KATRINA ABIGAIL ANN CHRISTIE | | | | |
| LEZAMA FELIPE & VICTORIA LEZAMA | | | | | |
| LEZAMA FELIPE & VICTORIA LEZAMA | | | | | |
| REKIETA FAMILY TRUST | REKIETA TOMMY & MARY-TRUSTEES | | | | |
| RDO TRUST | | | | | |
| THE HERITAGE RANCH HOMEOWNERS ASSOC | ATTN: LINDA SOOS | | | | |
| CITY OF MCKINNEY | | | | | |
| HEARD NAT'L SCIENCE MUSEUM AND WILDLIFE SANCT | | | | | |
| ENCORE WIRE CORPORATION | ATTN: NORMAN R MEDLEN | | | | |
| NORTH TEXAS MUNICIPAL WATER DISTRICT | | | | | |
| TORRES FELIPE DE JESUS ARREDONDO | | | | | |
| TORRES FELIPE DE JESUS ARREDONDO | | | | | |
| PINA IRMA | | | | | |
| PINA IRMA | | | | | |
| HOFFMAN RONALD | | | | | |
| HOFFMAN RONALD | | | | | |
| CRAMMER MARTINEZ | | | | | |
| CRAMMER MARTINEZ | | | | | |
| ALNA I LLC | | | | | |
| ALNA I LLC | | | | | |
| SVEVO KALA | | | | | |
| SVEVO KALA | | | | | |
| GONZALEZ CESAR & CECILIA | | | | | |
| GONZALEZ CESAR & CECILIA | | | | | |

# Spur 399 Extension from US 75 to US 380
## Adjacent Property Owner & Residences Mailing List

| NAME (LAST NAME FIRST) | | ADDRESS | CITY | STATE | ZIP |
|---|---|---|---|---|---|
| GYRUSSIMMO LLC | | [redacted] | | | |
| GYRUSSIMMO LLC | | | | | |
| MORA JOSE | | | | | |
| MORA JOSE | | | | | |
| ZAFAR ZAHID N | | | | | |
| ZAFAR ZAHID N | | | | | |
| HABITAT FOR HUMANITY OF COLLIN COUNTY | | | | | |
| HABITAT FOR HUMANITY OF COLLIN COUNTY | | | | | |
| MARTINEZ SALVADOR | | | | | |
| PADRON NOE BENAVIDEZ | | | | | |
| SUMMIT WOODSIDE VILLAGE APARTMENTS LTD | C/O STEELE PROPERTIES HOLDINGS LLC | | | | |
| SUMMIT WOODSIDE VILLAGE APARTMENTS LTD | C/O STEELE PROPERTIES HOLDINGS LLC | | | | |
| STRICKLAND GENTRY | | | | | |
| TEAGUE T W JR & JOY-LE, TEAGUE LIVING TRUST | JOY TEAGUE ROXAN TEAGUE & KIMIE K GREEN-TR | | | | |
| TEAGUE T W JR & JOY-LE, TEAGUE LIVING TRUST | | | | | |
| DRAKE FELIX W & WAUNITA | | | | | |
| LUNDAY DAVID WAYNE & TAMMY D | | | | | |
| EDMONDS LAVONNE TESTAMENTARY TRUST | RENFRO DAVID M TRUSTEE | | | | |
| GRIFFIN WILEY E TRUST | MINNIE F GRIFFIN ETAL TRSTS | | | | |
| DAVIS BOBBY T SR | | | | | |
| DRAKE WAUNITA, FELIX WILLIAM DRAKE | | | | | |
| ANDREWS SHERMAN COLE | | | | | |
| ROGERS GREGORY S & SHEILAH | | | | | |
| FAUGHT DEREK DAVID & PAMELA SUE DIXON-FAUGHT | | | | | |
| CAMPBELL ADAM PAUL | | | | | |
| GARCIA JOSE | | | | | |
| GARCIA JOSE | | | | | |
| DOUGLAS ROBERT N & SANDRA L | | | | | |
| FERNANDEZ GUSTAVO AHUMADA & KAREN FRANCO | | | | | |
| GARCIA JOSE INES | | | | | |
| MEYER RUSSELL & RODNEY MEYER | | | | | |
| MEYER RUSSELL & RODNEY MEYER | | | | | |
| MURPHY D R | | | | | |
| PRINCE FAMILY LIVING TRUST | | | | | |
| PRINCE FAMILY LIVING TRUST | | | | | |
| GRIFFIN JAMES W | | | | | |
| WINCHESTER CALVIN W | | | | | |
| CARNES KEVIN & SUZETTE | | | | | |
| PECAN GROVE CEMETERY | | | | | |
| BORG FAMILY LTD | | | | | |
| BORG FAMILY LTD | | | | | |
| JBL UNLIMITED LLC | | | | | |
| BRAMBLEWOOD ASSOCIATES LTD | | | | | |
| BRAMBLEWOOD ASSOCIATES LTD | | | | | |
| RACREB VENTURES LLC | | | | | |
| RACREB VENTURES LLC | | | | | |
| MAXWELL ELLA JO | | | | | |
| MAXWELL ELLA JO | | | | | |
| ASKEW HAYWARD | | | | | |
| PARNELL LAND HOLDINGS LLC | | | | | |
| GRIFFIN LETHECIA DOMANIC | | | | | |
| KAMY REAL PROPERTY TRUST | | | | | |
| BROOKS BOBBY DALE | | | | | |
| HOSEY MICHAEL L & CANDELARIA PONSE LEDESMA | | | | | |
| HOSEY MICHAEL L & CANDELARIA PONSE LEDESMA | | | | | |
| CASTRO FLORENCE ESTATE OF & LOIS DEGARSO | | | | | |
| GARZA GILDA JOSEPHINE - ESTATE OF | | | | | |
| WALNUT PROPERTIES LLC | | | | | |
| WALNUT PROPERTIES LLC | | | | | |
| BROOKS BOBBY D | | | | | |
| HARRIS MAETTA | | | | | |
| HARRIS MAETTA | | | | | |
| GONZALES GERTRUDE H | | | | | |
| GONZALES GERTRUDE H | | | | | |
| HATCHER KERI | | | | | |
| CHURCH OF THE HOLY FAMILY | | | | | |
| CHURCH OF THE HOLY FAMILY | | | | | |
| EPISCOPAL CHURCH PROTESTANT | | | | | |
| PONSE BENANCIO B & TREVINO EVA | | | | | |
| GUERRERO MARIA | | | | | |
| CORONADO MARCELINO J | | | | | |
| GARCIA AMY | | | | | |
| PONSE JUAN U & TEODORA | | | | | |
| PONSE JUAN & TEODORA | | | | | |

# Spur 399 Extension from US 75 to US 380
## Adjacent Property Owner & Residences Mailing List

| NAME (LAST NAME FIRST) | | ADDRESS | CITY | STATE | ZIP |
|---|---|---|---|---|---|
| WHITE ZETA FAYE | | [redacted] | | | |
| WHITE ZETA FAYE | | | | | |
| HOLLEY GARY WAYNE | | | | | |
| HOLLEY GARY WAYNE | | | | | |
| FARR VIRGIL RAY & HILDA LULA ELIZABETH WOLFF REVOCABLE LIVING TRUST | | | | | |
| FARR VIRGIL RAY & HILDA LULA ELIZABETH WOLFF REVOCABLE LIVING TRUST | | | | | |
| MCKINNEY TAMMY R | | | | | |
| MCKINNEY TAMMY R | | | | | |
| CAMPBELL JENNY | | | | | |
| CAMPBELL JENNY | | | | | |
| CROCKETT ORA LEE | | | | | |
| CROCKETT ORA LEE | | | | | |
| TURNER WALDO A & LEE R | | | | | |
| RODRIGUEZ MARIA | | | | | |
| RODRIGUEZ MARIA | | | | | |
| TREVINO PAUL A JR & MONICA TREVINO & PAUL TREVINO | | | | | |
| TREVINO PAUL A JR & MONICA TREVINO & PAUL TREVINO | | | | | |
| BMAC IRREVOCABLE ASSET TRUST THE, BRUCE MCANALLY TRUSTEE | | | | | |
| BMAC IRREVOCABLE ASSET TRUST THE, BRUCE MCANALLY TRUSTEE | | | | | |
| TURNER WALDO | | | | | |
| MAXWELL ANTHONY & TINA | | | | | |
| MAXWELL ANTHONY & TINA | | | | | |
| MCANALLY BRUCE | | | | | |
| ARCHER JOHN & TABITHA GARZA | | | | | |
| EVANS REBECCA LYNNE | | | | | |
| ST JAMES CME CHRIST METH EP CH | | | | | |
| ST JAMES CME CHRIST METH EP CH | | | | | |
| STITT KEVIN | | | | | |
| STITT KEVIN | | | | | |
| JACKSON NEALIE - LE DARYL JACKSON | | | | | |
| JACKSON NEALIE - LE DARYL JACKSON | | | | | |
| OWENS WARREN - INDEP ADMIN, BOBBY OWENS ESTATE OF | | | | | |
| OWENS WARREN - INDEP ADMIN, BOBBY OWENS ESTATE OF | | | | | |
| PEREZ MARGARITA DE LEON | | | | | |
| BROWN BETTINA | | | | | |
| THOMAS MARIE, JESSIE SHAW | | | | | |
| BECHTOLD DEBORAH A | | | | | |
| BECHTOLD DEBORAH A | | | | | |
| SHAW JESSIE MAE | | | | | |
| VEGA MARTIN | | | | | |
| VEGA MARTIN | | | | | |
| COLE CHRISTOPHER DWAYNE | | | | | |
| COLE CHRISTOPHER DWAYNE | | | | | |
| DIEHL IOANNA A & ADAM N | | | | | |
| DIEHL IOANNA A & ADAM N | | | | | |
| BAUTISTA CECILIA FABER & ALFREDO MEDEL LOPEZ | | | | | |
| ALVARADO ROQUE H & DE SANTIAGO VERONICA & FITZGERALD CATALINA | | | | | |
| ALVARADO ROQUE H & DE SANTIAGO VERONICA & FITZGERALD CATALINA | | | | | |
| ALVARADO ROQUE H & VERONICA DE SANTIAGO & CATALINA FITZGERALD | | | | | |
| ZAMARRIPA PETRONILO J | | | | | |
| ESTRADA ADAN & LAURA DENI COBIAN RODRIGUEZ | | | | | |
| DFW DISTRIBUTORS PETROLEUM INC | | | | | |
| DFW DISTRIBUTORS PETROLEUM INC | | | | | |
| BOYD ALVIN | | | | | |
| MCGOWEN JESSE B | | | | | |
| LEE VERTIS MAE | | | | | |
| LEE VERTIS MAE | | | | | |
| MCGOWEN JESSE B | | | | | |
| ROBINSON PARIS LISA | | | | | |
| MCGOWEN JESSE B JR & JUNE M | | | | | |
| MCGOWEN JESSE B JR | | | | | |
| SERENO CONSTANTINO | | | | | |
| HERNANDEZ JOSE | | | | | |
| HERNANDEZ JOSE | | | | | |
| CERRITOS EMELIA P | | | | | |
| NEWMAN MADELINE C | | | | | |
| DOHENY SERIES AN INDIVIDUAL SERIES OF MCKINNEY RENTAL APARTMENTS LLC | | | | | |
| DOHENY SERIES AN INDIVIDUAL SERIES OF MCKINNEY RENTAL APARTMENTS LLC | | | | | |
| ALLEN LYCEDA F | | | | | |
| ALLEN LYCEDA F | | | | | |
| KACHHADIA NIRAJ & LISHA | | | | | |
| KACHHADIA NIRAJ & LISHA | | | | | |
| INTERMCKINNEY LLC | | | | | |
| QUEST TRUST COMPANY, FBO JOHN WILDE IRA | | | | | |

# Spur 399 Extension from US 75 to US 380
## Adjacent Property Owner & Residences Mailing List

| NAME (LAST NAME FIRST) | | ADDRESS | CITY | STATE | ZIP |
|---|---|---|---|---|---|
| QUEST TRUST COMPANY, FBO JOHN WILDE IRA | | [redacted] | | | |
| HENDERSON JAMES | | | | | |
| OROCIO ISABEL | | | | | |
| SIMMONS IDIS ESTATE OF & ESTATE OF CECIL ONEAL SIMMONS | | | | | |
| SEVENSTARSHD LLC | | | | | |
| SEVENSTARSHD LLC | | | | | |
| NAMBO MIGUEL & TERESA | | | | | |
| OLVERA CYNTHIA | | | | | |
| OLVERA CYNTHIA | | | | | |
| CABRERA ANDRES & CARMEN | | | | | |
| CABRERA ANDRES & CARMEN | | | | | |
| MINISTERIOS INTERNACIONALES VIDA ABUNDANTE | | | | | |
| MINISTERIOS INTERNACIONALES VIDA ABUNDANTE | | | | | |
| MINISTERIOS INTERNACIONALES VIDA ABUNDANTE | | | | | |
| MINISTERIOS INTERNACIONALES VIDA ABUNDANTE | | | | | |
| JOHNSON GARY DALE | | | | | |
| GRIFFIN HOWARD & THOMPKINS AZEL | | | | | |
| RODRIGUEZ MARIA E MASCORRO | | | | | |
| RINKER JOYCE & VICKIE RINKER | | | | | |
| RODRIGUEZ FRANCISCO | | | | | |
| SOUTHWESTERN BELL TELEPHONE CO, PROPERTY TAX DEPT | | | | | |
| SOUTHWESTERN BELL TELEPHONE CO, PROPERTY TAX DEPT | | | | | |
| INTERMCKINNEY LLC | | | | | |
| MALVERN IOLA LEE | | | | | |
| MALVERN IOLA LEE | | | | | |
| KINO LAND LLC | | | | | |
| KINO LAND LLC | | | | | |
| GARZA JOSE DE JESUS | | | | | |
| GARZA JOSE DE JESUS | | | | | |
| GARZA JOSE DE JESUS & PHYLISS B | | | | | |
| HERRERA BENITO F & ZULEMA A | | | | | |
| HERRERA BENITO F & ZULEMA A | | | | | |
| ALVARADO ARNULFO & MARIA M | | | | | |
| GARCIA GILBERTO MARTINEZ | | | | | |
| FIGUEROA JULIO C & MARIA | | | | | |
| FIGUEROA JULIO C & MARIA | | | | | |
| STEELE WILLIAM RUSSELL ESTATE OF AND ESTATE OF MAY ETTA STEELE | C/O MAXINE TRAVIS | | | | |
| ESPINOZA MARIA D YANEZ & IRAN DE LEON | | | | | |
| ESPINOZA MARIA D YANEZ & IRAN DE LEON | | | | | |
| TERRELL THELMA | | | | | |
| HARTSELL J T | | | | | |
| CHENAULT DOROTHY | | | | | |
| ROBLES ADRIANA TORRES | | | | | |
| ROBLES ADRIANA TORRES | | | | | |
| DELGADO J GUADALUPE | | | | | |
| CALLAHAN MINDY ANN | | | | | |
| CALLAHAN MINDY ANN | | | | | |
| ATASCOSA REAL ESTATE GROUP LLC | | | | | |
| ATASCOSA REAL ESTATE GROUP LLC | | | | | |
| MARRUFO ARNULFO | | | | | |
| MCANALLY C R | | | | | |
| ARMIJO DANIEL J & ANN GALBAN | | | | | |
| ARMIJO DANIEL J & ANN GALBAN | | | | | |
| CONTRERAS LYDIA L | | | | | |
| GONZALEZ BLANCA MARILYN TORRES | | | | | |
| HERNANDEZ ENRIQUE | | | | | |
| MALDONADO REYMUNDO | | | | | |
| TORRES JOSE & MARTINEZ LILIANA | | | | | |
| TORRES JOSE & MARTINEZ LILIANA | | | | | |
| MARTINEZ JUAN & ANDREA | | | | | |
| MARTINEZ JUAN & ANDREA | | | | | |
| ROCHA MA ANGELICA FLORES | | | | | |
| MARTINEZ JUAN & ANDREA | | | | | |
| TELLO FLORA SAENZ | | | | | |
| ACOSTA JOSE A & MARIA E | | | | | |
| ROJAS FLORENTINO & IDALIA GARCIA | | | | | |
| ALEJO PABLO FRANCO | | | | | |
| GONZALEZ CESAR & CECILIA | | | | | |
| VARGAS FELIPE G & CARMEN LETICIA CHAVEZ | | | | | |
| VALDEZ HORTENCIA RIVERA | | | | | |
| VALDEZ HORTENCIA RIVERA | | | | | |
| VEGA MARTIN & ANA M | | | | | |
| ESCAMILLA JOHNNY | | | | | |
| ESCAMILLA RALPH & JOSEPHINE | | | | | |

# Spur 399 Extension from US 75 to US 380
## Adjacent Property Owner & Residences Mailing List

| NAME (LAST NAME FIRST) | | ADDRESS | CITY | STATE | ZIP |
|---|---|---|---|---|---|
| DUCKETT DELVIN SHARE | | [redacted] | | | |
| SANCHEZ ANDREW | | | | | |
| SANCHEZ ANDREW | | | | | |
| ADAJAR JOSE | | | | | |
| ADAJAR JOSE | | | | | |
| GARCIA JUAN & GARCIA ELVIRA | | | | | |
| GARCIA JUAN & GARCIA ELVIRA | | | | | |
| GONZALEZ NORMA ALICIA | | | | | |
| PEREA DIEGO | | | | | |
| BERRY FELECIA DESHEA | | | | | |
| ESQUIVEL GRACIELA | | | | | |
| ESQUIVEL GRACIELA | | | | | |
| COOPER SHERLEEN HAYES | | | | | |
| HERNANDEZ ANAYELI | | | | | |
| MUNOZ GERARDO & CATALINA | | | | | |
| GARZA ESTELLA | | | | | |
| SANCHEZ DANIEL | | | | | |
| GONZALES RUBEN S | | | | | |
| GONZALES RUBEN S | | | | | |
| LEMUS DORA SILVIA & JOSE LUIS BURGOS | | | | | |
| LEMUS DORA SILVIA & JOSE LUIS BURGOS | | | | | |
| GREATER HOPE HOLINESS CHURCH | | | | | |
| GREATER HOPE HOLINESS CHURCH | | | | | |
| VERA RACHEL | | | | | |
| VERA RACHEL | | | | | |
| GOUGH SAWARD PONSE & ARELLANO MOSES | | | | | |
| DODD LYNDA JOYCE | | | | | |
| GREATER HOPE HOLINESS CHURCH | | | | | |
| FORD DAVID & STACEY | | | | | |
| ARELLANO BONIFACIA | | | | | |
| PRESTON 56 LP | C/O QUIKRETE-ATTN TAX DEPT | | | | |
| PRESTON 56 LP | C/O QUIKRETE-ATTN TAX DEPT, ONE SECURITIES CTR | | | | |
| RL6015 LP | | | | | |
| PRIMO MICROPHONE INC | | | | | |
| PRIMO MICROPHONE INC | | | | | |
| VEGA MARTIN | | | | | |
| VEGA MARTIN | | | | | |
| GALLARDO FRANCISCO CHACON & JUANA TREVIZO | | | | | |
| GALLARDO FRANCISCO CHACON & JUANA TREVIZO | | | | | |
| SERIES 617 FENET | | | | | |
| SERIES 617 FENET | | | | | |
| ALLEN CLAUDETTE COLE | | | | | |
| GREER BETTIE JEAN | | | | | |
| GREER BETTIE JEAN | | | | | |
| GREER BETTIE JEAN | | | | | |
| GREER LAWRENCE | | | | | |
| HILL DON H JR | | | | | |
| MARTINEZ RICARDO & SILIBIA | | | | | |
| BALDERRAMA LORI | | | | | |
| ACCOS ISABEL E | | | | | |
| GARCIA RUBEN J | | | | | |
| ENCORE WIRE CORPORATION | PROPERTY TAX DEPT | | | | |
| HERNANDEZ JESUS | | | | | |
| COOK LIVING TRUST | COOK TROY L & MAMIE R | | | | |
| ENCORE WIRE CORPORATION | PROPERTY TAX DEPT | | | | |
| ROLLINS PAUL E JR & HELEN | | | | | |
| ENCORE WIRE LIMITED | | | | | |
| ENCORE WIRE LIMITED | | | | | |
| ROLLINS WENDI NICOLE | | | | | |
| ENCORE WIRE CORPORATION ATTN: NORMAN R MEDLEN | | | | | |
| BROWN JOHNNIE | | | | | |
| RODRIGUEZ JORGE & PAUL MIHOVILOVIC | | | | | |
| CRIGER MELBA G | | | | | |
| CRIGER SHANNON | | | | | |
| HORN CARMEN NOEL | | | | | |
| HORN CARMEN NOEL | | | | | |
| LOYA JORGE ALBERTO | | | | | |
| ENCORE WIRE CORPORATION | PROPERTY TAX DEPT | | | | |
| ENCORE WIRE CORPORATION | PROPERTY TAX DEPT | | | | |
| 1240 WESTMORELAND | A SERIES OF TYCHE GROUP LLC | | | | |
| 1240 WESTMORELAND | A SERIES OF TYCHE GROUP LLC | | | | |
| ENCORE WIRE CORPORATION | A DELAWARE CORPORATION | | | | |
| OSTERTAG KRISTEN & KEVIN DANIEL | | | | | |
| TIMBER CREEK REAL ESTATE INVESTMENTS | C/O KEVIN STITT | | | | |

# Spur 399 Extension from US 75 to US 380
## Adjacent Property Owner & Residences Mailing List

| NAME (LAST NAME FIRST) | | ADDRESS | CITY | STATE | ZIP |
|---|---|---|---|---|---|
| TIMBER CREEK REAL ESTATE INVESTMENTS | C/O KEVIN STITT | [redacted] | | | |
| BERNAL FRANCISCO ROMEO & ERIKA IVANIA RODRIGUEZ LANDA | | | | | |
| BERRYMAN CLARRON JR | | | | | |
| BERRYMAN CLARRON JR | | | | | |
| BRANDON MARTHA ETAL | | | | | |
| ENCORE WIRE LIMITED | | | | | |
| EASTHAM SHIRLEY LEE- LE | | | | | |
| RUBIO JOEL & MARIA OLGA OLIVARES-GARCIA | | | | | |
| TORRES SHENA GAYLE | | | | | |
| STITT KEVIN & RENEE | | | | | |
| REYNOLDS BETTY B ETAL | | | | | |
| REYNOLDS BETTY B ETAL | | | | | |
| ENCORE WIRE LIMITED | | | | | |
| ENCORE WIRE CORPORATION | A DELAWARE CORPORATION | | | | |
| O'BIER RHONDA | | | | | |
| MAFFIOLI KELSEY & MICHAEL | | | | | |
| ENCORE WIRE CORPORATION | A DELAWARE CORPORATION | | | | |
| AGUILAR DANIEL | | | | | |
| AGUILAR DANIEL | | | | | |
| HILL DON & CONNIE MAE | | | | | |
| BLOOMER SHIRLEY | | | | | |
| CAMACHO JUAN C | | | | | |
| VILLALOBOS HUMBERTO | | | | | |
| JACKSON JACQUEITA | JACKSON SHIRLEY | | | | |
| HINKLE JACOB K | | | | | |
| ELLIS NANNETTA - LE & ESTATE OF OSCAR H ELLIS | | | | | |
| DIXON KAREL E & MICHAEL CASEY & DIANA CASEY | | | | | |
| DIXON KAREL E & MICHAEL CASEY & DIANA CASEY | | | | | |
| STITT KEVIN L & JEANETTE R | | | | | |
| HOLLINS JOYCE M | | | | | |
| HOLLINS BETTY LOU | | | | | |
| MCKINNEY ISD | | | | | |
| SOUTHLAND METROPLEX REALTY 2 LLC | | | | | |
| SOUTHLAND METROPLEX REALTY 2 LLC | | | | | |
| FOOTE LEAH & MARSHALL | | | | | |
| MORENO JAVIER RAMIREZ | | | | | |
| MORENO JAVIER RAMIREZ | | | | | |
| BARNARD KHARA L & DINA N D'ONOFRIO | | | | | |
| LUEVANO MARIAJOSE | | | | | |
| LUEVANO MARIAJOSE | | | | | |
| LAWRENCE GINA SUE | | | | | |
| LAWRENCE GINA SUE | | | | | |
| SANCHEZ DAIEL JR & SANCHEZ JOHN | | | | | |
| SANCHEZ DANIEL | | | | | |
| BRAVO JOSE | | | | | |
| BRAVO JOSE | | | | | |
| QUINTANA SAMUEL & MARGARET ALICEA | | | | | |
| HERRERA JESUS | | | | | |
| ESTRADA LUIS JONATHAN | | | | | |
| ESTRADA LUIS JONATHAN | | | | | |
| JIMENEZ KRISTAL E & JACOBO | | | | | |
| JIMENEZ KRISTAL E & JACOBO | | | | | |
| HARDMAN ORALIA & ISMAEL DELUNA | | | | | |
| HARDMAN ORALIA & ISMAEL DELUNA | | | | | |
| HARDMAN ORALIA & ISMAEL DELUNA | | | | | |
| GRIFFIN HELEN | | | | | |
| MALDONADO MARTIN | | | | | |
| MALDONADO MARTIN | | | | | |
| TARVER THOMAS RAY | | | | | |
| TARVER REVOCABLE LIVING TRUST | TARVER COY C & LILLIE M | | | | |
| JACKSON LESTER BERNARD & JACKSON BEVERLY D | | | | | |
| HAWKINS MARGARET | | | | | |
| TARVER REVOCABLE LIVING TRUST | TARVER COY C & LILLIE M | | | | |
| GREATER HOPE HOLINESS CHURCH | TRUSTEES | | | | |
| GREATER HOPE HOLINESS CHURCH | TRUSTEES | | | | |
| SOLIS JAIME & LUZ ANGELICA SOLIS | | | | | |
| PECINA JOSE IGNACIO SEGURA & DANIELA MENDOZA SILVA | | | | | |
| FRESE CHRISTOPHER S & SYDNEY A HONEY | | | | | |
| JONES RUBY | | | | | |
| RIOS JOSE ADRIAN & MARIA DEL SOCORRO PEREZ | | | | | |
| RIOS JOSE ADRIAN & MARIA DEL SOCORRO PEREZ | | | | | |
| ALMENDAREZ TOMAS P & ANNA E | | | | | |
| YARBROUGH TAYLOR & JOSEPH | | | | | |
| CRUZ PABLO JIMENEZ | | | | | |

# Spur 399 Extension from US 75 to US 380
## Adjacent Property Owner & Residences Mailing List

| NAME (LAST NAME FIRST) | | ADDRESS | CITY | STATE | ZIP |
|---|---|---|---|---|---|
| ADAMES ALBERTA | | [redacted] | | | |
| ADAMES ALBERTA | | | | | |
| GONZALES PILAR | | | | | |
| BERNAL DAVID BISCARRO | BERNAL ORTENZIA | | | | |
| NJM BAPTIST CHURCH | C/O MYRON BRADFORD | | | | |
| NJM BAPTIST CHURCH | C/O MYRON BRADFORD | | | | |
| PORTILLO OSCAR DAVID | | | | | |
| GONZALES JOSEFINA | | | | | |
| GONZALES LEONARD & ELISIA | | | | | |
| BROWN GEORGIA A | | | | | |
| TREVINO ROLANDO | | | | | |
| VSR MCKINNEY REALTY LLC | | | | | |
| VSR MCKINNEY REALTY LLC | | | | | |
| ROSE TOMMY GENE & ALISON | | | | | |
| ROSE TOMMY GENE & ALISON | | | | | |
| SIMMONS EMILY JEAN | | | | | |
| SIMMONS EMILY JEAN | | | | | |
| BELL ANGIE & KEVIN | | | | | |
| GOMEZ GENARO D & MARIA | | | | | |
| SIFUENTES TOMAS & CALIXTA | | | | | |
| GOMEZ ARTURO T | | | | | |
| AGUILAR FELICIANO | | | | | |
| HERNANDEZ ASCENCION & MARIA F | | | | | |
| COOK TEDDY E & MARIA LOURDES COOK | | | | | |
| COOK TEDDY E & MARIA LOURDES COOK | | | | | |
| PENTECOSTAL CHCH/GOD EAST | TEXAS DISTRICT | | | | |
| SHACKELFORD JENICE | | | | | |
| SHACKELFORD JENICE | | | | | |
| ENCORE WIRE LIMITED | | | | | |
| GUZMAN JESSE | | | | | |
| GUPTA AMISH VIREN | | | | | |
| GUPTA AMISH VIREN | | | | | |
| ENCORE WIRE CORPORATION | A DELAWARE CORPORATION | | | | |
| GUZMAN FELICIANA & LUCY | | | | | |
| RIVERA ARTURO & ELIZABETH | | | | | |
| SBF-1 PROPERTIES LLC | | | | | |
| SBF-1 PROPERTIES LLC | | | | | |
| MONTEALVO JUAN ANTONIO & IDANIA SOTO-VALDEZ | | | | | |
| MONTEALVO JUAN ANTONIO & IDANIA SOTO-VALDEZ | | | | | |
| THOMPSON YOLANDA KAY | | | | | |
| KETNER WILFORD REVOCABLE TRUST | WILFOR KETNER TRUSTEE | | | | |
| CROW KIMETHA LAURIE | | | | | |
| GUZMAN JESSE | | | | | |
| DOHENY SERIES AN INDIVIDUAL SERIES OF MCKINNEY RENTAL APARTMENTS LLC | | | | | |
| BISCARRO CARLOS | | | | | |
| MCCORMICK JOHN & SYLVIA | | | | | |
| MCCORMICK JOHN & SYLVIA | | | | | |
| ERICKSON WILLIAM V & DARDEN A MCGLOTHLIN | | | | | |
| ERICKSON WILLIAM V & DARDEN A MCGLOTHLIN | | | | | |
| GILMORE ALFRED G | | | | | |
| COTO MARIXA | | | | | |
| PEREZ CRISOFORO VASQUEZ & MARICELA NAVA ROMAN | | | | | |
| MORGAN DON & CHERYL LIVING TRUST | DONALD JAMES MORGAN & CHERYL SUE MORGAN TRUSTEES | | | | |
| MORGAN DON & CHERYL LIVING TRUST | DONALD JAMES MORGAN & CHERYL SUE MORGAN TRUSTEES | | | | |
| TELLO SEBASTIAN & VIRGINIA TELLO | | | | | |
| TONE OF SEAGOVILLE INC | | | | | |
| JIMENEZ MISAEL JONATHAN COLON | | | | | |
| MEDINA SANTOS LANDEROS | | | | | |
| DOHENY SERIES AN INDIVIDUAL SERIES OF MCKINNEY RENTAL APARTMENTS LLC | | | | | |
| NATIONAL FINANCIAL FUNDING INC | | | | | |
| WILLIAMS BEATRICE & LARRY AMES | | | | | |
| MIRANDA-PENA ANA ISABEL & JOSE LUCIANO CERVANTES- LARIO | | | | | |
| VALDEZ EULOGIO | | | | | |
| ROSENQUIST RANDALL | | | | | |
| JACKSON LEROY | | | | | |
| VALDEZ ANDRES M | | | | | |
| SIPE JAYSON | | | | | |
| AYALA MARIA R & CLARA B URQUIDEZ | | | | | |
| ROBERTSON COLTON | | | | | |
| FARR VIRGIL RAY & HILDA LULA ELIZABETH WOLFF REVOCABLE LIVING TRUST | | | | | |
| TONE OF SEAGOVILLE INC | | | | | |
| M & C HOLDINGS LLC | | | | | |
| M & C HOLDINGS LLC | | | | | |
| DE RODRIGUEZ MARIA NOEMI CRUZ | | | | | |

# Spur 399 Extension from US 75 to US 380
## Adjacent Property Owner & Residences Mailing List

| NAME (LAST NAME FIRST) | | ADDRESS | CITY | STATE | ZIP |
|---|---|---|---|---|---|
| SANCHEZ FILBERTO | | [redacted] | | | |
| SANCHEZ FILBERTO | | | | | |
| MCKINNEY PROP INC | C/O R-K MANAGEMENT INC | | | | |
| OBRAJERO JOSE GILBERTO & MARIA V COFRADIA | | | | | |
| NASH NETTIE MAE - LE & ESTATE OF ANDREW CHARLES NASH | ROXANNE HAUSEY | | | | |
| NASH NETTIE MAE - LE & ESTATE OF ANDREW CHARLES NASH | | | | | |
| KAMY REAL PROPERTY TRUST | | | | | |
| DENSON ILSE U | | | | | |
| RODGERS STEPHANIE D | | | | | |
| FLOREANO JOEL HERNANDEZ & ANA KAREN LICEA LEON | | | | | |
| BOYD ALVIN & BOYD ROSLYN OWENS | | | | | |
| BOYD ALVIN & BOYD ROSLYN OWENS | | | | | |
| ADAMS MICHAEL BRENT & JOEL GAONA | | | | | |
| ROYALAND PROPERTIES LLC | | | | | |
| ROYALAND PROPERTIES LLC | | | | | |
| ROYALAND PROPERTIES LLC | | | | | |
| SANDIFER SYLVIA | | | | | |
| BRINLEE GINGER | | | | | |
| BRINLEE GINGER | | | | | |
| PAULK HEATHER JO | | | | | |
| SERIES 616 FENET | | | | | |
| PROSUM VENTURES INC | | | | | |
| PROSUM VENTURES INC | | | | | |
| PROSUM VENTURES INC | | | | | |
| SERIES 618 FENET | | | | | |
| AHUJA HEMANT K | | | | | |
| AHUJA HEMANT K | | | | | |
| CHURCH OF CHRIST | | | | | |
| CHURCH OF CHRIST | | | | | |
| ROBINSON BOBBY J & LETTIE | | | | | |
| ROBINSON BOBBY J & LETTIE | | | | | |
| TURNER WALDO A | | | | | |
| TURNER WALDO A | | | | | |
| TURNER WALDO A SR | | | | | |
| TURNER WALDO A | | | | | |
| ALLEN R Q | | | | | |
| MCKINNEY CITY OF | | | | | |
| WIGGINS MARY M ETAL | | | | | |
| WIGGINS MARY M ETAL | | | | | |
| STEVENSON THELMA L & ETAL | C/O JAMES C STEVENSON | | | | |
| STEVENSON THELMA L & ETAL | | | | | |
| THOMPSON JOHN & KACIA | | | | | |
| THOMPSON JOHN & KACIA | | | | | |
| VALLES CONSTRUCTION AND LANDSCAPING LLC | | | | | |
| VALLES CONSTRUCTION AND LANDSCAPING LLC | | | | | |
| HUNT COLLEEN R | | | | | |
| HUNT COLLEEN R | | | | | |
| MONTANO SERGIO JONATHAN TINAJERO & ARACELI TINAJERO | | | | | |
| MONTANO SERGIO JONATHAN TINAJERO & ARACELI TINAJERO | | | | | |
| MCKINNEY FIRST BAPTIST CHURCH THE | | | | | |
| MCKINNEY FIRST BAPTIST CHURCH THE | | | | | |
| MACK CECIL | | | | | |
| COX JUDY B | | | | | |
| MCKINNEY CITY OF & COLLIN COUNTY & COLLIN COUNTY CCD & MCKINNEY ISD | | | | | |
| TURNER WALDO A & LEE R | | | | | |
| JOHNSON LEOTA | C/O WATTLEY DOROTHY | | | | |
| JOHNSON LEOTA | C/O WATTLEY DOROTHY | | | | |
| YIP KENT | | | | | |
| YIP KENT | | | | | |
| MARTIN GENEVA EGIYA | | | | | |
| MARTIN GENEVA EGIYA | | | | | |
| MALVERN IOLA | | | | | |
| TURNER WALDO A | | | | | |
| TURNER WALDO | | | | | |
| WEST LAKE REAL ESTATE 1 LLC | | | | | |
| WEST LAKE REAL ESTATE 1 LLC | | | | | |
| WILLIAMS LOIS BERNITA | | | | | |
| LANDMARK CAPITAL REAL ESTATE PARTNERS LLC | | | | | |
| MALVERN MAURICE RANDOLPH SR | | | | | |
| MALVERN MAURICE RANDOLPH SR | | | | | |
| BIERHALTER REECE | | | | | |
| LE MIEP M | | | | | |
| LE MIEP M | | | | | |
| REST & RECREATION LLC | | | | | |

# Spur 399 Extension from US 75 to US 380
## Adjacent Property Owner & Residences Mailing List

| NAME (LAST NAME FIRST) | | ADDRESS | CITY | STATE | ZIP |
|---|---|---|---|---|---|
| REST & RECREATION LLC | | [redacted] | | | |
| LUCKETT TAMMY | | | | | |
| LUCKETT TAMMY | | | | | |
| SEAGRAVES WILLIAM KEITH | | | | | |
| SEAGRAVES WILLIAM KEITH | | | | | |
| WESTSIDE CHURCH OF CHRIST | C/O HIGHPOINT CHURCH OF CHRIST | | | | |
| YOUNG GLADYS | C/O DOROTHY LANDRUM | | | | |
| YOUNG GLADYS | C/O DOROTHY LANDRUM | | | | |
| JARAL JOSE PRISCILIANO FRANCO & MARIA ROSALIA GUAPO DIAZ | | | | | |
| JARAL JOSE PRISCILIANO FRANCO & MARIA ROSALIA GUAPO DIAZ | | | | | |
| CASAS CAROLINA & JOSE LUIS GARCIA | | | | | |
| CASAS CAROLINA & JOSE LUIS GARCIA | | | | | |
| TORRES MA GABRIELA MENDES | | | | | |
| BANDA SANTOS & SANDRA & MARIA ELAINA BANDA | | | | | |
| BANDA SANTOS & SANDRA & MARIA ELAINA BANDA | | | | | |
| INTERMCKINNEY LLC | | | | | |
| INTERMCKINNEY LLC | | | | | |
| MOSLEY MARY ETAL | | | | | |
| ALLEN DERRICK | | | | | |
| ALLEN DERRICK | | | | | |
| MONTGOMERY SANDRA M ESTATE OF & ESTATE OF OWEN TERRELL JR & CHRISTOPHER W TERRELL | | | | | |
| DSHCONSTRUCTION LLC | | | | | |
| DSHCONSTRUCTION LLC | | | | | |
| CERVANTES RICARDO | | | | | |
| CERVANTES RICARDO & ANGELITA | | | | | |
| CERVANTES RICARDO & ANGELITA | | | | | |
| MAXWELL CALVIN JAMAL & BIANCA QUANTA GABRIELLE CASTILLO | | | | | |
| LIVELY HILL CH OF GOD IN CHRIST | | | | | |
| LIVELY HILL CH OF GOD IN CHRIST | | | | | |
| SEVENTY THREE LLC | | | | | |
| SEVENTY THREE LLC | | | | | |
| GARCIA JESUS PENA | | | | | |
| GARCIA JESUS PENA | | | | | |
| JIMENEZ FRANCO C & MARCELINO C | | | | | |
| JIMENEZ FRANCO C & MARCELINO C | | | | | |
| JIMENEZ FRANCO C & MARCELINO C | | | | | |
| CORONADO FRANCISCO | | | | | |
| MICCOLO JEANINE K | | | | | |
| MICCOLO JEANINE K | | | | | |
| GARCIA JESUS P | | | | | |
| INTERMCKINNEY LLC | | | | | |
| INTERMCKINNEY LLC | | | | | |
| GARCIA TERESA | | | | | |
| VELA SANDRA VILLANUEVA | | | | | |
| VELA SANDRA VILLANUEVA | | | | | |
| MARTINEZ PATRICIA & ROBERT ARCE | | | | | |
| MCKINZIE JOHNNY & MARIA | | | | | |
| DAVIS PATSY GONZALES | | | | | |
| DANIEL VON | | | | | |
| HERRERA FELIPE & VICTORIA | | | | | |
| CASAREZ PATRICIA TANGUMA & CASAREZ MARK A | | | | | |
| WILLIAMS RHONDA L | | | | | |
| PONSE JUAN | | | | | |
| COMPEAN FRANCISCO JAVIER & COMPEAN MARIA ISABEL | | | | | |
| OLVERA VIRGINIA A | | | | | |
| SANCHEZ DANIEL JR & JOHN | | | | | |
| MCKINNEY CITY OF | | | | | |
| ARRIOLA ERNEST M | | | | | |
| CASAREZ PATRICIA | | | | | |
| TANGUMA ESPERANZA | | | | | |
| TANGUMA ESPERANZA | | | | | |
| DELUNA JUANITA | | | | | |
| ESPERANZA TANGUMA | | | | | |
| ERICKSON WILLIAM V | | | | | |
| LUKOWITSCH HELGA H & CHRISTINE ANETTE MATHEY | | | | | |
| ALONSO MARTHA ERIKA | | | | | |
| LEE ROBERT MICHAEL & CATHERINE R | | | | | |
| LEE ROBERT MICHAEL & CATHERINE R | | | | | |
| UMANA OFELIA | | | | | |
| GOODMAN THOMAS R & ODELIA | | | | | |
| SCHUTT JOYCE | | | | | |
| MAXWELL BERNICE | | | | | |
| VILLATORO-MARTINEZ TRANSITO | | | | | |
| TIM HUTCHINS REALTY LLC | | | | | |

# Spur 399 Extension from US 75 to US 380
## Adjacent Property Owner & Residences Mailing List

| NAME (LAST NAME FIRST) | | ADDRESS | CITY | STATE | ZIP |
|---|---|---|---|---|---|
| TIM HUTCHINS REALTY LLC | | [redacted] | | | |
| HOLLEY BERNICE WILLIAMS MAXWELL | | | | | |
| SILVER LINE ASSETS LLC | | | | | |
| SILVER LINE ASSETS LLC | | | | | |
| WHITFILL RYAN C | | | | | |
| WHITFILL RYAN C | | | | | |
| BOYD ALVIN C | | | | | |
| NTX ASSET MANAGEMENT LLC | | | | | |
| NTX ASSET MANAGEMENT LLC | | | | | |
| BAUM CARTER GRANT | | | | | |
| BAUM CARTER GRANT | | | | | |
| BT CAYMAN LLC | | | | | |
| BT CAYMAN LLC | | | | | |
| BRUNS NICOLEETE DERYL LAMAR DEDMAN KENLE | | | | | |
| BRUNS NICOLEETE DERYL LAMAR DEDMAN KENLE | | | | | |
| DOHENY SERIES AN INDIVIDUAL SERIES OF MCKINNEY RENTAL APARTMENTS LLC | | | | | |
| ROBERTSON FRANK & KATY | | | | | |
| NGUYEN ANNA TRANG & TUAN | | | | | |
| EASTER PHILLIP J | | | | | |
| YIP KIN WAH & LI GUO XIANG | | | | | |
| ABRAMS GENEVA | | | | | |
| NELSON MARTHA LOUISE - LE & ESTATE OF W L NELSON | | | | | |
| RIOS J CARMEN & MARIA E & RIOS SAUL | | | | | |
| MEDINA SANTOS LANDEROS | | | | | |
| MURILLO JESUS RIOS & MARIA RIOS | | | | | |
| CARROLL BILLY CLAUDE | | | | | |
| MALDONADO MARTIN | | | | | |
| COLLIN COUNTY RECYCLERS INC | ROY MILLER AUTO SALVAGE | | | | |
| RODRIGUEZ ANITA | | | | | |
| RODRIGUEZ ANITA | | | | | |
| GAYTAN CARLOS & LUCIANO GAYTAN & VIRGINIA CERVANTES | | | | | |
| RODRIGUEZ ERNESTO F | | | | | |
| RODRIGUEZ ERNESTO F | | | | | |
| OWEN NEVA - LE BILLY OWEN ETAL | | | | | |
| OWEN NEVA - LE BILLY OWEN ETAL | | | | | |
| OXFORD BARBARA J | | | | | |
| OXFORD BARBARA J ETAL | | | | | |
| LUCID PARTNER LLC | | | | | |
| LUCID PARTNER LLC | | | | | |
| GRAYCOURT REAL ESTATE LLC | | | | | |
| GRAYCOURT REAL ESTATE LLC | | | | | |
| LOVE JONETH WILLIAM JR ESTATE OF C/O RAY LOVE INDEPENDENT ADMINISTRATOR & ETAL | | | | | |
| LOVE JONETH WILLIAM JR ESTATE OF C/O RAY LOVE INDEPENDENT ADMINISTRATOR & ETAL | | | | | |
| PETTY FAMILY LIVING REVOC TRUST | JAMES L & BARBARA A PETTY - CO-TRUSTEES | | | | |
| PETTY FAMILY LIVING REVOC TRUST | JAMES L & BARBARA A PETTY - CO-TRUSTEES | | | | |
| LUCID PARTNERS LLC | | | | | |
| CASTLE JOYCE | | | | | |
| CASTLE JOYCE | | | | | |
| SMITH RONNIE ELVERT | | | | | |
| SMITH RONNIE ELVERT | | | | | |
| LOZANO TRISTAN & ANGELINA | | | | | |
| LOZANO TRISTAN & ANGELINA | | | | | |
| ALEXANDER REVOCABLE LIV TRUST | ALEXANDER JOHN W/JW TRUSTEE | | | | |
| ALEXANDER REVOCABLE LIV TRUST | ALEXANDER JOHN W/JW TRUSTEE | | | | |
| ALEXANDER REVOCABLE LIV TRUST | ALEXANDER JOHN W/JW TRUSTEE | | | | |
| TALIAFERRO JAMES D & TALIAFERRO FRANCES K | | | | | |
| TALIAFERRO JAMES D & TALIAFERRO FRANCES K | | | | | |
| SIMS SHERRY | | | | | |
| SIMS SHERRY | | | | | |
| PHAM TRISTAN | | | | | |
| PHAM TRISTAN | | | | | |
| WORTHAM INVESTMENTS LLC | | | | | |
| UECKER E EUGENE & DIANA S | | | | | |
| MURLEY ADDIE JEAN | | | | | |
| SULLIVAN JIMMY & ANGELA | | | | | |
| SULLIVAN JIMMY & ANGELA | | | | | |
| PINGLETON DANNY E | | | | | |
| GUERRA KELLY ELIZABETH & DAVID | | | | | |
| PRINCE PEGGY | | | | | |
| CAVE JAMES L & PATSY | | | | | |
| WEBSTER BILLY JACK & HELEN | | | | | |
| PAT VENTURES LLP | | | | | |
| PAT VENTURES LLP | | | | | |
| WILSON AMBER | | | | | |

# Spur 399 Extension from US 75 to US 380
## Adjacent Property Owner & Residences Mailing List

| NAME (LAST NAME FIRST) | | ADDRESS | CITY | STATE | ZIP |
|---|---|---|---|---|---|
| HASCAL LYNNE K | | [redacted] | | | |
| FISHER TRUST | JOHNNIE DEE FISHER TRUSTEE | | | | |
| PATEL MALTI | | | | | |
| GARCIA JOSE | | | | | |
| GARCIA JOSE | | | | | |
| DONNELL STEPHEN F | | | | | |
| CAMPBELL WAITE | | | | | |
| SPURGIN KENNETH NELSON | | | | | |
| SPURGIN KENNETH NELSON | | | | | |
| GARCIA TOMAS | | | | | |
| SCALZI HOWARD A & ELIZABETH V | | | | | |
| WALTRIP KENNETH W & LANA | | | | | |
| WALTRIP KENNETH W & LANA | | | | | |
| ANDERSON VAN & TERESA | | | | | |
| WALTRIP KENNETH W & LANA | | | | | |
| GONZALES TERRY GLENN | | | | | |
| JOHNSON CURTIS L & DEBRA M | | | | | |
| D'OTTAVIO MARIANO JR & TRESSA R | | | | | |
| CALDWELL CHARLES D & DEBORAH A | | | | | |
| TREJO RUDDY & GLORIA | | | | | |
| MONDY EMILY M & ANDREW J MONDY | | | | | |
| MILLER CHRISTINE CLARK & LANCE | | | | | |
| FLORES MARIO & SENAIDA | | | | | |
| TAMPLEN MICHEAL D & MARCUS DREW TAMPLEN | | | | | |
| TEMORI WAHAB | | | | | |
| BERHOW JEAN J | | | | | |
| AREVALO-FRANCO ARTURO | | | | | |
| SHAW JOHN J - LE SHIRLEY A SHAW | | | | | |
| COLLINS PROPERTY CO THE | | | | | |
| COLLINS PROPERTY CO THE | | | | | |
| OHM VERTEX LLX | | | | | |
| OHM VERTEX LLX | | | | | |
| RAFAELOV MOSHE | | | | | |
| RAFAELOV MOSHE | | | | | |
| MCCLELLAN AMY HINES | | | | | |
| MCCLELLAN AMY HINES | | | | | |
| HOLLAND GERALD C | | | | | |
| HOLLAND GERALD C | | | | | |
| IZAGUIRRE CRESENCIO | | | | | |
| APOSTOLIC CHURCH OF JESUS | | | | | |
| APOSTOLIC CHURCH OF JESUS | | | | | |
| MCCLELLAN BRADLEY | | | | | |
| MCCLELLAN AMY HINES | | | | | |
| SARVER MILDRED | C/O MILDRED HOLLEY | | | | |
| AZAMI MOHAMMAD S & JAMSHID AZAMI | | | | | |
| AZAMI MOHAMMAD S & JAMSHID AZAMI | | | | | |
| RAFAELOV MOSHE | C/O A26 LUMBER | | | | |
| RAFAELOV MOSHE | C/O A26 LUMBER | | | | |
| MCCLELLAN AMY HINES | | | | | |
| ALARCON GABRIEL | | | | | |
| NORTH COLLIN SPECIAL UTILITY DISTRICT | | | | | |
| NORTH COLLIN SPECIAL UTILITY DISTRICT | | | | | |
| NIELL THOMAS E & MARIAN GAYNELL | | | | | |
| NIELL THOMAS E & MARIAN GAYNELL | | | | | |
| STRATEGIC HOLDINGS | | | | | |
| STRATEGIC HOLDINGS | | | | | |
| KAZI MAZHARU U REVOCABLE TRUST | | | | | |
| KAZI MAZHARU U REVOCABLE TRUST | | | | | |
| COSTELLO LAWRENCE J & DALE | | | | | |
| MCKINNEY ECONOMIC DEVELOPMENT CORPORATION | | | | | |
| PORTERA ANTHONY & ANN-MARIE | | | | | |
| PAT VENTURES LLP | | | | | |
| COMEGYS HOLDINGS I LTD | | | | | |
| COMEGYS HOLDINGS I LTD | | | | | |
| BURKE DARLENE A | | | | | |
| BURKE DARLENE A | | | | | |
| BOURLAND MARCUS & MANDY | | | | | |
| WOOD WILLIAM E | | | | | |
| RUTLEDGE MICHAEL LEON & VICKI | | | | | |
| HOFFMANN CONNIE | | | | | |
| HOFFMANN CONNIE | | | | | |
| BHARGAVA MARINA | | | | | |
| BHARGAVA MARINA | | | | | |
| HUGHES KELLY L & JILL | | | | | |

# Spur 399 Extension from US 75 to US 380
## Adjacent Property Owner & Residences Mailing List

| NAME (LAST NAME FIRST) | | ADDRESS | CITY | STATE | ZIP |
|---|---|---|---|---|---|
| OXFORD BARBARA J | | [redacted] | | | |
| HAMM ANGEL | | | | | |
| JACOBS JAQUITA G | | | | | |
| STEPHENS PATRICIA | | | | | |
| CHRON RICHARD L & DENINE L | | | | | |
| ALLEN GEORGE W JR & MARGARET S | | | | | |
| HODSON LESTER L & ET UX | | | | | |
| BROWN MELISSA | | | | | |
| HEFNER WICK WINSTON | | | | | |
| HEFNER WICK WINSTON | | | | | |
| STEVENSON MARK ETUX | | | | | |
| ESSELMAN SUSAN K & THOMAS V | | | | | |
| HURDLE KIMBERLY | | | | | |
| INGE KENNETH & BECKY | | | | | |
| GRAY BRIAN S & JENNIFER | | | | | |
| MEJORADO JOSE & LAURA | | | | | |
| MEJORADO JOSE & LAURA | | | | | |
| GANT EARL R & ANNETTA | | | | | |
| BEREND CASEY LYNN | | | | | |
| HOLDEN DENISE LYNNE FOWLER & PATRICIA DIANA STURGES & ERIC JAMES STURGES | | | | | |
| HOLDEN DENISE LYNNE FOWLER & PATRICIA DIANA STURGES & ERIC JAMES STURGES | | | | | |
| PEDERSON ANDREW & BROOKE LEWTHWAITE & JAMES LEWTHWAITE & JACQUELINE LEWTHWAITE | | | | | |
| NEWELL LINDA & MICHAEL G | | | | | |
| METCALF DAVID M & JEAN M | | | | | |
| METCALF DAVID M & JEAN M | | | | | |
| HERNANDEZ RALPH JR & MELANIE MARIE | | | | | |
| GILMORE RAYMOND L ETUX | | | | | |
| JOHNSON MARIE NICOLE | | | | | |
| JOHNSON MARIE NICOLE | | | | | |
| FRANKLIN CHARLES W & VIOLETA J | | | | | |
| FRANKLIN CHARLES W & VIOLETA J | | | | | |
| WOODALL PATRICK & CAROLYN | | | | | |
| WOODALL PATRICK & CAROLYN | | | | | |
| WARREN DARRELL D & SHERRY | | | | | |
| WARREN DARRELL D & SHERRY | | | | | |
| WATERMAN MARK V & LYNN J | | | | | |
| WATERMAN MARK V & LYNN J | | | | | |
| SAMMONS PATRICK M & LETITIA A & SAMMONS NADINE G | | | | | |
| SAMMONS PATRICK M & LETITIA A & SAMMONS NADINE G | | | | | |
| LUNA WAYNE & CONNIE | | | | | |
| LUNA WAYNE & CONNIE | | | | | |
| HOWARD ROBERT J & MELINDA | | | | | |
| DUDAS JOSEPH E & MICHELE A | | | | | |
| DUDAS JOSEPH E & MICHELE A | | | | | |
| COWART MILTON & VANESSA | | | | | |
| LENTZ ROBERT E & LENA R | | | | | |
| ROJAS JOSE & MARIA DE LA LUZ | | | | | |
| SSCP MCDONALD ST LLC ATTN: JAKE RAMAGE | PRESIDENT & CEO | | | | |
| SSCP MCDONALD ST LLC ATTN: JAKE RAMAGE | PRESIDENT & CEO | | | | |
| OSTICK RANDY G & TERRY A | | | | | |
| WEIBLEY RICHARD E & PAMELA D | | | | | |
| SERENO CARLOS | | | | | |
| SERENO CARLOS | | | | | |
| MCK CORP OF JEHOVAH'S WITNESSES | C/O KEITH MCVAY | | | | |
| MCK CORP OF JEHOVAH'S WITNESSES | C/O KEITH MCVAY | | | | |
| MAESTAS STEVE R | | | | | |
| MAESTAS STEVE R | | | | | |
| ZAMARRIPA PETRONILO | | | | | |
| BEST WAY PROPERTIES LLC | | | | | |
| BEST WAY PROPERTIES LLC | | | | | |
| WILLIAMS PAUL O & BILLIE RUTH | | | | | |
| WILLIAMS PAUL O & BILLIE RUTH | | | | | |
| LATTIMORE MATERIALS COMPANY LP | | | | | |
| HARRIS ROGER D | | | | | |
| HARRIS ROGER D | | | | | |
| PRESSNELL HAROLD D | | | | | |
| BUDDY MARTIN REAL ESTATE LTD | | | | | |
| BUDDY MARTIN REAL ESTATE LTD | | | | | |
| 416 INTERCHANGE BUSINESS PARK LP | | | | | |
| BROWN JAMES DENNIS & MAXINE TRAVIS - LE | THE JAMES DENNIS BROWN & MAXINE TRAVIS REVOCABLE LIV TRUST | | | | |
| GRANDIOSE HOME LLC | | | | | |
| GRANDIOSE HOME LLC | | | | | |
| ESCAMILLA PATRICIA ANNETTE & BRYAN ESCAMILLA | | | | | |
| ESCAMILLA PATRICIA ANNETTE & BRYAN ESCAMILLA | | | | | |

# Spur 399 Extension from US 75 to US 380
## Adjacent Property Owner & Residences Mailing List

| NAME (LAST NAME FIRST) | | ADDRESS | CITY | STATE | ZIP |
|---|---|---|---|---|---|
| THOMAS MARIE | JESSIE SHAW | [redacted] | | | |
| RODRIGUEZ CLEMENTE | | | | | |
| CUEVAS JOSE C | | | | | |
| A&A EXCLUSIVE LLC | | | | | |
| A&A EXCLUSIVE LLC | | | | | |
| MCKINNEY CITY OF | | | | | |
| MCKINNEY CITY OF | | | | | |
| VON HASSLER BERNDT & DORIT VON HASSLER | | | | | |
| ZOHLMANN WILLIAM T JR & NANCY L | | | | | |
| YANG YANFENG | | | | | |
| YANG YANFENG | | | | | |
| MIEROW ROBERT & NICOLE | | | | | |
| GORDON BRANDON & CAROL | | | | | |
| CHAVIS MARK R & CHRISTINA L | | | | | |
| MONTGOMERY JIMMY RAY & SUSAN KAY | | | | | |
| SOUTHARD KENNETH DALE | | | | | |
| SOUTHARD KENNETH DALE | | | | | |
| PETWAY JOHN & DEBBIE | | | | | |
| PETWAY JOHN & DEBBIE | | | | | |
| OLVERA MARCELO | | | | | |
| OLVERA MARCELO | | | | | |
| DRAKE DONALD W & BENJAMIN RAY DRAKE | | | | | |
| STANTON CHRISTOPHER B & AMANDA C | | | | | |
| TM CYPRESS HOLDINGS LLC | C/O CIC COATINGS LLC | | | | |
| TM CYPRESS HOLDINGS LLC | C/O CIC COATINGS LLC | | | | |
| SZYMANOWICZ STEVEN L | | | | | |
| THOMASON ROBERT L | | | | | |
| UGARTE JOSE & OLIMPIA | | | | | |
| ALGAM TARIK | | | | | |
| KNOX JAMES C & SONA M | | | | | |
| AGUILAR CARLOS & OLGA | | | | | |
| AGUILAR CARLOS & OLGA | | | | | |
| STARNES DICKY H - LE | STARNES LIVING TRUST | | | | |
| MARTINEZ JUAN & ANDREA | | | | | |
| WILLIAMS JERRY & CONSTANCE L | | | | | |
| WILLIAMS JERRY & CONSTANCE L | | | | | |
| LANEY KIRK | | | | | |
| LANEY KIRK | | | | | |
| TIJERINA HERIBERTO | | | | | |
| CANO ROSALVA & JACINTO CANO | | | | | |
| CANO ROSALVA & JACINTO CANO | | | | | |
| ATMOS ENERGY CORPORATION | | | | | |
| RANDALL PAULA HERRON | | | | | |
| FAIRVIEW CITY OF | | | | | |
| LIBERTY INVESTMENTS INC | C/O NORTH TEXAS PIPE & STEEL | | | | |
| LIBERTY INVESTMENTS INC | C/O NORTH TEXAS PIPE & STEEL | | | | |
| CAPPS THOMAS A SR & TAMMY R | | | | | |
| SANDERS WAYNE E | | | | | |
| COUCH WAREHOUSE LTD | | | | | |
| COUCH WAREHOUSE LTD | | | | | |
| GIDNEY DEBORAH JEAN & GREGORY WADE | | | | | |
| MCBROOM JOHN THOMAS | | | | | |
| GONZALEZ MICHAEL & DEENA | | | | | |
| BURNS FAMILY INVESTMENTS LLC - SERIES I ATTN: ROBERT L BURNS JR | | | | | |
| BURNS FAMILY INVESTMENTS LLC - SERIES I ATTN: ROBERT L BURNS JR | | | | | |
| AYALA FRANK A & SALLY | | | | | |
| JUSTUS DOUGLAS | | | | | |
| JUSTUS DOUGLAS | | | | | |
| LESTER KENNETH O CO | | | | | |
| LESTER KENNETH O CO | | | | | |
| LI GUO XIANG & YIP KIN WAH | | | | | |
| P4 HOLDINGS LLC | | | | | |
| P4 HOLDINGS LLC | | | | | |
| BLANCO CESAR ANTONIO | | | | | |
| BABYAK JOSEPH VINCENT | | | | | |
| WEBSTER RICKY JACK JR | | | | | |
| PANNKUK BOBBY JR & SPURGIN MONTY | | | | | |
| TAYLOR CORY B & WILLIAM J | | | | | |
| PRINCE NANCY K | | | | | |
| MARTIN RANDOLPH L | | | | | |
| HORNSTEIN ROBERT W & KAREN C | | | | | |
| JOHNSON JULIE KAY | | | | | |
| COOK PRESTON & MADISON COOK | | | | | |
| ZABCIK DOROTHY ETAL | | | | | |

# Spur 399 Extension from US 75 to US 380
## Adjacent Property Owner & Residences Mailing List

| NAME (LAST NAME FIRST) | | ADDRESS | CITY | STATE | ZIP |
|---|---|---|---|---|---|
| NEEDHAM STEVEN E & MONA | | [redacted] | | | |
| GUIJOSA CANDIDO MEJIA & ALEXANDRA MARIE BUTSKO | | | | | |
| KOTICHA KIRTAN NALIN & YALI JIA | | | | | |
| KOTICHA KIRTAN NALIN & YALI JIA | | | | | |
| DECROO JERRY G & PATTI JO | | | | | |
| DECROO JERRY G & PATTI JO | | | | | |
| FOX KRISTOFER M | | | | | |
| VACHHANI VIMAL | | | | | |
| VACHHANI VIMAL | | | | | |
| FITZGERALD CHASE & LINDSAY | | | | | |
| ARELLANO JULIO C & DENISE ARELLANO | | | | | |
| ACEVEDO MICHAEL & JOANNE | | | | | |
| HUMPHRIS WILLIAM ALLEN & FAUSTINE GAIL | | | | | |
| LEE KATIE | | | | | |
| GIGLIO JOHN & BRENDA J GIGLIO | | | | | |
| NORTHCUTT CHARLES W & NORMA P | | | | | |
| CARNEVALE DIANE JUDITH | | | | | |
| TUNG TSANG KOW & MEI TAK LAM REVOCABLE TRUST THE | | | | | |
| TUNG TSANG KOW & MEI TAK LAM REVOCABLE TRUST THE | | | | | |
| NOWAK CHRISTOPHER J & DIANE | | | | | |
| JUSTIN DAVID C | | | | | |
| MIKHALEVSKIY MARK | | | | | |
| DOUGLAS ERIC J & JENNIFER N | | | | | |
| SAMAD MD ABDUS | | | | | |
| CLUB SETENTA LLC | | | | | |
| CLUB SETENTA LLC | | | | | |
| MULLENS MICHAEL | | | | | |
| MULLENS MICHAEL | | | | | |
| GRIEGO MICHAEL & ANNELIESE | | | | | |
| SIMON BOBBIE | | | | | |
| CASTILLO HUGO | | | | | |
| PARK SIN CHA & PARK HEE DOEK | | | | | |
| SEGOVIANO SERGIO J | | | | | |
| KING EMILY LANE | | | | | |
| HUANG FAN FAN | | | | | |
| HUANG FAN FAN | | | | | |
| ZHU PEGGY & JIANGUO NI | | | | | |
| ZHU PEGGY & JIANGUO NI | | | | | |
| MOHANCHANDRAN APARNA L | | | | | |
| JANNISE MICHAEL J & NORMA A - LE JANNISE FAMILY LIVING TRUST | | | | | |
| ANDERSON MARK ALLEN | | | | | |
| FAGAN GARY DON & NATALYA FAGAN | | | | | |
| FAGAN GARY DON & NATALYA FAGAN | | | | | |
| SEELY MICHAEL J & MARION | | | | | |
| SEELY MICHAEL J & MARION | | | | | |
| RUBLE KATHLEEN | | | | | |
| DAVIS AMY | | | | | |
| LIU DAISY & PETER QIAN | | | | | |
| LIU DAISY & PETER QIAN | | | | | |
| OWENS MARVIN L | | | | | |
| FLORY KATELYN & THOMAS MORENO | | | | | |
| 630 HOLDINGS LLC | | | | | |
| 630 HOLDINGS LLC | | | | | |
| 45 KNOTS LLC - SERIES 14 | | | | | |
| 45 KNOTS LLC - SERIES 14 | | | | | |
| ROZIN YEFIM L | | | | | |
| HANI VETON | | | | | |
| CHAI 36 LLC | C/O BENJAMIN D HALPERN | | | | |
| CHAI 36 LLC | C/O BENJAMIN D HALPERN | | | | |
| CHOPRA SHARAD & NIDHI MALHORTA | | | | | |
| CHOPRA SHARAD & NIDHI MALHORTA | | | | | |
| NICID LIMITED PARTNERSHIP | | | | | |
| GIRARD GIL & RACHEL OPPENHEIMER | | | | | |
| REID SCOTT F & JACQUELINE M LLC & MCKINNEY BUSINESS LTD | | | | | |
| REID SCOTT F & JACQUELINE M LLC & MCKINNEY BUSINESS LTD | | | | | |
| MOSHIRI FARHAD & ROSALINDA | | | | | |
| LENG JESUS | | | | | |
| QIAN PETER & DAISY LIU | | | | | |
| SHAIKH SHAHAN & APRIL | | | | | |
| OSADCHAYA SVETLANA & IVAN YAKOVLEVICH OSADCHIY | | | | | |
| GREENWALD KEVIN T & ALYSON H | | | | | |
| JAMES ROBERT LYNN JR | | | | | |
| GONZALES ROSEMARY | | | | | |
| DAVID CHARLES JR | | | | | |

# Spur 399 Extension from US 75 to US 380
## Adjacent Property Owner & Residences Mailing List

| NAME (LAST NAME FIRST) | | ADDRESS | CITY | STATE | ZIP |
|---|---|---|---|---|---|
| SABAN CLAUDETTE & DEAN MARTIN & NADINE JONES | | [redacted] | | | |
| SANDLIN VINCE | | | | | |
| SANDLIN VINCE | | | | | |
| SAUNDERS FAMILY TRUST THE SAUNDERS LUCIOUS R JR & KARON E TRUSTEES | | | | | |
| ALLEN ROBERT DARIN & MARCELA | | | | | |
| FRANKLIN ANNA CORINA & SHACKLEFORD DAVID ANTHONY | | | | | |
| ROE CRYSTAL MARIE & TIMOTHY CHASE ROE | | | | | |
| WILSON JOHN & DORITA L | | | | | |
| MEDINA JOSE D | | | | | |
| SHOFNER JOHN SR | | | | | |
| KESSLER ROBERT W & WENDY D | | | | | |
| HASKELL GREGORY F & ANITA SUE | | | | | |
| KNOX JOHN T & BETH | | | | | |
| KNOX JOHN T & BETH | | | | | |
| MONTHLEY BRAD & MARINA | | | | | |
| SADLER ZANE | | | | | |
| MALDONADO NORMA O | | | | | |
| WILLIAMSON TYLER | | | | | |
| SCHENCK GARY A | | | | | |
| SCHENCK GARY A | | | | | |
| GOODMAN CLAUDIA P | | | | | |
| BAKER DONNA REVOCABLE TRUST | DONNA JEAN BAKER TRUSTEE | | | | |
| KOCH WILLIAM F & VICKI ANNE DELMAR- KOCH | | | | | |
| KOCH WILLIAM F & VICKI ANNE DELMAR- KOCH | | | | | |
| LEATHERWOOD GLEN & LAN LI | | | | | |
| KELLEY LESLIE JAMES & KRISTA MARIE KELLEY | | | | | |
| DE MOLINA ELIZABETH CANO | | | | | |
| DE MOLINA ELIZABETH CANO | | | | | |
| EVANS JULIA L | | | | | |
| DAILEY COLLETTA L | | | | | |
| PETERSEN RANDEL DALE & LOWANA RAE | | | | | |
| CAMPBELL JANE | | | | | |
| CAMPBELL JANE | | | | | |
| BLISSETT MORRELL | | | | | |
| PARROTT SCOTT C | | | | | |
| CASSIDY CHRISTOPHER S & KATRINA | | | | | |
| GARZA ARTURO JR & SARAH | | | | | |
| WAAGE LAVONNE | | | | | |
| PROGRESS RESIDENTIAL BORROWER 7 LLC | | | | | |
| PROGRESS RESIDENTIAL BORROWER 7 LLC | | | | | |
| PERRY CAROL J | | | | | |
| FAIZ GROUP LLC - SERIES 2801 BERRY HILL | | | | | |
| FAIZ GROUP LLC - SERIES 2801 BERRY HILL | | | | | |
| PAYVAR HAMID | | | | | |
| ARCHACKI JOHN N & KELLI ANN | | | | | |
| SANCHEZ JOSE | | | | | |
| POLEVOY MIKHAIL | | | | | |
| KYSAR JOHN JACOB | | | | | |
| DE MOLINA ELIZABETH MARIA CANO | | | | | |
| QUDDUSI SAMEER | | | | | |
| NGUYEN TRUNG T & MYTHAO T NGUYEN | | | | | |
| WANG YAO & CHINPEI TANG | | | | | |
| WANG YAO & CHINPEI TANG | | | | | |
| SALAZAR JAMES C & JANET G SALAZAR | | | | | |
| BIRD SHANNON LEIGH- LE | BIRD FAMILY TRUST | | | | |
| BIRD SHANNON LEIGH- LE | BIRD FAMILY TRUST | | | | |
| WRIGHT RANDOLPH M | | | | | |
| WRIGHT RANDOLPH M | | | | | |
| TORRES JULIO CESAR | | | | | |
| COLLINS BRYAN | | | | | |
| SIFUENTES SALVADOR S ETAL | | | | | |
| SIFUENTES SALVADOR S ETAL | | | | | |
| CROSS ZACHARY ALLEN | | | | | |
| RASCON ADRIANA E FIERRO | | | | | |
| DAWSON ELAINE MARIE FAMILY LP THE | | | | | |
| DAWSON ELAINE MARIE FAMILY LP THE | | | | | |
| PRINCE O'ANN SPENCER | | | | | |
| MASTER HALCO INC | | | | | |
| MASTER HALCO INC | | | | | |
| DICUS BRUCE E & IRENE R | | | | | |
| COLLIN-HIGHWAY 5 LP | | | | | |
| SSCP MCDONALD ST LLC ATTN: JAKE RAMAGE | PRESIDENT & CEO | | | | |
| MCKINNEY CITY OF | | | | | |
| NAYEB HOLDING INC | | | | | |

# Spur 399 Extension from US 75 to US 380
## Adjacent Property Owner & Residences Mailing List

| NAME (LAST NAME FIRST) | | ADDRESS | CITY | STATE | ZIP |
|---|---|---|---|---|---|
| NAYEB HOLDING INC | | [redacted] | | | |
| BLACK KELLY & AMY | | | | | |
| BLACK KELLY & AMY | | | | | |
| NAYEB HOLDING INC | | | | | |
| PHILLIPS TRAVIS & LAURA L | | | | | |
| WILEY DK FAMILY TRUST | | | | | |
| SPARR BRAD & SUSAN B | | | | | |
| GADLIN TARA | | | | | |
| GREMILLION TERRIE | | | | | |
| MORRIS JAMES EDWARD | | | | | |
| GARZA ISERAL | | | | | |
| RUEDA RENE & ROSABELLE RICO | | | | | |
| ANGELES CHRISTOPHER LEE | | | | | |
| TIBEUS JOHAN & ALICIA | | | | | |
| MONDRAGON LUIS SERENO | | | | | |
| VSP DALLAS LLC | | | | | |
| VSP DALLAS LLC | | | | | |
| FEAGINS EDWIN | | | | | |
| 560 NEW HOPE HOLDINGS LLC | | | | | |
| 560 NEW HOPE HOLDINGS LLC | | | | | |
| MCKINNEY HILL PARK LLC | | | | | |
| MCKINNEY HILL PARK LLC | | | | | |
| LOMAS OCTAVIO | | | | | |
| SHAW JERRY D | | | | | |
| SHAW JERRY D | | | | | |
| JONES KATHY W & KENNETH | | | | | |
| SAMS DONALD D | | | | | |
| HASCAL RANDY J & LYNNE K | | | | | |
| FEAGINS EDWIN | | | | | |
| COLLINS KENNETH BRYAN | | | | | |
| MCKINNEY NATIONAL INDUSTRIAL PARK LLC | | | | | |
| MONTGOMERY JIMMY R & SUSAN K | | | | | |
| HERSHBERGER ANTHONY R & SHANNON M | | | | | |
| PITMAN CHARLES L & ANDREA | | | | | |
| GRIFFIN WILEY E TRUST | MINNIE F GRIFFIN ETAL TRSTS | | | | |
| GRIFFIN WILEY E TRUST | MINNIE F GRIFFIN ETAL TRSTS | | | | |
| MURPHY D R | | | | | |
| FAIRVIEW TOWN OF | | | | | |
| FAIRVIEW TOWN OF | | | | | |
| PIERSON KYLE RAY & RANDY DEAN PIERSON & | | | | | |
| PIERSON KYLE RAY & RANDY DEAN PIERSON & RANDY PIERSON CHARITABLE REMAINDER UNITRUST | | | | | |
| KUMAR ALOK & VINUTHA | | | | | |
| LANGE ROBERT V & RICHARD LANGE | | | | | |
| LANGE ROBERT V & RICHARD LANGE | | | | | |
| MCKINNEY CITY OF | | | | | |
| MOTSENBOCKER DARYL R | | | | | |
| MOTSENBOCKER DARYL R | | | | | |
| SANCHEZ DANIEL SR | | | | | |
| PARSONS REGINA - LE | JUSTON CODY PARSONS | | | | |
| PARSONS REGINA - LE | JUSTON CODY PARSONS | | | | |
| JACKSON ANGELA & FULGHUM SHARON & ANTHONY MAXWELL & LEONARD B MAXWELL JR | | | | | |
| JOINES JOE & WANEENE | | | | | |
| ENCORE WIRE CORPORATION | PROPERTY TAX DEPT | | | | |
| RELEMKE TRUST | | | | | |
| RELEMKE TRUST | | | | | |
| JEANES SANDRA LOU ETAL | | | | | |
| SHAHID FAMILY TRUST | | | | | |
| ABUDA RONALD & CYNTHIA | | | | | |
| ABUDA RONALD & CYNTHIA | | | | | |
| STEWART LOIS J REVOCABLE LIVING TRUST THE | | | | | |
| WORTHAM ROBERT D | | | | | |
| WORTHAM ROBERT D | | | | | |
| LEDESMA CANDELARIA PONSE & HOSEY MICHAEL L | | | | | |
| MCGOWEN DEBORAH K | | | | | |
| EPISCOPAL DIOCESE OF DALLAS THE CORPORATION | | | | | |
| HARGRAVES TOM | | | | | |
| HARGRAVES TOM | | | | | |
| BECERRA JOSE A | | | | | |
| HARDIMON JOHN | | | | | |
| HARDIMON JOHN | | | | | |
| HERNANDEZ MARCOS & HERNANDEZ ROSA CHAIRES | | | | | |
| HERNANDEZ MARCOS & HERNANDEZ ROSA CHAIRES | | | | | |
| SANTANA ANTONIO & GUERRERO TERESA | | | | | |
| SANTANA ANTONIO & GUERRERO TERESA | | | | | |

# Spur 399 Extension from US 75 to US 380
## Adjacent Property Owner & Residences Mailing List

| NAME (LAST NAME FIRST) | | ADDRESS | CITY | STATE | ZIP |
|---|---|---|---|---|---|
| SOLANO TIMOTHY LEE SR | | [redacted] | | | |
| RICHEY SHERRY L | | | | | |
| JIMENEZ HERLINDA | | | | | |
| ALLSOP TERRY LYNN | | | | | |
| SIMMONS KEYONDA RETOYCE | | | | | |
| DAVIS BOBBY T SR | | | | | |
| VELEZ CLEMENTE | | | | | |
| LAUREL PAHOLA ALEJOS & PABLO ALEJOS LAUREL | | | | | |
| KENNETH O LESTER CO INC | | | | | |
| TXI OPERATIONS LP | TAX DEPARTMENT | | | | |
| TXI OPERATIONS LP | TAX DEPARTMENT | | | | |
| MURPHY AUBREY P II | | | | | |
| POWELL JOHN W SR | | | | | |
| POWELL JOHN WARREN SR | | | | | |
| MALDONADO DOMINGO | | | | | |
| FAIRWAYS WILSON CREEK APARTMENTS LLC | | | | | |
| FAIRWAYS WILSON CREEK APARTMENTS LLC | | | | | |
| RICARDO LEOPOLDO & ALEJOS MARIA ELISA | | | | | |
| RICARDO LEOPOLDO & ALEJOS MARIA ELISA | | | | | |
| MERINO ANTONIO & BENITA | | | | | |
| HIGH DESERT HOLDINGS LLC | | | | | |
| HIGH DESERT HOLDINGS LLC | | | | | |
| OLIVARES SALVADOR & NIDIA N | | | | | |
| OLIVARES SALVADOR & NIDIA N | | | | | |
| PANIAGUA DENISSE E DIAZ | | | | | |
| ALLEN GLENN | | | | | |
| ADAJAR JOSE | | | | | |
| TM AVIATION PARTNERS LP | | | | | |
| TM AVIATION PARTNERS LP | | | | | |
| ESCAMILLA SILVIA | | | | | |
| WILSKER PROPERTIES LLC | | | | | |
| WILSKER PROPERTIES LLC | | | | | |
| KELLY KENDALL J | | | | | |
| RDD TRUST | RICHARD D & ROSEMARY DUMAIS CO TRUSTEES | | | | |
| LIFLAND KENNETH DAVID | | | | | |
| LOTT JASON | | | | | |
| CCH INVESTMENTS LP | | | | | |
| DIAMOND ROBERT A | | | | | |
| WILSON DAVID K & SUSAN L | | | | | |
| COFFEY CALVIN A | | | | | |
| FLUNKER RICHARD L | | | | | |
| BURGDORF DALE A & GLORIA R | | | | | |
| REDMON JAMES | | | | | |
| BERTRAM DAVID & POLLOCK MICHAEL | | | | | |
| FERRARO JEFFREY T | | | | | |
| BLALOCK JEFFREY A & CAROL L | | | | | |
| FERRARO THOMAS P & FERRARO JEFFREY THOMAS | | | | | |
| MONETTE MICHAEL A & LINDA J | | | | | |
| COWAN ANDREW T | | | | | |
| HIGHER GROUND AVIATION LLC | | | | | |
| SC & DSS LLC | | | | | |
| MITCHELL THOMAS W & ANITA P | | | | | |
| WILLIAMSON L WAYNE LIVING TRUST THE | L WAYNE WILLIAMSON TRUSTEE | | | | |
| KERIN CHARLES A | | | | | |
| MOORE THOMAS A | | | | | |
| BOST DEBORA S | | | | | |
| HUFF PETER C & NANCY L | | | | | |
| DOYLE DANNY GLENN & PATRICIA LEE DOYLE | | | | | |
| MCKINNEY CITY OF | | | | | |
| LORENZ PAUL A & SHERI | | | | | |
| MONTGOMERY JIMMY & SUSAN K | | | | | |
| LOWREY CROSSING LP | | | | | |
| GRIFFIN WILEY E TRUST | MINNIE F GRIFFIN ETAL TRSTS | | | | |
| GRIFFIN THOMAS B | | | | | |
| INTERMCKINNEY LLC | | | | | |
| TINAJERO SERGIO | | | | | |
| BOTELLO CAYETANO M | | | | | |
| PARTIDA SAVINA P | | | | | |
| JOHNSON REUBEN | | | | | |
| JOHNSON REUBEN | | | | | |
| JOHNSON REUBEN | | | | | |
| JOHNSON REUBEN & EVELYN | | | | | |
| JOHNSON EVELYN ELIZABETH | | | | | |
| JOHNSON EVELYN ELIZABETH | | | | | |

# Spur 399 Extension from US 75 to US 380
## Adjacent Property Owner & Residences Mailing List

| NAME (LAST NAME FIRST) | | ADDRESS | CITY | STATE | ZIP |
|---|---|---|---|---|---|
| ALLEN ROOSEVELT | | [redacted] | | | |
| ALLEN ROOSEVELT | | | | | |
| REYNOLDS SUSAN JEAN | | | | | |
| PONSE TEODORA | | | | | |
| EVANS GLORIA EARLYSE | | | | | |
| EVANS GLORIA EARLYSE | | | | | |
| HOLLOWAY CLEO | | | | | |
| TIFF BRUCE | | | | | |
| TIFF BRUCE | | | | | |
| LOMAS OCTAVIO | | | | | |
| CORNERSTONE MINISTRIES INC | | | | | |
| SIMPSON MANUFACTURING CO INC | | | | | |
| SIMPSON MANUFACTURING CO INC | | | | | |
| VANSTORY MIKE & KIYONO VANSTORY | | | | | |
| JORDAN KERRY C & MICHAEL | | | | | |
| AQUILAR ANGEL SOLORZANO | | | | | |
| AQUILAR ANGEL SOLORZANO | | | | | |
| LEWIS GUADALUPE RAMONA | | | | | |
| ZAJAC MICHAEL G | | | | | |
| WILLIAMS BIRDIE LEE | | | | | |
| PANG DON & VALERIE FRANCES | | | | | |
| HOUSING AUTHORITY CITY OF MCKINNEY | | | | | |
| ACM INVESTMENTS LLC | | | | | |
| ACM INVESTMENTS LLC | | | | | |
| CLAY-BOL5 PROPERTIES LLC | | | | | |
| MCKINNEY HOUSING AUTHORITY | | | | | |
| GREER JOHN D | | | | | |
| GREER JOHN D | | | | | |
| OWNER OF RECORD | | | | | |
| ARZATE LOUIS FERNANDO & JUAN ARZATE OCHOA & FANY RAMIREZ MENDOZA | | | | | |
| STANDIFER DEVELOPMENT LLP | | | | | |
| ROCHA CUEVAS JOSE & SUSANA ONTIVEROS RESENDIZ | | | | | |
| SONG LIJUAN | | | | | |
| SONG LIJUAN | | | | | |
| SUAREZ MARINO & SUAREZ EUSEBIO & IGNACIA | | | | | |
| TANGUMA MICHAEL L | | | | | |
| LOKHANDE BHUSHAN K & VEENA B | | | | | |
| PSLG HOLDINGS LLC | | | | | |
| PSLG HOLDINGS LLC | | | | | |
| FLORES JOSE M | | | | | |
| VENTURE MASTERS LLC - JOYCE | C/O ZAFAR AHMAD | | | | |
| VENTURE MASTERS LLC - JOYCE | C/O ZAFAR AHMAD | | | | |
| HERNANDEZ MARIA A & MARTINEZ JESSE | | | | | |
| CONTRERAS REYNA E | | | | | |
| RUIZ MIRNA LICEX & JUAN A | | | | | |
| WEBB KACIRIAN | | | | | |
| GREZE ALEXANDRE | | | | | |
| BURGOS PAUL ANTHONY RIVERA & CANY IVETTE SOTO RODRIGUEZ | | | | | |
| TSAI KAICHIEN & PU XU | | | | | |
| TSAI KAICHIEN & PU XU | | | | | |
| SILVA-ROCHA AMADO & ROCIO DEL CARMEN VALLEJO-ALONZO | | | | | |
| LEWIS AMBER D | | | | | |
| BALDERAS NELSON | | | | | |
| MENDEZ MARCELO V | | | | | |
| MENDEZ MARCELO V | | | | | |
| EARL OUIDA | | | | | |
| EARL OUIDA | | | | | |
| SAN MIGUEL AND ASSOCIATES INC | | | | | |
| SAN MIGUEL AND ASSOCIATES INC | | | | | |
| GUERRERO JOSE A DE AQUINO | | | | | |
| LIU JENHUA & CHIENYUAN CHANG FAMILY TRUST | JENHUA LIU & CHIENYUAN CHANG-CO TRUSTEES | | | | |
| LIU JENHUA & CHIENYUAN CHANG FAMILY TRUST | JENHUA LIU & CHIENYUAN CHANG-CO TRUSTEES | | | | |
| KLINE WILLIAM H IV & SEPTEMBER GEHRING | | | | | |
| KLINE WILLIAM H IV & SEPTEMBER GEHRING | | | | | |
| ORTEGA JESUS & TERESA | | | | | |
| ORTEGA JESUS & TERESA | | | | | |
| BUSS MATTHEW DUNCAN | | | | | |
| ALMENDAREZ RENE P & MARIA DEL CARMEN CAMPOS LARA | | | | | |
| GOMEZ ENRIQUE | | | | | |
| YU MING | | | | | |
| THOMAS TERRI | | | | | |
| THOMAS TERRI | | | | | |
| VAZQUEZ MARTIN & RAMIREZ AUN | | | | | |
| VAZQUEZ MARTIN & RAMIREZ AUN | | | | | |

# Spur 399 Extension from US 75 to US 380
## Adjacent Property Owner & Residences Mailing List

| NAME (LAST NAME FIRST) | | ADDRESS | CITY | STATE | ZIP |
|---|---|---|---|---|---|
| HERNANDEZ J REFUGIO & GARCIA YOLIVELI | | [redacted] | | | |
| ZHONG HAILANG | | | | | |
| ZHONG HAILANG | | | | | |
| NIETO-RODRIGUEZ ARTURO & ZUNIGA ELIZABETH S | | | | | |
| QUEZADA HUMBERTO | | | | | |
| YU TAOHUA LIVING TRUST | | | | | |
| YU TAOHUA LIVING TRUST | | | | | |
| PROGRESS RESIDENTIAL BORROWER 4 LLC | | | | | |
| CANESSA CARLOS | | | | | |
| ZHOU LICI | | | | | |
| ZHOU LICI | | | | | |
| MENDEZ ABIGAIL C | | | | | |
| LEE JIING HUEY | | | | | |
| LEE JIING HUEY | | | | | |
| SCOTT MIKE S | | | | | |
| LING KINKWAN | | | | | |
| LING KINKWAN | | | | | |
| TURNER WALDO A | | | | | |
| TURNER WALDO A | | | | | |
| OWEN EDDY MIKE | | | | | |
| OWEN EDDY MIKE | | | | | |
| GARCIA LUCIO JOSE | | | | | |
| LUO HUI & YU ZHENG | | | | | |
| LUO HUI & YU ZHENG | | | | | |
| REED RICHARD & JEAN L | | | | | |
| REED RICHARD M & JEAN | | | | | |
| GUEVARA ELEUTERIO P | | | | | |
| STATE OF TEXAS | | | | | |
| MCKINNEY FIRST BAPTIST CHURCH THE | | | | | |
| MCKINNEY FIRST BAPTIST CHURCH THE | | | | | |
| GREER THELMA & JOHN | | | | | |
| HENDRICKSON HOLDINGS LLC | | | | | |
| GARDUNO HECTOR & KIMBERLY BROOKE | | | | | |
| MCGINTY DENNIS | | | | | |
| MCGINTY DENNIS | | | | | |
| INTERMCKINNEY LLC | | | | | |
| CARRANZA RUMALDO & YOLANDA CARRANZA | | | | | |
| ALLEN ANNIE B | | | | | |
| ALLEN ANNIE B | | | | | |
| MCKINNEY ECONOMIC DEVELOPMENT CORPORATION | | | | | |
| TEXAS BULLETINS INC | | | | | |
| VELA SANDRA VILLANUEVA | | | | | |
| GARCIA REBECCA | | | | | |
| GARCIA REBECCA | | | | | |
| WILBOW-MERIDIAN LLC | LOCKBOX 13 | | | | |
| MCKINNEY GREENS HOMEOWNERS ASSOCIATION INC | C/O ESSEX HOA MANAGEMENT LLC | | | | |
| CASTRO MARIA DEL CARMEN | | | | | |
| MCKINNEY CITY OF | | | | | |
| HASSAN YOUSSEF & HUDA KAZAK HASSAN | | | | | |
| HASSAN YOUSSEF & HUDA KAZAK HASSAN | | | | | |
| HAUK RYAN JOSEPH | | | | | |
| PEREZ RONNY & CHRISTINA | | | | | |
| CREMER CHRISTOPHER J | | | | | |
| DAY TONYA | | | | | |
| WATSON RAY W & MARILYN J | | | | | |
| HPA TEXAS SUB 2016-2 ML LLC | | | | | |
| HPA TEXAS SUB 2016-2 ML LLC | | | | | |
| HPA US1 LLC | | | | | |
| JAFARITABAR AMIR & MIHAN NAZEMI | | | | | |
| STEVENS JACK B SR & DOROTHY E | | | | | |
| DAVE SAUMIL SUNILKUMAR & SWATI SAUMIL | | | | | |
| HOOPER LINDA | | | | | |
| SMILANSKY-LAW REVOCABLE TRUST | | | | | |
| SMILANSKY-LAW REVOCABLE TRUST | | | | | |
| QU DONGSHENG | | | | | |
| DAUPER JOSEPH L & LINDA | | | | | |
| BEAVERS DIXIE - LE & WARLICK PAMELA ANN | | | | | |
| GILLICK NICHOLAS & CHRISTINA | | | | | |
| TILLMAN KATHLEEN C SURVIVORS TRUST | | | | | |
| TILLMAN KATHLEEN C SURVIVORS TRUST | | | | | |
| DURHAM HAROLD III & AMY E | | | | | |
| MDC FINANCIAL LLC | | | | | |
| MDC FINANCIAL LLC | | | | | |
| MORET DANIEL D & DEBORAH K | | | | | |

# Spur 399 Extension from US 75 to US 380
## Adjacent Property Owner & Residences Mailing List

| NAME (LAST NAME FIRST) | | ADDRESS | CITY | STATE | ZIP |
|---|---|---|---|---|---|
| RUBAYE LAYTH AL & SAHAR HASSANY & AYAH AL RUBAYE | | [redacted] | | | |
| TEESE S & S REVOCABLE TRUST | | | | | |
| TEESE S & S REVOCABLE TRUST | | | | | |
| TURNER CECIL A & MARGO | | | | | |
| WANG SHIH-NAN CARY & HSIAO-WEI WANG | | | | | |
| WANG SHIH-NAN CARY & HSIAO-WEI WANG | | | | | |
| WISEMAN RICHARD N & VICKI E | | | | | |
| ROECKER FAMILY TRUST | | | | | |
| JONES JOHN BRENT | | | | | |
| FLOOD WALTER | | | | | |
| MAZZA-CULLEN NINA | | | | | |
| BEELEN CARYN L | | | | | |
| LUMBERSON KEVIN K & DONNA R | | | | | |
| STEFFEY JAMES R JR & RONDA | | | | | |
| ALCANTARA JOHNNY L | | | | | |
| FRANZEN DAVID & CATHERINE FRANZEN | | | | | |
| SWEI JOHN & ALICE YE | | | | | |
| WYNN TIMOTHY | | | | | |
| HOWELL BRANDON S | | | | | |
| HABIBI EVA | | | | | |
| BONAL DANIEL P & DEBRA L FAMILY REVOCABLE LIVING TRUST | DANIEL P BONAL & DEBRA L BONAL - COTRUSTEES | | | | |
| BONAL DANIEL P & DEBRA L FAMILY REVOCABLE LIVING TRUST | DANIEL P BONAL & DEBRA L BONAL - COTRUSTEES | | | | |
| CASTRO DE JAMES SARA JOSEFINA | | | | | |
| SCOTT WINFIELD A & KATIE A | | | | | |
| CLARK RANDY KEITH | | | | | |
| KIRK BENJY & HANISHABEN | | | | | |
| KIRK BENJY & HANISHABEN | | | | | |
| MCCLENDON DON & NANCY | | | | | |
| LOBPRISE GLENN | | | | | |
| PROPER GREENTY GP | | | | | |
| PROPER GREENTY GP | | | | | |
| RIVERO TERESA DE JESUS BALDERRAMA TRUST | TERESA DE JESUS BALDERRAMA RIVERO-TRUSTEE | | | | |
| SITU QIHUA & QILONG SITU & SUXIANG WU | | | | | |
| GRIM ROBERT & ELIZABETH | | | | | |
| GRIM ROBERT & ELIZABETH | | | | | |
| HAMDAN FAYZA & CECILIA LEE VAN GORP | | | | | |
| HAMDAN FAYZA & CECILIA LEE VAN GORP | | | | | |
| AZIZ NADEEM & QUDSIA NADEEM & AQSA NADEEM | | | | | |
| AZIZ NADEEM & QUDSIA NADEEM & AQSA NADEEM | | | | | |
| BOLLINGER TRACY LYNN | | | | | |
| BOLLINGER TRACY LYNN | | | | | |
| DEZZANY FRANCES JEAN | | | | | |
| DEZZANY FRANCES JEAN | | | | | |
| MARAFFA ASHLEY & KEITH | | | | | |
| MARAFFA ASHLEY & KEITH | | | | | |
| PRINE WILLIAM PAYTON & KAYLA NICOLE | | | | | |
| PRINE WILLIAM PAYTON & KAYLA NICOLE | | | | | |
| RAY DONNA ROBUCK | | | | | |
| RAY DONNA ROBUCK | | | | | |
| JAIN ANJU | | | | | |
| JAIN ANJU | | | | | |
| SUN DANFENG | | | | | |
| SHANSAB RAHIM & MARJAN SHANSAB & MOLLY SHANSAB | | | | | |
| PAWAR PARAG Y & NEETA SOBHANI | | | | | |
| COOPER DWAYNE & BARBARA COOPER | | | | | |
| ALI HAKIMUDDIN | | | | | |
| EASTER MARY L & BILLY D BURNETT | | | | | |
| WILCOX JOHN CRAIG | | | | | |
| HOLMES ROCHESTER | | | | | |
| HONG BYUNG HEE & YOUNG HEE KIM | | | | | |
| LIU JIANQUI & SHAOHUA ZHANG | | | | | |
| NAVARRO RUBY E | | | | | |
| SHEPARD MORRIS | | | | | |
| PALACIOS THELMA NAXIL CANTU | | | | | |
| REALNASAS- SERIES K LLC | | | | | |
| REALNASAS- SERIES K LLC | | | | | |
| CAI YUHUA & HONGHUI HUANG | | | | | |
| CAI YUHUA & HONGHUI HUANG | | | | | |
| RABBI SAMIR FAZLE & HANAA HAJ BARAKAT | | | | | |
| SMITH SEAN W & GWENDOLYN P | | | | | |
| LY CHAU MINH | | | | | |
| WALKER CLINTON & CARLEY | | | | | |
| WALKER CLINTON & CARLEY | | | | | |
| MCCASKILL SHERRY LYN | | | | | |

# Spur 399 Extension from US 75 to US 380
## Adjacent Property Owner & Residences Mailing List

| NAME (LAST NAME FIRST) | | ADDRESS | CITY | STATE | ZIP |
|---|---|---|---|---|---|
| FAN LIN YUN | | [redacted] | | | |
| GARNER KYLE D | | | | | |
| NICHOL LIVING TRUST | NANCY E NICHOL - TR | | | | |
| ANGLE PAUL TERRY & ANNE-MARIE ANGLE | | | | | |
| HSU CHIAMING & RUTH HUANG | | | | | |
| CHOWDHURY SHAH M & TAZIN CHOWDHURY EMU | | | | | |
| SARRATT FRANKLIN W | | | | | |
| LIN FRANK ZILIANG | | | | | |
| SKOWRONSKI KRIS ALLEN & DIANA | | | | | |
| NASA VENTURES LLC | | | | | |
| NASA VENTURES LLC | | | | | |
| DUROVICK MICHAEL & WANDA | | | | | |
| SENAGA SHARON & KARTHIK HASSAN KENI | | | | | |
| KOSKI LINDA | | | | | |
| SALCEDO JORGE | | | | | |
| SALCEDO JORGE | | | | | |
| FRITZ BARBARA - LE MARTIN & RHODORA JUNGCO PRITCHETT | | | | | |
| WATERS JASON & JENNIFER | | | | | |
| SNYDER DAVID & SARAH | | | | | |
| SNYDER DAVID & SARAH | | | | | |
| OWNER OF RECORD | | | | | |
| PATTERSON BRADLEY J & LORI R | | | | | |
| BAZAN SCOTT K & ANGELA Y | | | | | |
| 2019-1 IH BORROWER LP | C/O INVITATION HOMES | | | | |
| 2019-1 IH BORROWER LP | C/O INVITATION HOMES | | | | |
| ANDERSON MARILYN J | | | | | |
| FOREMAN CHRISTINE | | | | | |
| BOGNER KRISTIE | | | | | |
| CHEEVER JAMES & JULIE | | | | | |
| LEE VI CUONG & TU KHIEM DUONG | | | | | |
| LOFTIS GUS & GLENDA SUE LOFTIS | | | | | |
| SOUTH MICHAEL & JOYCE | | | | | |
| GAPEN JUSTIN P & DESARAE B | | | | | |
| SNOWDEN CRAWFORD LESLIE | | | | | |
| SPADONI DAVID R & RUBY MARLENE SPADONI | | | | | |
| GRIGORYAN ANNA | | | | | |
| HELM BRETT & KIRA LEE | | | | | |
| SCHICK WILLIAM THOMAS & JENNIFER M | | | | | |
| JONES MONIKA & RONALD JONES | | | | | |
| HELTON JOHN DOUGLAS | | | | | |
| THURSTON LORNA REESE | | | | | |
| SLIGAR KENNITH & DANA SLIGAR | | | | | |
| ARLEDGE NICHOLAS ISAAC & AMY ELIZABETH TOWNLEY | | | | | |
| MIZE BRAD | | | | | |
| HP TEXAS I LLC DBA HPA TX LLC | | | | | |
| HP TEXAS I LLC DBA HPA TX LLC | | | | | |
| AMH 2015-1 BORROWER LLC | | | | | |
| AMH 2015-1 BORROWER LLC | | | | | |
| COBB JOSEPH D | | | | | |
| BAYAT MEHRI & IRAJ BAYAT | | | | | |
| TARAFDAR KAISER | | | | | |
| AUBUCHON BRIAN & MICHELLE | | | | | |
| MONTES MICHAEL BRIAN & LETICIA | | | | | |
| ALLEN TIMOTHY | | | | | |
| BOYLES ANDREW & EMILY ALLEN | | | | | |
| YIEH TONY ZHONG | | | | | |
| ESTERLINE ROBERT R & SHELTON JOYCE C | | | | | |
| YASIN FERSAT & ROJEN | | | | | |
| KIDD WENDY L & THOMAS E | | | | | |
| LOVE REGINALD D & TONYA | | | | | |
| LEK ANKHARA | | | | | |
| BAKER ROBERT P & JEANETTE M | | | | | |
| MONNAT BRIAN MATTHEW & COLEEN ZIHLMAN | | | | | |
| CHADDERWALA NIHIR & DISHA MODI | | | | | |
| CHADDERWALA NIHIR & DISHA MODI | | | | | |
| KLAFF ADAM J | | | | | |
| SECREST DAVID J & JENNIFER A | | | | | |
| HARRIS CHARLICE TOJUAN | | | | | |
| HUYNH DAI | | | | | |
| SANCHEZ-ARIAS CRUZ | | | | | |
| SANCHEZ-ARIAS CRUZ | | | | | |
| KARIM MOHSIN ABDUL | | | | | |
| JENKINS DWAYNE MARTIN & LAURA L | | | | | |
| NDUNGU GEOFFREY HEME & HEME MARGARET WAMBUI | | | | | |

# Spur 399 Extension from US 75 to US 380
## Adjacent Property Owner & Residences Mailing List

| NAME (LAST NAME FIRST) | | ADDRESS | CITY | STATE | ZIP |
|---|---|---|---|---|---|
| KERKVLIET STEPHEN J & JUDITH A | | [redacted] | | | |
| GEORGE DIANA L | | | | | |
| BROOKS TAMMIE D & MICHAEL A | | | | | |
| PIZARRO JUAN III & DONNA PIZARRO | | | | | |
| PATTERSON ALEXANDER D & MEGAN C | | | | | |
| LIN ZHANGXI & PINGJUN WU | | | | | |
| LIN ZHANGXI & PINGJUN WU | | | | | |
| CHANG SHANE SUNG | | | | | |
| CLARK SANDRA M | | | | | |
| ANDERSON RAE A & KENNETH E | | | | | |
| SAMA FRANK TEMBEI | | | | | |
| PENAGOS RAFAEL RICARDO HERNANDEZ | | | | | |
| MERELLES MANUEL | | | | | |
| DAWSON TERRY A & PORTIA A DAWSON | | | | | |
| MEEKS RYAN & JESSICA | | | | | |
| SHAH SAGAR & FARMEEN SHAH | | | | | |
| ANDERSON FARASAT | | | | | |
| MARCONI GUILLERMO C & ROMINA C BACCI | | | | | |
| TROXEL THOMAS C & RUTH J | | | | | |
| TROXEL THOMAS C & RUTH J | | | | | |
| MCGOWAN TERESA & GRIFFIN VELMA | | | | | |
| RATLIFF CARY D & MARISHA NORTHE RATLIFF | | | | | |
| SIMON JAMES R | | | | | |
| DELGADO LIANA ELISA & RICHARD MCKINNIE | | | | | |
| SON SHARI L | | | | | |
| NEWMAN JOSHUA | | | | | |
| WANG YI FAN | | | | | |
| LITTLE MATY LLC | | | | | |
| LITTLE MATY LLC | | | | | |
| BANKS LEE A & MITZY M | | | | | |
| COOPER LUCINA MARGARITA | | | | | |
| WISE JOHN W & VIRGINIA | | | | | |
| EARLEY CLARENCE & APRIL D | | | | | |
| DENNETT RUSSELL R & BEVERLY DENNETT | | | | | |
| KWOK ELAINE LAI MING | | | | | |
| KWOK ELAINE LAI MING | | | | | |
| KLEIN TRAVIS JAMES & ROBIN KATHLEEN | | | | | |
| BELK DAVID BRETT | | | | | |
| ALMAZAN RUBEN | | | | | |
| AUSTIN ELIZABETH LIVING TRUST | ELIZABETH A AUSTIN- TR | | | | |
| BUSH RANDAL K & KRISTI E | | | | | |
| LEE BEN F & XIAN J | | | | | |
| TOWNE CRAIG D | | | | | |
| MCKINNEY ISLAMIC ASSOCIATION INC | | | | | |
| MCKINNEY ISLAMIC ASSOCIATION INC | | | | | |
| TAYLOR SAGRARIO DELC | | | | | |
| VELARDE MARIA L | | | | | |
| MANOUN ANAS & LEILA ABU-SALIM | | | | | |
| RUFF JONATHAN ANDREW & JORDON CLARE RUFF | | | | | |
| MARION BOBBY EUGENE & PEGGY ELIZABETH | | | | | |
| OROZCO FRANCISCO J | | | | | |
| RODRIGUEZ CHRISTIAN | | | | | |
| RODRIGUEZ CHRISTIAN | | | | | |
| SONG QIAN & LIANFA SONG | | | | | |
| SONG QIAN & LIANFA SONG | | | | | |
| DUNCAN JAMES M & JOSEPHINE M 2007 LIVING TRUST | | | | | |
| SADEK SHEIKH & RUMANA RUBYA | | | | | |
| OJO DELORES | | | | | |
| WILSON TED RAY - LE TED WILSON 2015 LIVING TRUST | TED RAY WILSON - TRUSTEE | | | | |
| WILSON TED RAY - LE TED WILSON 2015 LIVING TRUST | | | | | |
| BLAKES GLORIA B | | | | | |
| HELTON RICHARD & REBECCA REVOCABLE TRUST I | | | | | |
| KIRKUKI ALAN & NASREN | | | | | |
| KELLY STANLEY DAVID & MARY CAROL | | | | | |
| LAMB ALLEN & GLORIA M DAVIS | | | | | |
| WILLIAMS CHAD J & CIARA AMBER WILLIAMS TRUST | | | | | |
| ACOSTA RIGOBERTO & ELOISA | | | | | |
| GREENS OF MCKINNEY THE #2 HOA | C/O ESSEX HOA MANAGEMENT, LLC | | | | |
| SHEHATA SAID & SORAYA | | | | | |
| SHEHATA SAID & SORAYA | | | | | |
| AIRGAS USA LLC | CENTRAL DIVISION | | | | |
| AIRGAS USA LLC | CENTRAL DIVISION | | | | |
| FERRELLGAS LP | TAX DEPT MAIL DROP 22 | | | | |
| FERRELLGAS LP | | | | | |

# Spur 399 Extension from US 75 to US 380
## Adjacent Property Owner & Residences Mailing List

| NAME (LAST NAME FIRST) | | ADDRESS | CITY | STATE | ZIP |
|---|---|---|---|---|---|
| GARZA SARAH ANN | | [redacted] | | | |
| GARCIA DEVIN LYNN | | | | | |
| GOVEA ROSA ELVIRA | | | | | |
| GOVEA ROSA ELVIRA | | | | | |
| MNSF T2 SPE LLC | | | | | |
| MNSF T2 SPE LLC | | | | | |
| GUZMAN ISAAC | | | | | |
| HUSBAND CHARLSIE ANN | | | | | |
| CHRISTIANSEN CHANDLER & LYSJE L | | | | | |
| CHARLESTON CREEK #01 HOMEOWNERS ASSOCIATION | C/O VISION COMMUNITIES MGMT, INC | | | | |
| HOLMES DIANE RITA | | | | | |
| KUNCLRS CHRISTINE | | | | | |
| JONES CARLA DENISE | | | | | |
| COLEMAN RONALD R & REGINA | | | | | |
| GRAY JAMIE MARIE | | | | | |
| GRAY JAMIE MARIE | | | | | |
| MONARCH GROUP LLC | | | | | |
| MONARCH GROUP LLC | | | | | |
| RILEY DEBBIE TATE | | | | | |
| RILEY DEBBIE TATE | | | | | |
| COX BROTHERS INVESTMENTS LP | | | | | |
| GAO XIAODONG & JIAQIAN DENG | | | | | |
| TEXAS RND LLC | | | | | |
| ROBERTS KRISTAN D & JAMES DAVID DOUGHERTY | | | | | |
| GLASER CRYSTAL M | | | | | |
| TEXAS COVE ONE CORP | | | | | |
| TEXAS COVE ONE CORP | | | | | |
| AYALA SALLY ETAL | | | | | |
| STANDIFFER PLACE HOMEOWNERS ASSOCIATION | | | | | |
| LIN FRANK ZILIANG | | | | | |
| XIA JIALUN & XIAOPING WANG | | | | | |
| XIA JIALUN & XIAOPING WANG | | | | | |
| HENRY CURTIS SCOTT & KIM R | | | | | |
| GARNER JOHNNY & NANCY | | | | | |
| NORTHCUTT CAROLYN & JOE W | | | | | |
| NORTHCUTT CAROLYN & JOE W | | | | | |
| PHILLIPS BILLIE & STOVALL IDALIA RUTH | | | | | |
| GILLON BERNI LLOYD & JOHN | | | | | |
| CREAMER JIMMY & PRISCILLA CREAMER | | | | | |
| HOLCOMB STEVEN | | | | | |
| KERBY G MASON & JOYCE N | | | | | |
| KERBY G MASON & JOYCE N | | | | | |
| BUSS TIMOTHY PAUL | | | | | |
| MERICOLA ANTOINETTE | | | | | |
| HARRIS STEVE W | | | | | |
| SUN MIN | | | | | |
| PALAFOX JAIME EDSON HERNANDEZ & MARIA E GUTIERREZ | | | | | |
| COLLIN CENTRAL APPRAISAL DISTRICT | | | | | |
| SADDLEBROOKE INVESTMENTS LTD | | | | | |
| BURFIELD ROXAN TEAGUE & RICK | | | | | |
| VAZQUEZ MARTIN | | | | | |
| BURNETT ARTHUR N | | | | | |
| BURNETT ARTHUR N | | | | | |
| GRAY JAMIE MARIE | | | | | |
| RODRIGUEZ JULIO ANGEL | | | | | |
| RAMIREZ J FELIX & MARIA E | | | | | |
| FAIRVIEW TOWN OF | | | | | |
| MCKINNEY 114 LAND & CATTLE LTD | | | | | |
| MCKINNEY 114 LAND & CATTLE LTD | | | | | |
| HERNANDEZ GONZALO & ANTONIA A | | | | | |
| HERNANDEZ GONZALO & ANTONIA A | | | | | |
| CARAWAY STEVE | | | | | |
| AARVIKA HOLDINGS LLC | | | | | |
| AARVIKA HOLDINGS LLC | | | | | |
| ALLEN NATALIE AISHA | | | | | |
| GALLARDO ALBERTO A & CHRISTINA D | | | | | |
| WILSON LESLIE FAITH | | | | | |
| ALONS GLENDA LEE | | | | | |
| DENSON DETRA OSHUN | | | | | |
| OSORNIA ROBERTO & CAROLINA G | | | | | |
| FERNANDEZ JOSE & MIKA | | | | | |
| WISTRON GREENTECH (TEXAS) CORPORATION | | | | | |
| ENCORE WIRE LIMITED | | | | | |
| SPARRY HAROLD L | | | | | |

# Spur 399 Extension from US 75 to US 380
## Adjacent Property Owner & Residences Mailing List

| NAME (LAST NAME FIRST) | | ADDRESS | CITY | STATE | ZIP |
|---|---|---|---|---|---|
| SPARRY HAROLD L | | [redacted] | | | |
| ENCORE WIRE LIMITED | | | | | |
| STRICKLAND KENNETH RAY- LE & DIANNA SUE STRICKLAND- LE STRICKLAND KENNETH & DIANNA LIVING TRUST | | | | | |
| STRICKLAND KENNETH RAY- LE & DIANNA SUE STRICKLAND- LE | | | | | |
| MCKINNEY CITY OF | | | | | |
| MCKINNEY CITY OF | | | | | |
| MCKINNEY CITY OF | | | | | |
| RICHARDS DEBORAH ELAINE AKA DEBRA ELAINE RICHARD | | | | | |
| RICHARDS DEBORAH ELAINE AKA DEBRA ELAINE RICHARD | | | | | |
| JBA LITTLE FARM LLC | C/O JUDY GLAZER | | | | |
| TROIANI FAMILY INVESTMENTS LTD | | | | | |
| TROIANI FAMILY INVESTMENTS LTD | | | | | |
| MAP HOLDINGS LP | | | | | |
| MCKINNEY HORIZONS LP | | | | | |
| MCKINNEY HORIZONS LP | | | | | |
| SAUCEDO MARTIN MARTINEZ | | | | | |
| WARREN TAIRA I | | | | | |
| WARREN TAIRA I | | | | | |
| TYG LEASING LP | | | | | |
| TYG LEASING LP | | | | | |
| WRIGHT FREDDIE | | | | | |
| WRIGHT FREDDIE | | | | | |
| RODRIGUEZ MAURO G | | | | | |
| ENCORE WIRE CORPORATION | | | | | |
| ADER LIVING TRUST THE & KAREN I TAYLOR | | | | | |
| SERENO SIMON | | | | | |
| CROOKED CREEK INC | | | | | |
| CROOKED CREEK INC | | | | | |
| NIELSEN KELLY M | | | | | |
| LEDDON PATRICK A | | | | | |
| COX JULIE & WARREN H KING | | | | | |
| ENCORE WIRE CORPORATION ATTN: NORMAN R MEDLEN | | | | | |
| SAWYER TRACY MICHELLE | | | | | |
| SAWYER TRACY MICHELLE | | | | | |
| SPEARS SHERLEEN - ESTATE OF & PORSCHA NICOLE BOYD | | | | | |
| SPEARS SHERLEEN - ESTATE OF & PORSCHA NICOLE BOYD | | | | | |
| MCKINNEY 1 ACRE PARTNERSHIP LLC | | | | | |
| MCKINNEY 1 ACRE PARTNERSHIP LLC | | | | | |
| TORRES DAVID & ROSIO CARDENAS | | | | | |
| MCKINNEY CITY OF | | | | | |
| ENCORE WIRE LIMITED | | | | | |
| INDUSTRIAL POWER LLC | | | | | |
| INDUSTRIAL POWER LLC | | | | | |
| MONTES ALEJANDRA | | | | | |
| ENCORE WIRE CORPORATION | | | | | |
| TURNER WALDO A & LEE R | | | | | |
| TURNER WALDO A & LEE R | | | | | |
| HELLAS CONSTRUCTION INC | | | | | |
| HELLAS CONSTRUCTION INC | | | | | |
| BEAZLEY ROBERT JR | | | | | |
| BEAZLEY ROBERT JR | | | | | |
| RANGEL MODESTA | | | | | |
| ALLEN MARGARET & DEBRYCE | | | | | |
| HASH LESLEIGH NICHOLE | | | | | |
| DYNAMIX INVESTMENT LLC | | | | | |
| DYNAMIX INVESTMENT LLC | | | | | |
| KAYASA HOLDINGS LLC | | | | | |
| PHASE 17 INVESTMENTS LP | | | | | |
| GONZALES JOSE E & OLIVIA R | | | | | |
| ASMELASH MESERETTADESE | | | | | |
| BERNAL TAJUANA ANNETTE & DIONICIO JR | | | | | |
| EDWARDS SHAFUS R A | | | | | |
| ENCORE WIRE LIMITED | | | | | |
| MANNER ASSOCIATES LP | | | | | |
| HENDRICKSON HOLDINGS LLC | | | | | |
| ESCAMILLA RUBEN | | | | | |
| PERKINS GRESHAUN MICOLE | | | | | |
| LHOIST NORTH AMERICA OF TEXAS LTD | | | | | |
| SERENO SIMON | | | | | |
| INTERMCKINNEY LLC | | | | | |
| INTERMCKINNEY LLC | | | | | |
| BINGHAM CHARLES D & LETA G | | | | | |
| BINGHAM CHARLES D & LETA G | | | | | |
| PATINO ROBERTO & GRACIELA | | | | | |

# Spur 399 Extension from US 75 to US 380
## Adjacent Property Owner & Residences Mailing List

| NAME (LAST NAME FIRST) | | ADDRESS | CITY | STATE | ZIP |
|---|---|---|---|---|---|
| KING EDWIN V JR | | [redacted] | | | |
| OHM VERTEX LLX | | | | | |
| 1 PARK LLC | | | | | |
| MCDONALD'S USA LLC | | | | | |
| MCDONALD'S USA LLC | | | | | |
| EARL STEPHEN MICHAEL & MICHELLE R | | | | | |
| TAYLOR STEPHANIE | | | | | |
| TAYLOR STEPHANIE | | | | | |
| INTERMCKINNEY LLC | | | | | |
| DOUGLAS BRAD | | | | | |
| EQUINE TRANSITIONS LLC | | | | | |
| EQUINE TRANSITIONS LLC | | | | | |
| PEREZ NOE C HERR & FERMAN R ZUNIGA | | | | | |
| JONES MELISSA LYNN | | | | | |
| MILLER JESSICA RYAN | | | | | |
| ORTEGA ANGELA | | | | | |
| DOUGLAS BRAD & KIMBERLY | | | | | |
| CARRANZA YOLANDA | | | | | |
| RODRIGUEZ ERNESTO F | | | | | |
| PETOSKEY PLASTICS INC | | | | | |
| PETOSKEY PLASTICS INC | | | | | |
| PRINCE BRIAN DAVIS | | | | | |
| VALLADARES JUAN C & GUADALUPE MEDEROS | | | | | |
| RAY COREY & SARA | | | | | |
| RAY COREY & SARA | | | | | |
| PHELAN TAYLOR B & NIKKI VALENTINE | | | | | |
| WORTHAM DAVID & STEVEN WORTHAM | | | | | |
| JAMIESON E&J PROPERTIERS II LTD | | | | | |
| RACETRAC PETROLEUM INC | | | | | |
| RACETRAC PETROLEUM INC | | | | | |
| ROBINSON DERRICK & CERETHA | | | | | |
| ROBINSON DERRICK & CERETHA | | | | | |
| GOODSON JESIKA A | | | | | |
| WHITE HORSE RANCH LLC | | | | | |
| DUQUE REYNALDO DE LA TORRE & ALEJANDRINA FELIPE RIOS | | | | | |
| DUQUE REYNALDO DE LA TORRE & ALEJANDRINA FELIPE RIOS | | | | | |
| ENCORE WIRE LIMITED & ENCORE WIRE CORPORATION | | | | | |
| ESTRADA JOSE LUIS & ESTRADA LUIS JONATHAN | | | | | |
| ESTRADA-JIMENEZ KRISTAL & JACOBO LARA JIMENEZ | | | | | |
| ARMENDARIZ JAIME GUZMAN | | | | | |
| CARTER RENITA DENISE & RE'JANA ANN WALKER | | | | | |
| TOMES TEXAS STAR LLC | | | | | |
| TOMES TEXAS STAR LLC | | | | | |
| PROGRESSIVE WASTE SOLUTIONS OF TX INC | | | | | |
| MCCRACKEN ELDON - ESTATE OF | | | | | |
| IESI TX CORP | | | | | |
| ROSS CEMETARY ASSOCIATION | C/O FLORINE HENRY | | | | |
| ROSS CEMETARY ASSOCIATION | C/O FLORINE HENRY | | | | |
| HARMOND RYAN BROWN | | | | | |
| BEVLY ALEX & CYNTHIA M | | | | | |
| AYNES EMILY | | | | | |
| MACK MONIQUE | | | | | |
| SIMPSON MANUFACTURING CO INC | | | | | |
| TXI OPERATIONS LP | | | | | |
| SHMAISANI ISSAM AL | | | | | |
| SHMAISANI ISSAM AL | | | | | |
| STIVERS LIVING TRUST | LEWIS E & JOAN C STIVERS TRUSTEES | | | | |
| STIVERS LIVING TRUST | LEWIS E & JOAN C STIVERS TRUSTEES | | | | |
| MO & ASSOCIATE LLC | | | | | |
| MO & ASSOCIATE LLC | | | | | |
| RR-LI ENTERPRISES LP | | | | | |
| TX55 RE LLC | | | | | |
| TX55 RE LLC | | | | | |
| KAZI MAZHARU U REVOCABLE TRUST | | | | | |
| MICCOLI JEANINE K | | | | | |
| TRESIDDER KIASA & MATT | | | | | |
| TRESIDDER KIASA & MATT | | | | | |
| GALLEGOS-MEJIA FERMIN JAVIER | | | | | |
| PERKINS LINDA MARIE | | | | | |
| PERKINS LINDA MARIE | | | | | |
| EVANS JULIA & THE ESTATE OF LEONARD EVANS JR & LEONARD EVANS ESTATE OF & N COLLIN CNTY HABITAT FOR HUMANITY | | | | | |
| EVANS JULIA & THE ESTATE OF LEONARD EVANS JR & LEONARD EVANS ESTATE OF & N COLLIN CNTY HABITAT FOR HUMANITY | | | | | |
| SIMS WILLIE | | | | | |
| DIAZ THOMAS & ELSA | | | | | |

# Spur 399 Extension from US 75 to US 380
## Adjacent Property Owner & Residences Mailing List

| NAME (LAST NAME FIRST) | | ADDRESS | CITY | STATE | ZIP |
|---|---|---|---|---|---|
| DIAZ THOMAS & ELSA | | [redacted] | | | |
| KOZENY LANDON & CECILIA KOZENY | | [redacted] | | | |
| MCKINNEY INDUSTRIAL CENTER LLC | C/O DOUBLE H REALTY SERVICES LLC | [redacted] | | | |
| MCKINNEY INDUSTRIAL CENTER LLC | C/O DOUBLE H REALTY SERVICES LLC | [redacted] | | | |
| MCKINNEY INDUSTRIAL CENTER LLC | C/O DOUBLE H REALTY SERVICES LLC | [redacted] | | | |
| MACK JAMES ALTON JR | | [redacted] | | | |
| MACK JAMES ALTON JR | | [redacted] | | | |
| SYMPHONY NORTHCREEK LLC | | [redacted] | | | |
| GREATER TEXAS LAND RESOURCES LP & CRAIG CURRY & FOUR QUARTERS ENTERPRISES LTD & FRISCO PLATINUM 4S & C LP | | [redacted] | | | |
| HUGH TAYLER & NIKKI IWEN LONG FAMILY REVOCABLE TRUST THE | | [redacted] | | | |
| MCKINNEY NATIONAL LAND RESERVE LLC | C/O SENTINEL CAPITAL | [redacted] | | | |
| EXETER 1250 WATTLEY LP | | [redacted] | | | |
| EXETER 1250 WATTLEY LP | | [redacted] | | | |
| TAI MANAGEMENT LLC | | [redacted] | | | |
| TAI MANAGEMENT LLC | | [redacted] | | | |
| RACETRAC PETROLEUM | | [redacted] | | | |
| RACETRAC PETROLEUM | | [redacted] | | | |
| MCKINNEY CROSSING INVESTMENTS GROUP LLC | | [redacted] | | | |
| MCKINNEY ENTERTAINMENT LLC | | [redacted] | | | |
| MCKINNEY ENTERTAINMENT LLC | | [redacted] | | | |
| DFA LTD | | [redacted] | | | |
| DFA LTD | | [redacted] | | | |
| BRAHMA TITLE & ESCROW LLC | CRAIG ANDERSON | [redacted] | | | |
| DFA LTD | | [redacted] | | | |
| WILBOW-MERIDIAN LLC | | [redacted] | | | |
| WILBOW-MERIDIAN LLC | | [redacted] | | | |
| WILBOW-MERIDIAN LLC | | [redacted] | | | |
| ASHTON DALLAS RESIDENTIAL LLC | | [redacted] | | | |
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| ROUSSEL PIERRE & ANGELINE ROUSSEL | | [redacted] | | | |
| ASHTON DALLAS RESIDENTIAL LLC | | [redacted] | | | |
| WILBOW-MERIDIAN LLC | | [redacted] | | | |
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| ASHTON DALLAS RESIDENTIAL LLC | | [redacted] | | | |

# Spur 399 Extension from US 75 to US 380
## Adjacent Property Owner & Residences Mailing List

| NAME (LAST NAME FIRST) | | ADDRESS | CITY | STATE | ZIP |
|---|---|---|---|---|---|
| WILBOW-MERIDIAN LLC | | [redacted] | | | |
| ASHTON DALLAS RESIDENTIAL LLC | | | | | |
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| CB JENI MERIDIAN AT SOUTHGATE LLC | | | | | |
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| G-V-TH I LLC | | | | | |
| G-V-TH I LLC | | | | | |

# Spur 399 Extension from US 75 to US 380
## Adjacent Property Owner & Residences Mailing List

| NAME (LAST NAME FIRST) | | ADDRESS | CITY | STATE | ZIP |
|---|---|---|---|---|---|
| U JARED ZHEN & YANG LIU | | [redacted] | | | |
| B JENI MERIDIAN AT SOUTHGATE LLC | | | | | |
| DAMS PAUL JOSEPH & MICHELE M | | | | | |
| ILLER SYDNEY ANN | | | | | |
| RAY MIA CHERI | | | | | |
| RAY MIA CHERI | | | | | |
| B JENI MERIDIAN AT SOUTHGATE LLC | | | | | |
| B JENI MERIDIAN AT SOUTHGATE LLC | | | | | |
| B JENI MERIDIAN AT SOUTHGATE LLC | | | | | |
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| B JENI MERIDIAN AT SOUTHGATE LLC | | | | | |
| B JENI MERIDIAN AT SOUTHGATE LLC | | | | | |
| FG LM MCKINNEY LLC | | | | | |
| FG LM MCKINNEY LLC | | | | | |
| ORTH BAYPORT INDUSTRIAL PARK II LTD | | | | | |
| ORTH BAYPORT INDUSTRIAL PARK II LTD | | | | | |
| FG MAC LLC | | | | | |
| FG MAC LLC | | | | | |
| STTEND LANDFILL LTD | | | | | |
| ALINAS OSIEL | | | | | |
| OMMERCE TX HOLDING LLC | | | | | |
| ALINAS OSIEL | | | | | |
| LINT RICHARDSON | | | | | |
| ATT BUKIN | | | | | |
| RIDHAR KOTAGIRI | | | | | |
| IKE BROWNING | | | | | |
| AUL | | | | | |
| ISA GRIFFIN | | | | | |
| ANELLE ERICSON | | | | | |
| ACKSON HURST | | | | | |
| ICHAEL L. BROWN | | | | | |
| ICHAEL FOREHAND | | | | | |

# Spur 399 Extension from US 75 to US 380
## Elected Official and Agency List

| Organization/Agency | Title | Name | Address | City | State | Zip |
|---|---|---|---|---|---|---|
| Apache Tribe of Oklahoma | Tribal Chairman | Bobby Komardley | [redacted] | | | |
| Bureau of the Census | Denver Regional Director | Cathy L. Lacy | | | | |
| City of Lowry Crossing | Mayor | Derek Stephens | | | | |
| City of Lowry Crossing | Councilwoman | Cindy Cash | | | | |
| City of Lowry Crossing | Councilman | Pat Kelly | | | | |
| City of Lowry Crossing | Councilman | Peter Christian | | | | |
| City of Lowry Crossing | Councilwoman | Cynthia Sandlin | | | | |
| City of Lowry Crossing | Councilman | Chris Herbst | | | | |
| City of McKinney | Assistant City Manager | Kim Flom | | | | |
| City of McKinney | CIP Manager | Nick Ataie | | | | |
| City of McKinney | City Manager | Paul Grimes | | | | |
| City of McKinney | City Secretary | Empress Drane | | | | |
| City of McKinney | Council Member - At Large 1 | Charlie Philips | | | | |
| City of McKinney | Council Member - At Large 2 | Frederick Frazier | | | | |
| City of McKinney | Council Member - District 1 | Justin Beller | | | | |
| City of McKinney | Council Member - District 3 | Gere Feltus | | | | |
| City of McKinney | Council Member - District 4 | Rick Franklin | | | | |
| City of McKinney | Director of Engineering | Gary Graham | | | | |
| City of McKinney | Executive Director of Development Services | Michael Quint | | | | |
| City of McKinney | Fire Chief | Danny Kistner | | | | |
| City of McKinney | Mayor | George Fuller | | | | |
| City of McKinney | Mayor Pro Tem - District 2 | Rainey Rogers | | | | |
| City of McKinney | Planning Manager | Aaron Bloxham | | | | |
| City of McKinney | Police Chief | Greg Conley | | | | |
| City of McKinney | President and CEO, Chamber of Commerce | Lisa Hermes | | | | |
| City of McKinney | President, Community Development Corporation | Cindy Schneible | | | | |
| City of McKinney | Transportation Engineering Manager | Matthew Tilke | | | | |
| City of McKinney | Director of Planning | Jennifer Arnold | | | | |
| City of McKinney | Executive Vice President, EDC | Abby Liu | | | | |
| Collin County | Assistant Director of Engineering | Tracy Homfeld | | | | |
| Collin County | Assistant to CC Commissioner Fletcher, Hale & Williams | Hilari Monk | | | | |
| Collin County | Assistant to CC Commissioner Webb | Georgia Shepherd | | | | |
| Collin County | Assistant to Collin County Judge | Teresa Mercer | | | | |
| Collin County | Collin County Commissioner - Precinct 1 | Susan Fletcher | | | | |
| Collin County | Collin County Commissioner - Precinct 2 | Cheryl Williams | | | | |
| Collin County | Collin County Commissioner - Precinct 3 | Darrell Hale | | | | |
| Collin County | Collin County Commissioner - Precinct 4 | Duncan Webb | | | | |
| Collin County | Collin County Judge | Chris Hill | | | | |
| Collin County | Director of Engineering | Clarence Daugherty | | | | |
| Coushatta Tribe of Louisiana | Tribal Historic Preservation Officer | Linda Langley | | | | |
| Federal Aviation Administration | Southwest Region Regional Administrator | Rob Lowe | | | | |
| Federal Transit Administration, Region 6 | Regional Administrator | Gail Lyssy | | | | |
| McKinney National Airport | Ken Carley | Airport Director | | | | |
| Muscogee (Creek) Nation | Tribal Historic Preservation Officer | Corain Lowe-Zepeda | | | | |
| NCTCOG | Director of Transportation | Michael Morris | | | | |
| NCTCOG | Principal Transportation Planner | Berrien Barks | | | | |
| NCTCOG | Program Manager | Jeffrey Neal | | | | |
| NCTCOG | Senior Program Manager | Dan Lamers | | | | |
| NTMWD | Planning Program Manager | Yanbo Li | | | | |
| NTTA | Assistant Executive Director of Infrastructure | Elizabeth Mow | | | | |
| NTTA | Assistant to Asst. Executive Director of Infrastructure | Vicky Smith | | | | |
| NTTA | Senior Project Manager | Kelly Johnson | | | | |
| Public Utility Commission of Texas | Executive Director | John Paul Urban | | | | |
| Texas Commission on Environmental Quality (Air) | Director | Tonya Baer | | | | |
| Texas Commission on Environmental Quality (Water) | Aquatic Scientist | Jenna Lueg | | | | |
| Texas Commission on Environmental Quality (Water) | Standards Implementation Team Lead | Peter Schaefer | | | | |
| Texas Department of Housing and Community Affairs | Executive Director | Tim Irvine | | | | |
| Texas General Land Office | Commissioner | George P. Bush | | | | |
| Texas Historical Commission | Lead Project Reviewer, History Programs | Justin Kockritz | | | | |
| Texas Parks and Wildlife Department | Transportation Conservation Coordinator | Suzanne Walsh | | | | |
| Texas Parks and Wildlife Department | Aquatic Biologist | Sue Reilly | | | | |
| Texas Parks and Wildlife Department | Aquatic Biologist | Beth Bendik | | | | |
| Texas Railroad Commission | Director of Government Relations | Jeremy Mazur | | | | |

# Spur 399 Extension from US 75 to US 380
## Elected Official and Agency List

| Organization/Agency | Title | Name | Address | City | State | Zip |
|---|---|---|---|---|---|---|
| Texas State House of Representatives | District 33 | Justin Holland | [redacted] | | | |
| Texas State House of Representatives | District 67 | Jeff Leach | | | | |
| Texas State House of Representatives | District 70 | Scott Sanford | | | | |
| Texas State House of Representatives | District 89 | Candy Noble | | | | |
| Texas State Senate | District 30 | Drew Springer | | | | |
| Texas State Senate | District 8 | Angela Paxton | | | | |
| Texas State Soil & Water Conservation Board | Executive Director | Rex Isom | | | | |
| Tonkawa Tribe of Indians of Oklahoma | Tribal Historic Preservation Officer | Lauren Norman-Brown | | | | |
| Town of Fairview | Chief Executive Officer, Chamber of Commerce | Sharon Mayer | | | | |
| Town of Fairview | Fire Chief | Jeff Bell | | | | |
| Town of Fairview | Interim Economic Development Manager | Dave Quinn | | | | |
| Town of Fairview | Mayor | Henry Lessner | | | | |
| Town of Fairview | Planning Manager | Israel Roberts | | | | |
| Town of Fairview | Police Chief | Granver Tolliver | | | | |
| Town of Fairview | Town Council, Seat Five | Ken Logsdon | | | | |
| Town of Fairview | Town Council, Seat Four | Larry Little | | | | |
| Town of Fairview | Town Council, Seat One | Rich Connelly | | | | |
| Town of Fairview | Town Council, Seat One | Charlie Henkle | | | | |
| Town of Fairview | Town Council, Seat Six | John Hubbard | | | | |
| Town of Fairview | Town Council, Seat Three; Mayor Pro Tem | Ricardo Doi | | | | |
| Town of Fairview | Town Council, Seat Two | Gregg Custer | | | | |
| Town of Fairview | Town Engineer | James Chancellor | | | | |
| Town of Fairview | Town Manager | Julie Couch | | | | |
| Town of New Hope | Alderman | Carol King | | | | |
| Town of New Hope | Alderman | Luke Martincevic | | | | |
| Town of New Hope | Alderman | Ashly Caserotti | | | | |
| Town of New Hope | Alderman | Kimberly Barrow | | | | |
| Town of New Hope | Alderman/Road Commissioner | Terry Sanner | | | | |
| Town of New Hope | Mayor | Andy Reitinger | | | | |
| Town of New Hope | Mayor Pro Tem | Vacant | | | | |
| Town of New Hope | Town Engineer | Mark Hill | | | | |
| Town of New Hope | Town Secretary | Jill Monson | | | | |
| U.S. House of Representatives | U.S. Congressional District 3 | Van Taylor | | | | |
| U.S. House of Representatives | District Director for Rep. Taylor | Sable Coleman Jones | | | | |
| U.S. House of Representatives | U.S. Congressional District 4 | Pat Fallon | | | | |
| U.S. House of Representatives | District Director for Rep. Fallon | Dodi Brigadier | | | | |
| U.S. Senate | Constituent Services Liaison for Sen. Cornyn | Josh Earl | | | | |
| U.S. Senate | Deputy Regional Director for Sen. Cruz | Michael Flusche | | | | |
| U.S. Senate | Junior Senator for Texas | Ted Cruz | | | | |
| U.S. Senate | Senior Senator for Texas | John Cornyn | | | | |
| US Army Corps of Engineers, Fort Worth District | Regulatory Technical Specialist | Chandler Peter | | | | |
| US Army Corps of Engineers, Fort Worth District | Regulatory Project Manager | Barry Osborn | | | | |
| US Army Corps of Engineers | Lake Manager | Michael Kinard | | | | |
| US Army Corps of Engineers | ROW Contact | Stephen Perrin | | | | |
| US Coast Guard, Eighth Coast Guard District | Commander | Rear Admiral John P. Nadeau | | | | |
| US Department of Agriculture - Natural Resources Conservation Service | State Wildlife Biologist | Russell Castro | | | | |
| US Department of Homeland Security – Federal Emergency Management Agency, Region 6 | Senior Environmental Specialist | Dorothy Cook | | | | |
| US Department of Housing and Urban Development | Deputy Regional Administrator | Leslie A. Bradley | | | | |
| US Department of the Interior - Fish and Wildlife Service | Field Supervisor | Debra Bills | | | | |
| Wichita and Affiliated Tribes (Wichita, Keechi, Waco, and Tawakonie) | Tribal Historic Preservation Officer | Gary McAdams | | | | |

## Spur 399 Extension from US 75 to US 380 Project - PIP Contacts

| ORGANIZATION/NEIGHBORHOOD | CONTACT | ADDRESS | CITY | STATE | ZIP |
|---|---|---|---|---|---|
| ALLEN-FAIRVIEW CHAMBER OF COMMERCE | SHARON MAYER | [redacted] | | | |
| ANCHOR CHURCH | NOT AVAILABLE | | | | |
| BIKEDFW | HEATHER MCNAIR | | | | |
| BLUE MOUNTAIN EQUIPMENT | STAN BEEL, VAL CRADER | | | | |
| CHURCH OF GOD (A WORLDWIDE ASSOCIATION, INC.) | NOT CONTACT AVAILABLE | | | | |
| COLLIN COLLEGE | NEIL MATKIN | | | | |
| COLLIN COUNTY HISTORICAL COMMISSION | NO CONTACT AVAILABLE | | | | |
| CORNERSTONE RANCH | DAVID HEATON | | | | |
| COVENANT CHURCH | NO CONTACT AVAILABLE | | | | |
| DALLAS AREA RAPID TRANSIT (DART) | TIM MCKAY | | | | |
| ENCORE WIRE | TODD CLAYTON | | | | |
| FAIRVIEW ECONOMIC DEVELOPMENT CORPORATION | RAY DUNLAP | | | | |
| FEARLESS HOUSE | NO CONTACT AVAILABLE | | | | |
| FIRST CHRISTIAN CHURCH | NO CONTACT AVAILABLE | | | | |
| FIRST MCKINNEY BAPTIST CHURCH | NO CONTACT AVAILABLE | | | | |
| FIRST PRESBYTERIAN CHURCH | NO CONTACT AVAILABLE | | | | |
| FIRST UNITED METHODIST CHURCH | NO CONTACT AVAILABLE | | | | |
| HEARD MUSEUM | SY SHAHID | | | | |
| HISTORIC DOWNTOWN MCKINNEY | NO CONTACT AVAILABLE | | | | |
| HOLY FAMILY EPISCOPAL CHURCH | REV. HAROLD LOWE | | | | |
| KINGDOM HALL OF JEHOVAH'S WITNESSES | NO CONTACT AVAILABLE | | | | |
| LOVEJOY ISD | TED MOORE | | | | |
| MCKINNEY CHAMBER OF COMMERCE | BRANDON JOHNSON | | | | |
| MCKINNEY ECONOMIC DEVELOPMENT CORPORATION | PETER TOKAR III | | | | |
| MCKINNEY HISTORIC NEIGHBORHOOD ASSOCIATION | DIANE CRAIG | | | | |
| MCKINNEY ISD | WNDI OSBORN OR CANDICE C | | | | |
| MCKINNEY URBAN TRANSIT DISTRICT (MUTD) | ANTHONY CAO | | | | |
| MCKINNEY VELO | NO CONTACT AVAILABLE | | | | |
| MILLIE MUSE | NO CONTACT AVAILABLE | | | | |
| NORTHWEST CHRISTIAN CHURCH | NO CONTACT AVAILABLE | | | | |
| SIMPSON STRONG-TIE COMPANY INC. | SHERYL WYATT | | | | |
| ST. MARK MISSIONARY BAPTIST CHURCH | NO CONTACT AVAILABLE | | | | |
| ST. MICHAEL THE ARCHANGEL CATHOLIC CHURCH | DEACON JOHN RAPIER | | | | |
| ST. NICHOLAS RUSSIAN ORTHODOX CHURCH | SERAPHIM HOLLAND | | | | |
| ST. PETER'S EPISCOPAL CHURCH | NO CONTACT AVAILABLE | | | | |
| TEXAS GOVERNOR'S OFFICE BUDGET AND POLICY DIVIS | NO CONTACT AVAILABLE | | | | |
| THE PARKS CHURCH | NO CONTACT AVAILABLE | | | | |
| WISTRON GREENTECH | ROBERT HWANG | | | | |

## B4 Newspaper Affidavits and Advertisements

AFFIDAVIT OF PUBLICATION

STATE OF TEXAS

COUNTY OF DALLAS

Before me, a Notary Public in and for Dallas County, this day personally appeared Mert Tezkol, advertising Representative for The Dallas Morning News, being duly sworn by oath, states the attached advertisement of

**TxDOT AD#** ***1807480***
was published in The Dallas Morning News

DATE PUBLISHED
October 6, 2021

NOTARY PUBLIC STATE OF TEXAS
REBECCA ELIZABETH NEAL TEZKOL
Notary ID #133110603
My Commission Expires
May 19, 2025

Mert Tezkol

November 15, 2021

(Notary Public)

SUTHERLAND SPRINGS SHOOTING

# Trial begins to determine Air Force liability

## Witness who lost 7 family members recounts horror

THE ASSOCIATED PRESS

SAN ANTONIO — A trial to assess damages owed to families of the victims of the Sutherland Springs church massacre began with vivid witness accounts of the shooting.

John Porter Holcombe testified Monday about the horrors of Devin Patrick Kelley's Nov. 5, 2017, attack on the First Baptist Church of Sutherland Springs, about 30 miles southeast of San Antonio.

Holcombe said he was videotaping the service that Sunday when the front door opened and Kelley, dressed in black and with a rifle, stepped into the entryway and declared, "First Baptist Church of Sutherland Springs, today you are all going to die!" He said the next thing he heard was gunshots.

Holcombe said he was shot a few times but that he laid still. When he felt it was safe enough, he looked around for his family and friends but only saw "lifeless bodies."

Among the 26 dead were Holcombe's pregnant wife, Crystal; his two stepchildren; his parents; his brother, Marc "Danny" Holcombe; and an infant niece. Twenty-two people were wounded.

U.S. District Judge Xavier Rodriguez ordered the trial to determine how much the U.S. Air Force should pay to survivors and the families of those killed. He ruled in July that the Air Force was "60% liable" for the attack because it failed to submit Kelley's assault conviction during his time in the Air Force to a national database, which might have prevented him from buying the guns he used in the mass shooting.

Kelley, who was discharged from the Air Force in 2014 for bad conduct, exchanged fire with an armed resident while leaving the church. The armed resident then got in the truck of another man and they followed Kelley. Kelleycrashed his vehicleand died of a self-inflicted gunshot wound.

Rodriguez began to hear testimony Monday in the damages phase of the case, the *San Antonio Express-News* reported.

Assistant U.S. Attorney James Dingivan, representing the Air Force, told the court Monday the government has already stipulated "reasonable compensation and reasonable treatment for some of these plaintiffs" in suggested payments ranging from "$400 to hundreds of thousands of dollars or more."

"As to future medical expenses, we have presented life-care plans covering future [treatment/needs] recommending millions of dollars in future medical care," Dingivan said.

This phase of the trial is expected to last two weeks.

# Alleged scheme earned officer $48K

Continued from Page 1B

actions were illegal.

"Officer Jones, like all the other officers involved in the gifting tree, certainly did not intend to break the law, and had no knowledge that his actions could potentially be interpreted as being illegal," Knox said.

Dallas police announced late Friday that they had obtained a warrant for Jones' arrest. The department also made grand jury referrals for 12 other officers from the same division on charges they participated in and promoted the pyramid scheme. A grand jury will determine whether charges should be filed against the officers.

In a pyramid scheme, participants are promised big returns on their investments if they are able to recruit new participants. New members pay upfront costs, which are funneled up the chain to earlier recruits situated above them in the scheme. The promoters at the top of the pyramid tend to profit, while the newer members at the bottom are likely to lose money.

Pyramid schemes differ from Ponzi schemes, in which people give their money to an organizer who pays out earlier investors with money from new investors.

Under Texas law, operating a pyramid scheme or recruiting people to take part is a state jail felony, punishable by six months to two years in state jail and a fine of up to $10,000.

A Dallas police officer reported Jones' involvement in the pyramid scheme to the department's public integrity unit on Sept. 30, 2020, according to the affidavit. On March 15 of this year, Jones told detectives that participants paid into $100, $500 or $1,400 "gifting circles" using the cellphone app CashApp. Those recruits were directed to "bring in" at least two new participants to be "blessed" by eight people, the affidavit said.

A detective analyzed Jones' cellphone data and interviewed a man who had exchanged messages with the officer, according to the affidavit. The man, who worked in construction, told the detective that Jones approached him and a co-worker on Oct. 5, 2020, while Jones was on duty and in uniform blocking traffic on Interstate 35.

The man said Jones told him and his co-worker about a "gifting program" that they could join if they paid others through CashApp, according to the affidavit. The detective found text messages exchanged between Jones, the two men and one of their co-workers, the affidavit said.

The text messages from Jones to one of the men confirmed that Jones told the man who he should pay and that he needs to bring at least two people into the scheme, the affidavit said. The affidavit did not mention the other 12 officers implicated in the scheme.

Jones and the other 12 officers involved are on administrative leave pending the outcome of an internal affairs investigation. In alphabetical order, the other officers implicated in the alleged scheme are:

- Maj. David Davis, hired in May 2018
- Officer Anthony Edmond, hired in August 1992
- Sgt. Constance Lewis, hired in January 1990
- Officer Paul Logan, hired in December 2004
- Sr. Cpl. Pearl McDowell, hired in June 2007
- Sgt. Latasha Moore, hired in June 2007
- Sgt. Rachel Moore, hired in September 2005
- Officer Carlton Nelson, hired in November 2007
- Sr. Cpl. Raquel Oliver, hired in August 2005
- Sr. Cpl. Aaron Rucker, hired in December 2006
- Lt. Giovanni Wells, hired in January 2007
- Sgt. Jennifer Wells, hired in January 2007

Grand jury referrals on the same charge have also been made on Reserve Officer Brad Deason and civilian employee Sonja Davis, Dallas police said.

*Twitter: @KelliSmithNews*


**Notice of Public Meeting**

Proposed Improvements to Spur 399 from US 75 to US 380 | CSJs: 0364-04-051, 0047-05-058, 0047-10-002

The Texas Department of Transportation (TxDOT) is proposing to construct the Spur 399 Extension from US 75 south of McKinney to US 380 east of McKinney. This notice advises the public that TxDOT will be conducting an in-person and online virtual public meeting on the proposed project. **The same information will be available at both the in-person and virtual meetings.**

**In-Person Meeting**
**Thursday, Oct. 21, 2021, 6 p.m. to 8 p.m.**
**Sheraton Hotel, Throckmorton Ballroom**
**1900 Gateway Blvd, McKinney, TX 75070**

**Virtual Meeting**
**Thursday, Oct. 21, 2021 at 6 p.m. through**
**Friday, Nov. 5, 2021 at 11:59 p.m.**
**www.keepitmovingdallas.com/Spur399PublicMeeting**

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An update will be provided on the environmental impact statement (EIS) process including presentation of available environmental findings and design schematics for two new location build alternatives located on the east and on the west side of the McKinney National Airport. The proposed project would accommodate a six to eight-lane freeway with frontage roads on each side to improve north-south mobility and improve connectivity between the eastern portion of Collin County and destinations south of McKinney. The proposed project would, subject to final design considerations, require additional right-of-way and potentially displace residences and non-residential structures.

Relocation assistance will be available for displaced persons and businesses. Information about the TxDOT Relocation Assistance Program and services and benefits for those displaced and other affected property owners, as well as information about the tentative schedule for right-of-way acquisition and construction, will be available at the in-person public meeting, the project website, or can be obtained from the TxDOT district office by calling (214) 320-4469. All meetings will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to participate in the meetings, please contact Mr. Patrick Clarke at (214) 320-4483 no later than Oct. 14, 2021. Advance notice is required as services and accommodations require time to arrange.

*Comments from the public regarding the proposed project are requested and can be submitted at the public meeting, online at the project website, by email to Stephen.Endres@txdot.gov, or by mail to Mr. Stephen Endres, P.E., TxDOT Dallas District Office, 4777 East US Highway 80, Mesquite, Texas 75150-6643. Verbal comments may be submitted by leaving a voicemail at (833) 933-0440.* ***All comments must be received or postmarked before Friday, Nov. 5, 2021.*** *If you have any general questions regarding the proposed project or the public meeting, please contact the TxDOT Project Manager, Mr. Stephen Endres, P.E., at (214) 320-4469 or Stephen.Endres@txdot.gov. 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 9, 2019, and executed by FHWA and TxDOT.*

DN-1807480-01



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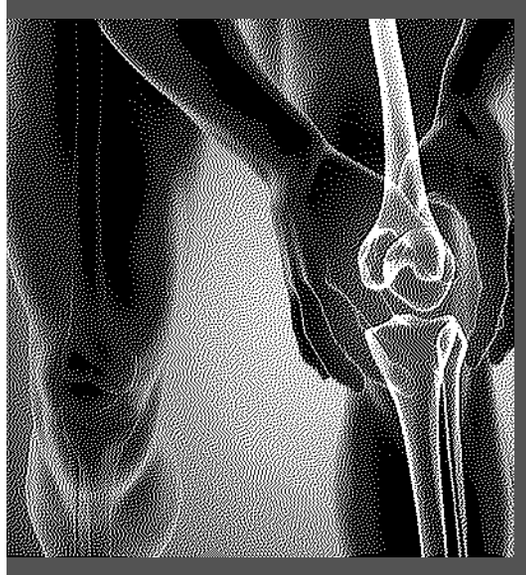

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AFFIDAVIT OF PUBLICATION

STATE OF TEXAS

COUNTY OF DALLAS

Before me, a Notary Public in and for Dallas County, this day personally appeared Mert Tezkol, advertising Representative for The Dallas Morning News, being duly sworn by oath, states the attached advertisement of

**TxDOT AD#** ***1807481***
was published in ALDIA

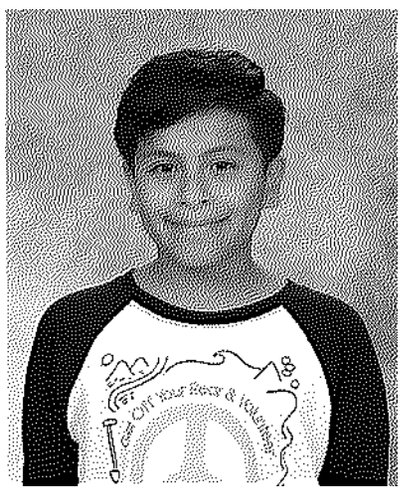
DATE PUBLISHED
October 6, 2021

NOTARY PUBLIC STATE OF TEXAS
REBECCA ELIZABETH NEAL TEZKOL
Notary ID #133110603
My Commission Expires
May 19, 2025

Mert Tezkol

November 15, 2021

(Notary Public)



**Nico Escalante**, de 9 años, murió el 11 de septiembre al ser atropellado por un automóvil en Traders Village.

FOTOS: CORTESÍA DE LA FAMILIA SEDEÑO ESCALANTE

**A Nico Escalante** le gustaba dibujar, por lo que su familia convirtió su funeral en una exhibición de su arte.

# Nico vive a través de su arte

## Familia recuerda a niño atropellado en Traders Village

**Por SARAH BAHARI / DMN**

Encuentran sus dibujos por todas partes.

Pegados en el refrigerador o metidos en viejos cuadernos de matemáticas; guardados en los cajones del escritorio o pegados en la litera en la que dormía con su hermano.

A sus 9 años, Nico Escalante era hijo, hermano, alumno de cuarto grado, amante de las patinetas y patines, nadador, coleccionista de ositos de peluche; le gustaba el sushi… y era artista.

"Le gustaba mucho crear", dijo su madre, Fernanda Sedeño. "Tenía un talento y una visión del mundo que nos dejaba impresionados".

Cuando su familia empezó la tarea imposible de planear el funeral de Nico, quien murió este mes en Grand Prairie atropellado por un carro, tuvieron una idea: su funeral sería también su primera exposición de arte.

El sábado, los trabajos de Nico –autorretratos, superhéroes, hadas, moda, patines, rascacielos– estuvieron expuestos al público enmarcados.

> "(Encontrar sus dibujos) me rompe el corazón pero al mismo tiempo me da fuerza".
>
> **Fernanda Sedeño, madre de Nico Escalante**

"Personas que ni siquiera conocieron a Nico se irán con un pedacito de él", dijo su madre antes del funeral. "Nosotros siempre creímos que dejaría una huella en el mundo; lo que nunca pensamos fue que sería de esta manera".

Nico estaba dibujando afuera el 11 de septiembre mientras su padre, Jesús Escalante, soldador de oficio, trabajaba cerca, en Trader Village de Grand Prairie.

Tras ser atropellado, fue trasladado en helicóptero al Children's Medical Center Dallas.

Mientras su hijo era llevado a hacerle una tomografía, sus padres supieron que tal vez no sobreviviría.

"Dibuja todo para nosotros, Nico", le dijo su madre. "Un día volveremos a verte, y queremos que nos muestres todo".

Su familia ahora obsrve los viejos dibujos de Nico. Su madre dice que son como migajas que dejó atrás, y se imagina envuelta en ellos como con una cobija.

Todos los días, los padres y hermano mayor de Nico, Alex, encuentran un nuevo bosquejo o pintura.

"Me rompe el corazón", dice Sedeño, "pero al mismo tiempo me da fuerza".

Ella cierra los ojos y todavía puede verlo riendo y bailando por la casa, con un bloc de dibujo bajo el brazo, listo para dibujar el mundo tal como él lo veía.

Después de exhibir sus obras en el funeral realizado el sábado en Grand Prairie Funeral Home, la familia planea una segunda exposición de su trabajo. Las piezas de Nico Escalante se mostrarán el 15 de octubre en el Uptown Theatre de Grand Prairie, 120 E. Main Street.

TRANSPORTATION

**REUNIÓN PÚBLICA**

Conozca lo que está pasando con el transporte y la calidad del aire en la región y ayude en establecer prioridades para el futuro.

**LUNES, 11 DE OCTUBRE A MEDIO DÍA**
North Central Texas Council of Governments
616 Six Flags Drive, Arlington, TX 76011
La reunión se transmitirá en vivo en www.nctcog.org/video (haz clic en la pestaña "live").
La grabación de video también se publicará en www.nctcog.org/input.

**TEMAS DE PRESENTACIÓN:**
- Actualización Mobility 2045
- Campaña Freight Safety
- Informes sobre Local Government Energy

**RECURSO E INFORMACIÓN:**
- Participación Pública Interactiva: Map Your Experience: http://www.nctcog.org/mapyourexperience
- Regional Smoking Vehicle Program (RSVP por sus siglas en inglés): http://www.smokingvehicle.net/
- Incentivos para Vehículos y Oportunidades de Financiación
- Revisiones Administrativas de Mobility 2045: www.nctcog.org/input

Para acomodo especial por discapacidad o para traducción de idioma, llame al 817-608-2365 o por email cbaylor@nctcog.org al menos 72 horas antes de la reunión. Se harán adaptaciones razonables.

**Aviso de la Reunión Pública**
Propuesta de Mejoramiento a Spur 399 desde US 75 hasta US 380 | CSJ: 0364-04-051, 0047-05-058, 0047-10-002

El Departamento de Transporte de Texas (TxDOT por sus siglas en inglés) está proponiendo construir la Extensión de Spur 399 desde la Carretera de los Estados Unidos (US por sus siglas en inglés) 75 al sur de McKinney hasta US 380 al este deMcKinney. Este aviso informa al público que TxDOT llevará a cabo una reunión pública en persona y una reunión públicavirtual en línea sobre el proyecto propuesto. **La misma información estará disponible en ambas reuniones tanto en lapresencial como en la virtual.**

**Reunión en Persona**
**Jueves 21 de Oct. de 2021, 6 p.m. a 8 p.m.**
**Hotel Sheraton, Throckmorton Ballroom**
**1900 Gateway Blvd, McKinney, TX 75070**

**Reunión Virtual**
**Jueves, 21 de Oct. de 2021 de 6 p.m. hasta el Viernes 5 de Nov. de 2021 a 11:59 p.m.**
**www.keepitmovingdallas.com/Spur399PublicMeeting**

La reunión en persona comenzará a las 6 p.m. y será en un formato de exhibición abierto al público donde el público podrá entrar y salir según le convenga. El personal estará disponible para responder preguntas y recibir comentarios. La reunión virtual se podrá ver a partir del jueves 21 de octubre de 2021 iniciando a las 6 p.m. hasta el viernes 5 de noviembre de 2021 a las 11:59 p.m. Los materiales de la reunión pública virtual se publicarán en el sitio web del proyecto en *www.keepitmovingdallas.com/Spur399PublicMeeting* y consistirá en una presentación de video pregrabado que incluye ambos componentes de audio y video, junto con otras exhibiciones. La reunión pública virtual no es un evento en vivo. Si no tiene acceso a Internet, puede llamar al (214) 320-4469 entre las 8 a.m. y las 5 p.m. de lunes a viernes, para hacer preguntas y acceder a los materiales del proyecto durante el proceso de desarrollo del proyecto. **Tenga en cuenta que los materiales no estarán disponibles hasta el 21 de octubre de 2021 a las 6 p.m.**

Se proporcionará una actualización sobre el proceso de la Declaración de Impacto Ambiental (EIS por sus siglas en inglés), incluyendo la presentación de los hallazgos ambientales disponibles y los esquemas de diseño para dos alternativas nuevas de la ubicación de construcción, ubicada en el lado este y oeste del Aeropuerto Nacional McKinney. El proyecto propuesto acomodaría una autopista de seis a ocho carriles con caminos secundarios en cada lado para mejorar la movilidad de norte- sur y mejorar la conectividad entre la parte este del condado de Collin y los destinos al sur de McKinney. El proyecto propuesto, sujeto a las consideraciones del diseño final, requeriría un derecho de acceso vial adicional y potencialmente desplazaría residencias y estructuras no residenciales.

Estará disponible asistencia para la reubicación de personas y empresas desplazadas. La información sobre el Programa deAsistencia de Reubicación de TxDOT, los servicios y beneficios para los desplazados y otros propietarios afectados, así como la información sobre el calendario tentativo para la adquisición y construcción del derecho al acceso vial, estará disponible en la reunión pública en persona, en el sitio web del proyecto, o se puede obtener en la oficina del distrito de TxDOT llamando al (214) 320-4469. Todas las reuniones se realizarán en Inglés. Si necesita un intérprete o los documentostraducidos porque el inglés no es su primer idioma o tiene dificultades para comunicarse eficazmente en inglés, se leproporcionará uno. Si tiene una discapacidad y necesita asistencia, se pueden hacer arreglos especiales para satisfacer lamayoría de las necesidades. Si necesita servicios de interpretación o traducción o si es una persona con una discapacidadque requiere una adaptación para participar en las reuniones, comuníquese con el Sr. Patrick Clarke al (214) 320-4483 amás tardar el 14 de octubre de 2021. Se requiere de una notificación previa, ya que los servicios y las adaptaciones requieren tiempo para organizarse.

*Se solicita al público sus comentarios sobre el proyecto propuesto y se pueden entregar en la reunión pública, enviar en línea en el sitio web del proyecto, por correo electrónico a Stephen.Endres@txdot.gov, o por correo postal dirigido al Sr. Stephen Endres, P.E., TxDOT Dallas District Office, 4777 East US Highway 80, Mesquite, Texas 75150-6643. Los comentarios verbales pueden enviarse llamando y dejando su mensaje de voz al (833) 933-0440.* ***Todos los comentarios deben recibirse o enviarse con el sello postal antes del viernes 5 de noviembre de 2021.*** *Si tiene alguna pregunta generalsobre el proyecto propuesto o de la reunión pública, favor de comunicarse con el Gerente del Proyecto de TxDOT, Sr. Stephen Endres, P.E., al (214) 320-4469 o Stephen.Endres@txdot.gov. La revisión ambiental, la consulta y otras acciones requeridas por las leyes ambientales Federales aplicables para este proyecto están siendo realizadas o han sido realizadas por TxDOT de conformidad con el 23 U.S.C. 327 y un Memorando de Entendimiento con fecha de 9 de diciembre de 2019 y ejecutado por Administración Federal de Carreteras (FHWA por sus siglas en inglés) y TxDOT.*

DN-1807481-01

ANUNCIO DE SERVICIO PÚBLICO
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**STATE OF TEXAS §**
**§ AFFIDAVIT OF PUBLICATION**
**COUNTY COLLIN §**

My Name is E. Nuel Cates, and I am Publisher of the *Collin County Commercial Record.* I am over the age of 18, have personal knowledge of the facts stated herein, and am otherwise competent to make this affidavit.

The *Collin County Commercial Record* is a legal newspaper publication under the Texas law, headquartered and regularly published in Collin County, Texas. It is a newspaper of general circulation, and is generally circulated in Collin, Dallas, Denton, Grayson, Fannin, Hunt and Rockwall Counties.

The attachment hereto was published in the *Collin County Commercial Record* in its publications of

10/7/2021

at or below the lowest rate classified advertising.

E. Nuel Cates, Jr., Publisher

**SUBSCRIBED AND SWORN TO BEFORE** me the 7 day of October, 2021

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Comm. Expires 02-27-2022
Notary ID 7081837

## Notice of Virtual Public Scoping Meeting

Proposed Improvements to Spur 399 Extension from US 75 to US 380 | CSJ: 0364-04-051, 0047-05-058, 0047-10-002

The Texas Department of Transportation (TxDOT) is proposing to construct the Spur 399 Extension from US 75 south of McKinney to US 380 east of McKinney. This notice advises the public that TxDOT will be conducting an in-person and online virtual public meeting on the proposed project. **The same information will be available at both the in-person and virtual meetings.**

**In-Person Meeting**
**Thursday, Oct. 21, 2021, 6 p.m. to 8 p.m.**
**Sheraton Hotel, Throckmorton Ballroom**
**1900 Gateway Blvd, McKinney, TX 75070**

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**www.keepitmovingdallas.com/Spur399PublicMeeting**

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An update will be provided on the environmental impact statement (EIS) process including presentation of available environmental findings and design schematics for two new location build alternatives located on the east and on the west side of the McKinney National Airport. The proposed project would accommodate a six to eight-lane freeway with frontage roads on each side to improve north-south mobility and improve connectivity between the eastern portion of Collin County and destinations south of McKinney. The proposed project would, subject to final design considerations, require additional right-of-way and potentially displace residences and non-residential structures.

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*Comments from the public regarding the proposed project are requested and can be submitted at the public meeting, online at the project website, by email to Stephen.Endres@txdot.gov, or by mail to Mr. Stephen Endres, P.E., TxDOT Dallas District Office, 4777 East US Highway 80, Mesquite, Texas 75150-6643. Verbal comments may be submitted by leaving a voicemail at (833) 933-0440.* ***All comments must be received or postmarked before Friday, Nov. 5, 2021.*** *If you have any general questions regarding the proposed project or the public meeting, please contact the TxDOT Project Manager, Mr. Stephen Endres, P.E., at (214) 320-4469 or Stephen.Endres@txdot.gov. 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 9, 2019, and executed by FHWA and TxDOT.*

# TEXAS ALCOHOL & BEVERAGE COMMISSION

## LICENSES & RENEWALS

**Application has been made with the Texas Alcoholic Beverage Commission for a Food and Beverage Certificate (FB) and Local Cartage Permit (E) and Wine and Malt Beverage Retailer's Permit (BG) for MV Winery Partners LLC dba The Red Feather at 2617 Sentinel Way, Ste 400 Melissa, Collin County, TX 75454.**
**Jeffrey Card - Member**
**Joseph Armstrong - Member**
**Jeffrey Croissant - Member**

**10/5, 10/7**

# NOTICE TO CREDITORS

**Notice to Creditors of THE ESTATE OF DONALD P. HERZOG, Deceased**

Notice is hereby given that Letters Testamentary upon the Estate of Donald P. Herzog, Deceased were granted to the undersigned on the 4th day of October, 2021 by the Probate Court of Collin County, Texas. All persons having claims against said estate are hereby required to present the same to Timothy A. Graham within the time prescribed by law.

My address is 2220 Loch Haven Drive, Plano, Texas 75023

Independent Executor of the Estate of Donald P. Herzog Deceased. CAUSE NO. PB1-1517-2021

10/7

**Notice to Creditors of THE ESTATE OF Lloyd Byrl Moore, Deceased**

Notice is hereby given that Letters Testamentary upon the Estate of Lloyd Byrl Moore, Deceased were granted to the undersigned on the 27 of July, 2021 by the Probate Court of Collin County, Texas. All persons having claims against said estate are hereby required to present the same to Alysha Ackley within the time prescribed by law.

My address is 2682 FM 1569 Greenville Texas 75401

Executor of the Estate of Lloyd Byrl Moore Deceased. CAUSE NO. PB1-1143-2021

10/7

**Notice to Creditors of THE ESTATE OF Mary E. Smith, Deceased**

Notice is hereby given that Letters Testamentary upon the Estate of Mary E. Smith, Deceased were granted to the undersigned on the 23rd of September, 2021 by the Probate Court of Collin County, Texas. All persons having claims against said estate are hereby required to present the same to Tamara A. Hogan, Independent Executor, within the time prescribed by law.

My address is Tamara A. Hogan c/o Janet P. Hope Attorney at Law 5055 W. Park Blvd., Suite 400 Plano, TX 75093

Independent Executor of the Estate of Mary E. Smith Deceased. CAUSE NO. PB1-1383-2021

10/7

**Notice to Creditors of THE ESTATE OF Sherna Elaine Stone, Deceased**

Notice is hereby given that Letters Testamentary upon the Estate of Sherna Elaine Stone, Deceased were granted to the undersigned on the 28th of September, 2021 by the Probate Court of Collin County, Texas. All persons having claims against said estate are hereby required to present the same to Denise Banning within the time prescribed by law.

My address is c/o Michael A. Koenecke, Attorney P.O. Box 830190 Richardson, Texas 75083

Independent Executor of the Estate of Sherna Elaine Stone Deceased. CAUSE NO. PB1-1311-2021

10/7

**Notice to Creditors of THE ESTATE OF Susan deVenny, Deceased**

Notice is hereby given that Letters Testamentary upon the Estate of Susan deVenny, Deceased were granted to the undersigned on the 28th of September, 2021 by the Probate Court of Collin County, Texas. All persons having claims against said estate are hereby required to present the same to James Elwood deVenny III within the time prescribed by law.

My address is c/o Michael A. Koenecke Attorney and Counselor P.O. Box 830190 Richardson, Texas 75083

Independent Executor of the Estate of Susan deVenny Deceased. CAUSE NO. PB1-1248-2021

10/7

**Notice to Creditors of THE ESTATE OF KARIM KAJANI, Deceased**

Notice is hereby given that Original Letters of Administration upon the Estate of Karim Kajani, Deceased were granted to the undersigned on the 26th of March, 2018 by the Probate Court of Collin County, Texas. All persons having claims against said estate are hereby required to present the same to Nazeer A. Kajani within the time prescribed by law.

*LEGAL NOTICES CONTINUED ON NEXT PAGE*

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THE STATE OF Texas

COUNTY OF Collin

BEFORE ME, the undersigned authority, on this day personally appeared Miranda Barhydt who swore or affirmed to tell truth, and stated as follows:

My name is Miranda Barhydt and I certify that I am an employee of the publishers of Community Impact Newspaper. I certify that the attached ad was published in the below Community Impact Newspaper edition(s).

McKinney

At the cost of $1,860.00.

I certify that the attached tear sheet(s) is a true and accurate copy of the advertisement(s) as they appeared in the Community Impact Newspaper on the above-specified date(s).

Miranda L Barhydt
Employee, Community Impact Newspaper

SWORN to and SUBSCRIBED before me, the undersigned authority, on this 7TH day of DECEMBER, 20 21, by MIRANDA BARHYDT.

Notary Public

ANDREW R WALUKIEWICZ
Notary Public
STATE OF TEXAS
ID#125653425
My Comm. Exp. June 8, 2022

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## Notice of Public Meeting

Texas Department of Transportation

Proposed Improvements to Spur 399 from US 75 to US 380
CSJs: 0364-04-051, 0047-05-058, 0047-10-002

The Texas Department of Transportation (TxDOT) is proposing to construct the Spur 399 Extension from US 75 south of McKinney to US 380 east of McKinney. This notice advises the public that TxDOT will be conducting an in-person and online virtual public meeting on the proposed project. **The same information will be available at both the in-person and virtual meetings.**

**In-Person Meeting**
**Thursday, Oct. 21, 2021, 6 p.m. to 8 p.m.**
**Sheraton Hotel, Throckmorton Ballroom**
**1900 Gateway Blvd, McKinney, TX 75070**

**Virtual Meeting**
**Thursday, Oct. 21, 2021**
**6 p.m. through Friday, Nov. 5, 2021 at 11:59 p.m.**
**www.keepitmovingdallas.com/Spur399PublicMeeting**

The in-person meeting will begin at 6 p.m. and will be an open house format where the public may come and go at their convenience. Staff will be available to answer questions and take comments. The virtual meeting can be viewed beginning Thursday, Oct. 21, 2021 starting at 6 p.m. through Friday, Nov. 5, 2021 at 11:59 p.m. The virtual public meeting materials will be posted to the project website at **www.keepitmovingdallas.com/Spur399PublicMeeting** and will consist of a pre-recorded video presentation that includes both audio and video components, along with other exhibits. The virtual public meeting is not a live event. If you do not have internet access, you may call (214) 320-4469 between the hours of 8 a.m. and 5 p.m. Monday through Friday, to ask questions and access project materials during the project development process. **Please note the materials will not be available until Oct. 21, 2021 at 6 p.m.**

An update will be provided on the environmental impact statement (EIS) process including presentation of available environmental findings and design schematics for two new location build alternatives located on the east and on the west side of the McKinney National Airport. The proposed project would accommodate a six to eight-lane freeway with frontage roads on each side to improve north-south mobility and improve connectivity between the eastern portion of Collin County and destinations south of McKinney. The proposed project would, subject to final design considerations, require additional right-of-way and potentially displace residences and non-residential structures.

Relocation assistance will be available for displaced persons and businesses. Information about the TxDOT Relocation Assistance Program and services and benefits for those displaced and other affected property owners, as well as information about the tentative schedule for right-of-way acquisition and construction, will be available at the in-person public meeting, the project website, or can be obtained from the TxDOT district office by calling (214) 320-4469. All meetings will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to participate in the meetings, please contact Mr. Patrick Clarke at (214) 320-4483 no later than Oct. 14, 2021. Advance notice is required as services and accommodations require time to arrange.

*Comments from the public regarding the proposed project are requested and can be submitted at the public meeting, online at the project website, by email to Stephen.Endres@txdot.gov, or by mail to Mr. Stephen Endres, P.E., TxDOT Dallas District Office, 4777 East US Highway 80, Mesquite, Texas 75150-6643. Verbal comments may be submitted by leaving a voicemail at (833) 933-0440.* ***All comments must be received or postmarked before Friday, Nov. 5, 2021.*** *If you have any general questions regarding the proposed project or the public meeting, please contact the TxDOT Project Manager, Mr. Stephen Endres, P.E., at (214) 320-4469 or Stephen.Endres@txdot.gov. 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 9, 2019, and executed by FHWA and TxDOT.*

STAR LOCAL MEDIA

**McKinney Courier Gazette**

## AFFIDAVIT OF LEGAL NOTICE

I, Joni Craghead, Advertising Representative of the McKinney Courier Gazette a newspaper printed in the English language in Collin County, State of Texas, do hereby certify that this notice was Published in the McKinney Courier Gazette on the following dates, to-wit

| | | | |
|---|---|---|---|
| McKinney Courier Gazette | 10/10/21 | 10/10/21 | 1 |

TXDOT SPUR 399 MEETING $647.50

(Description) (Cost)

Joni Craghead

Advertising Representative of the McKinney Courier Gazette

Subscribed and sworn on this

12 day of October, 2021

NICHOLAS A. SOUDERS
Notary Public, State of Texas
Comm. Expires 03-06-2023
Notary ID 131919762

Notary Public, State of Texas

# SPORTS

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# Prosper tops McKinney for 1st district win

**MICHAEL FINNEGAN**
Star Local Media Contributor

PROSPER — Harrison Rosar threw for 238 yards and three touchdowns as Prosper (4-3, 1-2 District 5-6A) defeated McKinney 31-14 Friday night at Children's Health Stadium.

Coming into the game against the visiting Lions, Rosar ranked among the area's top 20 in passing yards (1,142) and touchdowns (12). Arguably one of the toughest districts not only in Metroplex but also the state, that speaks volumes about the junior signal-caller.

"He's a gamer," said Brandon Schmidt, Prosper head coach, now in his sixth season at the helm for the Eagles. "He's coming into his own and you have to remember he's just a junior."

McKinney (3-3, 0-2) gained the momentum early in the first quarter after driving the ball 75 yards on the game's opening possession to take a 7-0 lead with 9:38 remaining in the first quarter. The Lions converted on fourth-and-long at the Prosper 39-yard line when Dylan Rhodes connected with Jaycob George for a first down at the 18-yard line.

On the next play, Bryan Jackson took a dive up the middle and capped the drive with his 18-yard scamper for the game's first score. Jackson holds offers from Oklahoma State and Oregon State.

"He's the real deal," said Marcus Shavers, McKinney head coach. "He's just a sophomore. He's only going to get bigger and stronger as he develops into a huge threat for us."

Down 7-0, Prosper scored 17 unanswered points to take a 17-7 lead at halftime.

Prosper got the better of McKinney on Friday for a 31-14 victory in District 5-6A action.

PHOTO COURTESY OF MATT PEARCE / BUZZPHOTOS.COM

The Eagles first score came on a 22-yard field goal by Austin Stiglets to reduce the lead to 7-3 late in the first quarter.

The Lions were forced to punt on its ensuing possession, and Kaleb Miles's 30-yard return set Prosper up with good field position at McKinney's 16-yard line. Three plays later, the Eagles took the first lead of the game early in the second quarter when Marco de Tomas plunged in from the 1-yard line to make the score 10-7.

After another McKinney punt, Rosar drove Prosper the length of the field and his 18-yard touchdown strike to Houston Hawkins gave the Eagles a 17-7 advantage with just over four minutes left in the half.

Rosar connected with Hunter Summers on two long third-down conversions to keep the drive alive. Hawkins caught five passes for 60 yards and a score, while Summers led all receivers 89 yards on six receptions and a touchdown.

"Prosper is a well-coached team and we knew our hands would full tonight," Shavers said. "Like us, they've played some solid teams thus far and have been very competitive".

Early in the third quarter, McKinney got things going again offensively and capped an 11-play drive when Jackson scored on a 38-yard to close the gap to 17-14.

But on a critical fourth-down play late in the game, Rosar threw a 30-yard touchdown pass to Tyler Bailey to go up 24-14 to ice the game for the home team.

Jackson led all rushers with 122 yards and two touchdowns for McKinney, while the Lions' special teams recovered a fumble and the defense forced two turnovers.

### BULLDOGS SCORE STUNNING COMEBACK WIN

For all the hardships that encompassed McKinney North's first half on Friday against Wylie East, the Bulldogs made up for it with a much-need-

■ See **FOOTBALL**, Page **5A**

McKinney Boyd's Camryn Weldon (13) and Avery Calame (12) celebrate following a match between McKinney Boyd and McKinney High on Tuesday, September 21, 2021 at McKinney Boyd High School. The Boyd Broncos won the match 3-0.

PHOTO COURTESY OF KEVIN BARTRAM / BUZZPHOTOS.COM

# Crowded at the top

## *Plenty of teams in contention for 5-6A volleyball title*

**MATT WELCH**
mwelch@starlocalmedia.com

Although 5-6A volleyball's playoff picture projects to look much like last season, any of those top four teams is still within reach of a district championship.

As the conference closed out the first half of its schedule on Friday, one game separated the top four teams in the 5-6A standings — McKinney Boyd and Denton Guyer sat at 5-1 and tied for first place and just ahead of the duo of Prosper and Allen, both 4-2 and gridlocked in third place. Denton Braswell (2-4), McKinney (1-5) and Little Elm (0-6) round out the district standings.

The competition between the top four teams has been just as lively. Of their six head-to-head matches during the first half of the district schedule, five required four sets or more — the only exception was Allen's 3-0 sweep of Boyd in a match where the Lady Broncos were without star senior Avery Calame.

The closely contested nature of the district leaves plenty undecided heading into the final few weeks of the regular season. Here's where those top four teams in 5-6A stand as the homestretch draws near.

**McKinney Boyd**

The Lady Broncos sit atop the league standings and are in the driver's seat for 5-6A's top playoff seed by virtue of their head-to-head victory over Guyer, a 3-1 decision on Sept. 14.

Boyd's lone setback came in a three-set loss to Allen, a loss that as previously noted came without all-district first-teamer Calame in the lineup, but at full strength no one has shaved more a set off the Lady Broncos in district play.

The tightly contested nature of the first half means hanging onto that top spot won't come easy for Boyd, but its four-set win over reigning 5-6A champion Prosper on Sept. 28 showcased a blueprint that should make maybe the toughest out in the district.

Naturally, senior Hannah Billeter and Calame — the 1A and 1B of the Lady Broncos' arsenal — led the way with a combined 29 kills, but Boyd also benefited from double-digit kill performances from Carson Eickenloff and freshman Ale Romo in the win. Eickenloff logged double figures in kills (12), digs (17) and assists (25).

If the Lady Broncos can strike a similar balance in the second half of 5-6A, look out.

**Denton Guyer**

Following an up-and-down preseason, albeit against quality competition, the Lady Wildcats are looking a bit more like a team coming off consecutive playoff runs of at least four rounds deep.

Only Boyd managed to best Guyer during the first half of district play, while the Lady Wildcats built an early edge in head-to-head play against Prosper and Allen — both of whom were dispatched in four sets.

Guyer closes the first half of league on the longest winning streak of any team in 5-6A (four) and that momentum begins with star junior Kyndal Stowers. The outside hitter imposed her will on Allen last Friday with 22 kills on 5.5 per set as well as 16 digs in her team's 3-1 win and has gotten strong contributions elsewhere from players like seniors Gracey Campbell, London Hunt and Reagan Nash to keep the Lady Wildcats in contention.

With Stowers, a Baylor commit, on the floor, Guyer can hang with anyone, especially if the match gets tight late. If the production elsewhere continues to rise, the Lady Wildcats should remain in the hunt for the 5-6A title.

**Prosper**

After rolling to an 11-1 finish in 5-6A last season, the Lady Eagles are playing catch-up behind two others in a crowded district title race.

Prosper has plenty to be encouraged by this season, be it the seamless transition of sophomore Ayden Ames into the program while acclimating to a new position,

■ See **VOLLEY**, Page **5A**


Texas Department of Transportation

**Notice of Public Meeting**

Proposed Improvements to Spur 399 from US 75 to US 380
CSJs: 0364-04-051, 0047-05-058, 0047-10-002

The Texas Department of Transportation (TxDOT) is proposing to construct the Spur 399 Extension from US 75 south of McKinney to US 380 east of McKinney. This notice advises the public that TxDOT will be conducting an in-person and online virtual public meeting on the proposed project. **The same information will be available at both the in-person and virtual meetings.**

**In-Person Meeting**
**Thursday, Oct. 21, 2021, 6 p.m. to 8 p.m.**
**Sheraton Hotel, Throckmorton Ballroom**
**1900 Gateway Blvd, McKinney, TX 75070**

**Virtual Meeting**
**Thursday, Oct. 21, 2021 at 6 p.m. through**
**Friday, Nov. 5, 2021 at 11:59 p.m.**
**www.keepitmovingdallas.com/Spur399PublicMeeting**

The in-person meeting will begin at 6 p.m. and will be an open house format where the public may come and go at their convenience. Staff will be available to answer questions and take comments. The virtual meeting can be viewed beginning Thursday, Oct. 21, 2021 starting at 6 p.m. through Friday, Nov. 5, 2021 at 11:59 p.m. The virtual public meeting materials will be posted to the project website at **www.keepitmovingdallas.com/Spur399PublicMeeting** and will consist of a pre-recorded video presentation that includes both audio and video components, along with other exhibits. The virtual public meeting is not a live event. If you do not have internet access, you may call (214) 320-4469 between the hours of 8 a.m. and 5 p.m. Monday through Friday, to ask questions and access project materials during the project development process. **Please note the materials will not be available until Oct. 21, 2021 at 6 p.m.**

An update will be provided on the environmental impact statement (EIS) process including presentation of available environmental findings and design schematics for two new location build alternatives located on the east and on the west side of the McKinney National Airport. The proposed project would accommodate a six to eight-lane freeway with frontage roads on each side to improve north-south mobility and improve connectivity between the eastern portion of Collin County and destinations south of McKinney. The proposed project would, subject to final design considerations, require additional right-of-way and potentially displace residences and non-residential structures.

Relocation assistance will be available for displaced persons and businesses. Information about the TxDOT Relocation Assistance Program and services and benefits for those displaced and other affected property owners, as well as information about the tentative schedule for right-of-way acquisition and construction, will be available at the in-person public meeting, the project website, or can be obtained from the TxDOT district office by calling (214) 320-4469. All meetings will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to participate in the meetings, please contact Mr. Patrick Clarke at (214) 320-4483 no later than Oct. 14, 2021. Advance notice is required as services and accommodations require time to arrange.

*Comments from the public regarding the proposed project are requested and can be submitted at the public meeting, online at the project website, by email to Stephen.Endres@txdot.gov, or by mail to Mr. Stephen Endres, P.E., TxDOT Dallas District Office, 4777 East US Highway 80, Mesquite, Texas 75150-6643. Verbal comments may be submitted by leaving a voicemail at (833) 933-0440.* ***All comments must be received or postmarked before Friday, Nov. 5, 2021.*** *If you have any general questions regarding the proposed project or the public meeting, please contact the TxDOT Project Manager, Mr. Stephen Endres, P.E., at (214) 320-4469 or Stephen.Endres@txdot.gov. 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 9, 2019, and executed by FHWA and TxDOT.*

# B5 TxDOT Website Notices

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# Virtual Public Meeting with In-Person Option - Spur 399 from US 75 to US 380



**Where:**

The virtual public meeting will be posted beginning Thursday, Oct. 21, 2021, at 6 p.m. and remain online through Friday, Nov. 5, 2021 at 11:59 p.m. Please note, this is not a live event. The materials can be viewed at your convenience.

Additionally, TxDOT is providing an in-person meeting option for individuals who would like to participate in person instead of online. In-person attendees will be able to review the same materials and presentation as the online public meeting

**When:**

Virtual Meeting
Thursday, Oct. 21, 2021 at 6 p.m. through Friday, Nov. 5, 2021 at 11:59 p.m.

**In-person Meeting**

Thursday, Oct. 21, 2021, 6 p.m. to 8 p.m.
Sheraton Hotel, Throckmorton Ballroom
1900 Gateway Blvd, McKinney, TX 75070

**Purpose:**

TxDOT is proposing to construct the Spur 399 Extension from US 75 south of McKinney to US 380 east of McKinney. All comments must be received on or before Friday, Nov. 5, 2021.

**Description:**

An update will be provided on the environmental impact statement (EIS) process including presentation of available environmental findings and design schematics for two new location build alternatives located on the east and on the west side of the McKinney National Airport. The proposed project would accommodate a six to eight-lane freeway with frontage roads on each side to improve north-south mobility and improve connectivity between the eastern portion of Collin County and destinations south of McKinney.

The proposed project would, subject to final design considerations, require additional right-of-way and potentially displace residences and non-residential structures.

**Special Accommodations:**

All meetings will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a

disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to participate in the meetings, please contact Mr. Patrick Clarke at (214) 320-4483 no later than Oct. 14, 2021. Advance notice is required as services and accommodations require time to arrange.

**Memorandum of Understanding:**

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 9, 2019, and executed by the Federal Highway Administration and TxDOT.

**Downloads:**

- Notice
- Notice (Español)
- Venue Map
- Venue Map (Español)

**Contact:**

TxDOT Dallas District
Public Information Office
(214) 320-4480
Email

*Posted: Oct. 6, 2021*

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## Notice of Public Meeting for Proposed Spur 399 Extension, Collin County

Thursday, October 21, 2021

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

**Where and When:**

An In-Person Public Meeting will be held on Thursday, Oct. 21, 2021 from 6 p.m. to 8 p.m. at the Sheraton Hotel Throckmorton Ballroom, 1900 Gateway Blvd, McKinney, Texas 75150.

A Virtual Public Meeting will also be held at www.keepitmovingdallas.com/Spur399PublicMeeting. The virtual meeting is not a live event and can be viewed at any time beginning at 6 p.m. on Oct. 21, 2021 and will remain available online through Friday, Nov. 5, 2021.

All comments must be received on or before Nov. 5, 2021.

**Purpose:**

An update will be provided on the environmental impact statement (EIS) process including presentation of available environmental findings and design schematics for two new location build alternatives located on the east and on the west sides of the McKinney National Airport. Comments may be provided online, or by mail, email, or voicemail as described in the notice and on the virtual public meeting website.

**Description:**

The Texas Department of Transportation (TxDOT) is preparing an Environmental Impact Statement (EIS) for the proposed Spur 399 Extension project in Collin County from US 75 south of McKinney to US 380 east of McKinney. Two new location build alternatives located on the east and on the west sides of the McKinney National Airport are under study. The proposed project would provide a six to eight-lane freeway with frontage roads on each side to improve north-south mobility and improve connectivity between the eastern portion of Collin County and destinations south of McKinney. The proposed project would, subject to final design considerations, require additional right-of-way and potentially displace residences and non-residential structures.

**Special Accommodations:**

Special accommodations: The in-person and virtual public meetings will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual public meeting, please contact Mr. Patrick Clarke, TxDOT Public Information Officer, TxDOT Dallas District, at (214) 320-4483 no later than Oct. 14, 2021. Advance notice is required as some services and accommodations may require time for TxDOT to arrange.

**Memorandum of Understanding:**

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 9, 2019, and executed by FHWA and TxDOT.

**Downloads:**

Notice (English)

Venue Map (English)

Notice (Spanish)

Venue Map (Spanish)

**Contact:**

TxDOT Dallas District
Public Information Office
(214) 320-4483

## B6 TxDOT News Release

# NEWS RELEASE

**DALLAS DISTRICT**
Patrick Clarke
(214) 320-4483
Patrick.Clarke@txdot.gov

## IN-PERSON, VIRTUAL PUBLIC MEETING SCHEDULED FOR SPUR 399 EXTENSION PROJECT IN COLLIN COUNTY

**Oct. 14, 2021**

**COLLIN COUNTY** – The Texas Department of Transportation (TxDOT) will host an in-person public meeting with a virtual option to provide an update on the proposed Spur 399 Extension project in Collin County from US Highway 75 (US 75) south of McKinney to US 380 east of McKinney.

**The in-person public meeting takes place on Thursday, Oct. 21 from 6 p.m. to 8 p.m. at the Sheraton Hotel, Throckmorton Ballroom, 1900 Gateway Boulevard, McKinney, TX 75070. Attendees may visit at any time during the two-hour timeframe and do not need to sign-up to confirm attendance. COVID-19 safety protocols will be in place.**

Guests will be able to view project materials on two new location build alternatives, speak with TxDOT staff and project consultants, and leave written comments. The project materials include a video presentation, draft schematic and exhibit.

**These materials will be available at www.keepitmovingdallas.com/Spur399PublicMeeting for the virtual option, which is not live and can be viewed at any time from Thursday, Oct. 21 at 6 p.m. to Friday, Nov. 5 at 11:59 p.m. Those without internet access may call (214) 320-4469 Monday through Friday, 8 a.m. to 5 p.m., to ask questions and access project materials during the project development process.**

In-person and virtual guests have several options for submitting feedback on the proposed project:

- Email project manager at stephen.endres@txdot.gov
- Send mail to project manager: Stephen Endres, P.E., TxDOT Dallas District Office, 4777 East US Highway 80, Mesquite, Texas 75150-6643
- Via meeting website
- Voicemail by calling (833) 933-0440

**All comments and mail must be submitted and postmarked by Friday, Nov. 5, 2021, to be included in the public record.**

The proposed project would accommodate a six to eight-lane freeway with frontage roads on each side to improve north-south mobility and improve connectivity between the eastern portion of Collin County and destinations south of McKinney. The project would, subject to final design considerations, require additional right-of-way and potentially displace residences and non-residential structures.

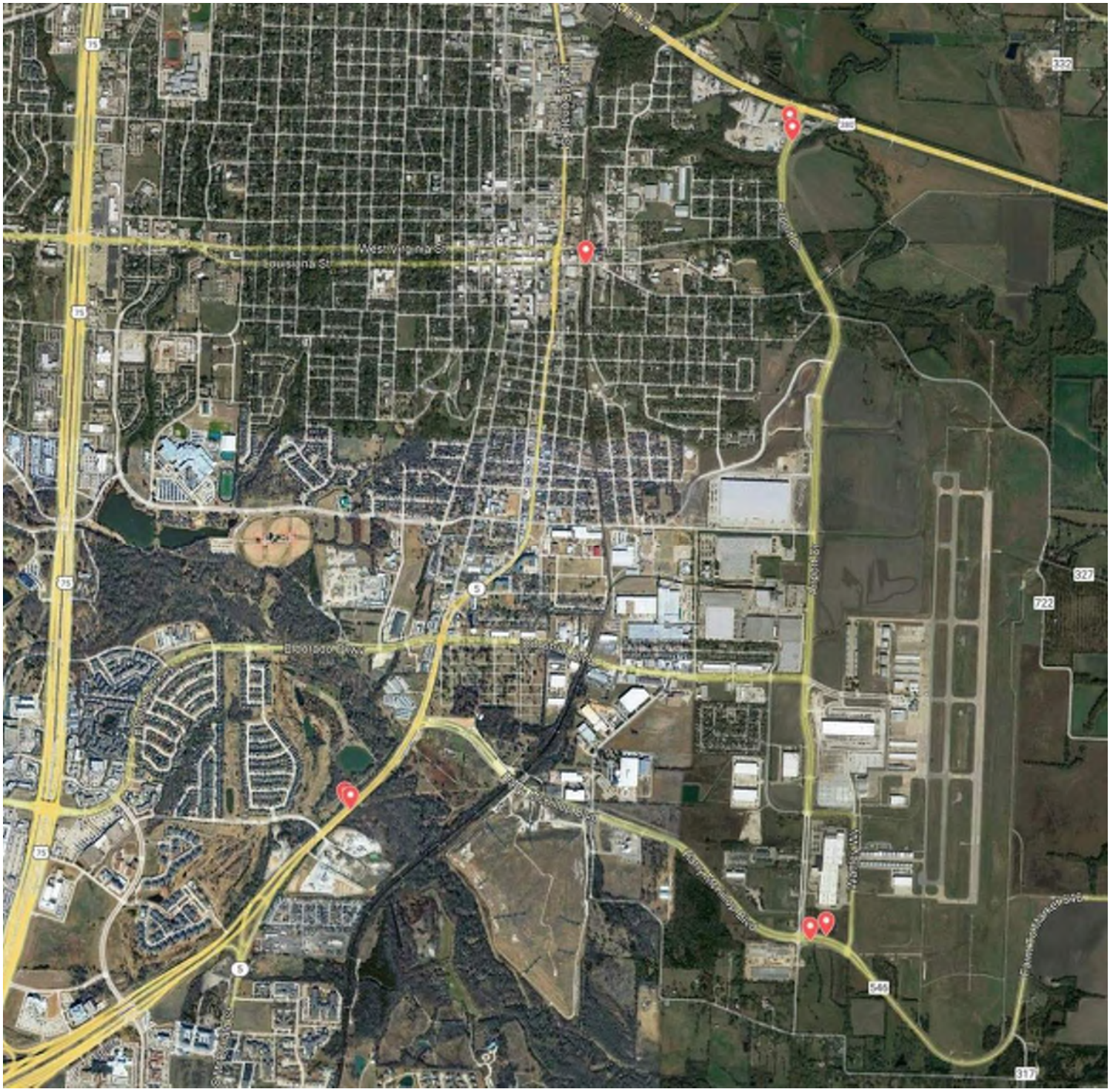
For media inquiries, contact TxDOT Public Information Officer Patrick Clarke at Patrick.Clarke@txdot.gov or (214) 320-4483.

# # #

## B7 Changeable Message Signs

In order to notify commuters of the Public Meeting, TxDOT placed changeable message signs in heavily trafficked locations throughout the project area.

Below is a map indicating with “PMB” the location of the signs.



# B8 Public Meeting Email Notice

View this email in your browser

Texas Department of Transportation

# Notice of Public Meeting

## Proposed Improvements to Spur 399 from US 75 to US 380

Collin County, Texas

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

The Texas Department of Transportation (TxDOT) is proposing to construct the Spur 399 Extension from US 75 south of McKinney to US 380 east of McKinney. This notice advises the public that TxDOT will be conducting an in-person and online virtual public meeting on the proposed project. **The same information will be available at both the in-person and virtual meetings.**

**In-person Meeting**
**Thursday, Oct. 21, 2021, 6 p.m. to 8 p.m.**
**Sheraton Hotel, Throckmorton Ballroom**
**1900 Gateway Blvd, McKinney, TX 75070**

**Virtual Meeting**
**Thursday, Oct. 21, 2021 at 6 p.m. through**
**Friday, Nov. 5, 2021 at 11:59 p.m.**
www.keepitmovingdallas.com/Spur399PublicMeeting

The in-person meeting will begin at 6 p.m. and will be an open house format where the public may come and go at their convenience. Staff will be available to answer questions and take comments. The virtual meeting can be viewed beginning Thursday, Oct. 21, 2021 starting at 6 p.m. through Friday, Nov. 5, 2021 at 11:59 p.m. The virtual public meeting materials will be posted to the project website at www.keepitmovingdallas.com/Spur399PublicMeeting and will consist of a pre-recorded video presentation that includes both audio and video components, along with other exhibits. The virtual public meeting is not a live

event. If you do not have internet access, you may call (214) 320-4469 bet the hours of 8 a.m. and 5 p.m. Monday through Friday, to ask questions access project materials during the project development process.

**Please note the materials will not be available until Oct. 21, 2021 at 6 p.m.**

An update will be provided on the environmental impact statement (EIS) process including presentation of available environmental findings and design schematics for two new location build alternatives located on the east and on the west side of the McKinney National Airport. The proposed project would accommodate a six to eight-lane freeway with frontage roads on each side to improve north-south mobility and improve connectivity between the eastern portion of Collin County and destinations south of McKinney. The proposed project would, subject to final design considerations, require additional right-of-way and potentially displace residences and non-residential structures.

Relocation assistance will be available for displaced persons and businesses. Information about the TxDOT Relocation Assistance Program and services and benefits for those displaced and other affected property owners, as well as information about the tentative schedule for right-of-way acquisition and construction, will be available at the in-person public meeting, the project website, or can be obtained from the TxDOT district office by calling (214) 320-4469. All meetings will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to participate in the meetings, please contact Mr. Patrick Clarke at (214) 320-4483 no later than Oct. 14, 2021. Advance notice is required as services and accommodations require time to arrange.

Comments from the public regarding the proposed project are requested and can be submitted at the public meeting, online at the project website, by email to Stephen.Endres@txdot.gov, or by mail to Mr. Stephen Endres, P.E., TxDOT Dallas District Office, 4777 East US Highway 80, Mesquite, Texas 75150-6643. Verbal comments may be submitted by leaving a voicemail at (833) 933-0440. **All comments must be received or postmarked before Friday, Nov. 5, 2021.** If you have any general questions regarding the proposed project or the

public meeting, please contact the TxDOT Project Manager, Mr. Ste
Endres, P.E., at (214) 320-4469 or Stephen.Endres@txdot.gov.

---

*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 9, 2019, and executed by FHWA and TxDOT.*

**TxDOT Dallas District**
4777 East US Highway 80
Mesquite, TX 75150

Want to change how you receive these emails?
You can update your preferences or unsubscribe from this list.

# B9 Public Meeting Notice Email List

| Spur 399 Extension from US 380 to US 75<br>Public Meeting Notice Email List |
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## Section C. Sign-in Sheets

| Section | Document |
|---|---|
| C1 | Public, Elected Officials and Staff Sign-in Sheets |

# C1 Public, Elected Officials and Staff Sign-in Sheets

# PUBLIC SIGN-IN SHEET

Public Meeting: October 21, 2021

**Proposed Improvements to Spur 399**

US 75 to US 380

Collin County, Texas

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

| NAME | ADDRESS |
|---|---|
| Bruce Adams | [redacted] |
| Maria a Campo Henry | [redacted] |
| Garry Weomer | [redacted] |
| TAMARA JOHNSON | [redacted] |
| Maria L. Trejo | [redacted] |
| BK Delhart | [redacted] |
| Bonna Bardell | [redacted] |
| Janet Sherlip | [redacted] |
| VAL CARDER | [redacted] |
| [illegible] Berry | [redacted] |
| Betsy Navarro | [redacted] |
| Arnulfo Navarro | [redacted] |
| Yvonne [illegible] | [redacted] |
| [illegible] | [redacted] |
| Laura Houston | [redacted] |
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| Paula Houston | [redacted] |
| Tony Kinney | [redacted] |
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Page ____ of ____

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

Texas Department of Transportation

# PUBLIC SIGN-IN SHEET

Public Meeting: October 21, 2021

**Proposed Improvements to Spur 399**

US 75 to US 380

Collin County, Texas

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

| NAME | ADDRESS |
|---|---|
| Madeline Phillips | [redacted] |
| Lance Hanna | [redacted] |
| Scott McMahan | [redacted] |
| Gary Smith | [redacted] |
| DAVID RENFRO | [redacted] |
| MARK SMISLER | [redacted] |
| ARVIND SHARMA | [redacted] |
| Becky Gagnon Hackley | [redacted] |
| Preston Taylor | [redacted] |
| Michael Carlile, PE | [redacted] |
| Julie Nguyen | [redacted] |
| MARVIN CARTER | [redacted] |
| Todd Marchesani | [redacted] |
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| Charles S Klatt | [redacted] |
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| BRAD HERNANDEZ | [redacted] |
| Rosa Chaires | [redacted] |
| Marcos Hernandez | [redacted] |
| Maura Hernandez | [redacted] |
| Laura Hernandez | [redacted] |

Page ____ of ____

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

# PUBLIC SIGN-IN SHEET

Public Meeting: October 21, 2021

**Proposed Improvements to Spur 399**

US 75 to US 380

Collin County, Texas

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

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| Charles McKeever | [redacted] |
| Eric Devonport | [redacted] |
| Jamie Cox | [redacted] |
| Sy Shahd | [redacted] |
| Anna Franklin | [redacted] |
| Earl Griffin | [redacted] |
| Pam McNally | [redacted] |
| R.B ALLEY III | [redacted] |
| MIKE SPIOTTA | [redacted] |
| Lynne Hascal | [redacted] |
| Robert Hascal | [redacted] |
| Todd Clayton | [redacted] |
| Nancy McClendon | [redacted] |
| Worth Tee | [redacted] |
| OSCAR L JEANES | [redacted] |
| Clarence Daugherty | [redacted] |
| Andrew Sisson | [redacted] |
| Matt Bukin | [redacted] |
| Betty Petkovsek | [redacted] |
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Page ____ of ____

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

Texas Department of Transportation

# PUBLIC SIGN-IN SHEET

Public Meeting: October 21, 2021

**Proposed Improvements to Spur 399**

US 75 to US 380

Collin County, Texas

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

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| Tony Azoins | |
| Rebecca Hurst | |
| Johnnie Fisher | |
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Sheraton McKinney Hotel – 1900 Gateway Blvd., McKinney, TX 75070

# PUBLIC SIGN-IN SHEET

Public Meeting: October 21, 2021

**Proposed Improvements to Spur 399**

US 75 to US 380

Collin County, Texas

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

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| Jesse Trujillo | [redacted] |
| Greg Nielson | [redacted] |
| Hilda Farr | [redacted] |
| JoAnne Arp | [redacted] |
| Paul Gomez | [redacted] |
| Charlie Phillips | [redacted] |
| Larry Crane | [redacted] |
| Jim Miller | [redacted] |
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| Julie Landgraf | [redacted] |
| Michael Swin | [redacted] |
| Clint Richardson | [redacted] |
| Todd Stroose | [redacted] |
| Mohsen Tarkhani | [redacted] |
| Cynthia & Stephen McAnally | [redacted] |
| Rosa L. Marie | [redacted] |
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Page ____ of ____

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

# PUBLIC SIGN-IN SHEET

Public Meeting: October 21, 2021

**Proposed Improvements to Spur 399**

US 75 to US 380

Collin County, Texas

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

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| Jim Montgomery | [redacted] |
| Andy Robinwood | [redacted] |
| Robert McAfee | [redacted] |
| Sam Franklin | [redacted] |
| John McKee | [redacted] |
| Andrea Christie | [redacted] |
| [illegible] | [redacted] |
| PAUL A. LORENZ | [redacted] |
| Josh Wheeler | [redacted] |
| Mohammad | [redacted] |
| Mohammad | [redacted] |
| Edward Heaton | [redacted] |
| | [redacted] |
| | [redacted] |
| | [redacted] |
| | [redacted] |
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Sheraton McKinney Hotel – 1900 Gateway Blvd., McKinney, TX 75070

# PUBLIC SIGN-IN SHEET

Public Meeting: October 21, 2021

**Proposed Improvements to Spur 399**

US 75 to US 380

Collin County, Texas

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

| NAME | ADDRESS |
|---|---|
| Jason Hackett | [redacted] |
| Donna Parker | [redacted] |
| Lisa LeBlanc | [redacted] |
| Trevor Castilla | [redacted] |
| Lisa Griffin + Ben Griffin | [redacted] |
| Julie Anschutz | [redacted] |
| | [redacted] |
| | [redacted] |
| | [redacted] |
| | [redacted] |
| | [redacted] |
| | [redacted] |
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# PUBLIC SIGN-IN SHEET

Public Meeting: October 21, 2021

**Proposed Improvements to Spur 399**

US 75 to US 380

Collin County, Texas

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

| NAME | ADDRESS |
|---|---|
| Patricia Doyle | [redacted] |
| Cal [illegible] | [redacted] |
| Matthew Buss | [redacted] |
| TJ Lane | [redacted] |
| Luis Rincon | [redacted] |
| Ray Tello | [redacted] |
| DAVID A TRUJILLO | [redacted] |
| DANNE WIRICH & TIM [illegible] | [redacted] |
| Chad & Amy Teague | [redacted] |
| Margot Gaos | [redacted] |
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Sheraton McKinney Hotel – 1900 Gateway Blvd., McKinney, TX 75070

# ELECTED AND PUBLIC OFFICIAL SIGN-IN SHEET

Public Meeting: October 21, 2021

**Proposed Improvements to Spur 399**

US 75 to US 380

Collin County, Texas

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

| NAME AND PUBLIC OFFICE | SIGNATURE |
|---|---|
| City of McKinney | |
| The Honorable George Fuller<br>Mayor – City of McKinney | |
| The Honorable Rainey Rogers<br>Mayor Pro Tem – District 2 – City of McKinney | |
| The Honorable Justin Beller<br>Council Member – District 1 – City of McKinney | |
| The Honorable Gere Feltus<br>Council Member – District 3 – City of McKinney | |
| The Honorable Rick Franklin<br>Council Member – District 4 – City of McKinney | |
| The Honorable Charlie Philips<br>Council Member – At Large 1 – City of McKinney | |
| The Honorable Frederick Frazier<br>Council Member – At Large 2 – City of McKinney | |
| Paul Grimes<br>City Manager – City of McKinney | |
| Kim Flom<br>Assistant City Manager – City of McKinney | |
| Empress Drane<br>City Secretary – City of McKinney | |
| Gary Graham<br>Director of Engineering – City of McKinney | |
| Matthew Tilke<br>Transportation Engineering Manager –<br>City of McKinney | |
| Nick Ataie<br>CIP Manager – City of McKinney | |
| Jennifer Arnold<br>Director of Planning – City of McKinney | |
| Aaron Bloxham<br>Planning Manager – City of McKinney | |
| Danny Kistner<br>Fire Chief – City of McKinney | |
| Greg Conley<br>Police Chief - City of McKinney | |
| Michael Quint<br>Executive Director of Development Services –<br>City of McKinney | |
| Abby Liu<br>Executive VP, Economic Development Corporation –<br>City of McKinney | |

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

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|---|---|
| The Honorable Cheryl Williams<br>Collin County Commissioner – Precinct 2 | |
| The Honorable Darrell Hale<br>Collin County Commissioner – Precinct 3 | |
| The Honorable Duncan Webb<br>Collin County Commissioner – Precinct 4 | |
| Clarence Daugherty<br>Director of Engineering – Collin County | |
| Tracy Homfeld<br>Assistant Director of Engineering – Collin County | |
| Texas House of Representatives | |
| Justin Holland<br>District 33 – Texas State House of Representatives | |
| Jeff Leach<br>District 67 – Texas State House of Representatives | |
| Scott Sanford<br>District 70 – Texas State House of Representatives | |
| Candy Noble<br>District 89 – Texas State House of Representatives | |
| Texas State Senate | |
| Drew Springer<br>District 30 – Texas State Senate | |
| Angela Paxton<br>District 8 – Texas State Senate | |
| NCTCOG | |
| Michael Morris<br>Director of Transportation – NCTCOG | |
| Berrien Barks<br>Principal Transportation Planner – NCTCOG | |
| Jeffrey Neal<br>Program Manager – NCTCOG | |
| Dan Lamers<br>Senior Program Manager – NCTCOG | |
| NTTA | |
| Elizabeth Mow<br>Assistant Executive Director of Infrastructure – NTTA | |
| Kelly Johnson<br>Senior Project Manager – NTTA | |
| U.S. House of Representatives | |
| Van Taylor<br>U.S. Congressional District 3 –<br>U.S. House of Representatives | |
| U.S. House of Representatives | |
| Pat Fallon<br>U.S. Congressional District 4 –<br>U.S. House of Representatives | |
| U.S. Senate | |
| Ted Cruz<br>Junior Senator for Texas – U.S. Senate | |
| John Cornyn<br>Senior Senator for Texas – U.S. Senate | |

# ELECTED AND PUBLIC OFFICIAL SIGN-IN SHEET

Public Meeting: October 21, 2021

**Proposed Improvements to Spur 399**

US 75 to US 380

Collin County, Texas

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

| NAME AND PUBLIC OFFICE | SIGNATURE |
|---|---|
| Ryan Gillingham Dir. of Public Works McKinney | |
| Henry Lessner Mayor Fairview | |
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Sheraton McKinney Hotel – 1900 Gateway Blvd., McKinney, TX 75070

# ELECTED AND PUBLIC OFFICIAL SIGN-IN SHEET

Public Meeting: October 21, 2021

**Proposed Improvements to Spur 399**

US 75 to US 380

Collin County, Texas

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

| NAME AND PUBLIC OFFICE | SIGNATURE |
|---|---|
| City of McKinney | |
| The Honorable George Fuller<br>Mayor – City of McKinney | |
| The Honorable Rainey Rogers<br>Mayor Pro Tem – District 2 – City of McKinney | |
| The Honorable Justin Beller<br>Council Member – District 1 – City of McKinney | |
| The Honorable Gere Feltus<br>Council Member – District 3 – City of McKinney | |
| The Honorable Rick Franklin<br>Council Member – District 4 – City of McKinney | |
| The Honorable Charlie Philips<br>Council Member – At Large 1 – City of McKinney | |
| The Honorable Frederick Frazier<br>Council Member – At Large 2 – City of McKinney | |
| Paul Grimes<br>City Manager – City of McKinney | |
| Kim Flom<br>Assistant City Manager – City of McKinney | |
| Empress Drane<br>City Secretary – City of McKinney | |
| Gary Graham<br>Director of Engineering – City of McKinney | |
| * Matthew Tilke<br>Transportation Engineering Manager –<br>City of McKinney | |
| Nick Ataie<br>CIP Manager – City of McKinney | |
| Jennifer Arnold<br>Director of Planning – City of McKinney | |
| Aaron Bloxham<br>Planning Manager – City of McKinney | |
| Danny Kistner<br>Fire Chief – City of McKinney | |
| Greg Conley<br>Police Chief - City of McKinney | |
| Michael Quint<br>Executive Director of Development Services –<br>City of McKinney | |
| Abby Liu<br>Executive VP, Economic Development Corporation –<br>City of McKinney | |

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

# TxDOT AND CONSULTANT SIGN-IN SHEET

Public Meeting: October 21, 2021

**Proposed Improvements to Spur 399**

US 75 to US 380

Collin County, Texas

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

| NAME | ORGANIZATION |
|---|---|
| Elizabeth Underfield | Burns + MacDonnell |
| Darryl Chew | TxDOT |
| Sara Cunningham | Burns + McDonnell |
| Taliyah Clark | Burns & McDonnell |
| Kristen Harper | Burns & McDonnell |
| Kelley Bayne | TxDOT |
| DHRUVA LAHON | KIMLEY-HORN |
| Caden Stover | [illegible]AN |
| Trent Lake | [illegible]DOT |
| Patrick Clarke | TxDOT |
| JASON VERNER | [illegible]TRA |
| Michelle Mayon | TxDOT |
| Margaret O'Brien | TxDOT |
| Lindsay Yoo | TxDOT |
| Liam Dilly | TxDOT |
| John Hobgood | TxDOT |
| Grace Lo | TxDOT |
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Sheraton McKinney Hotel – 1900 Gateway Blvd., McKinney, TX 75070

# TxDOT AND CONSULTANT SIGN-IN SHEET

Public Meeting: October 21, 2021

**Proposed Improvements to Spur 399**

US 75 to US 380

Collin County, Texas

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

| NAME | ORGANIZATION |
|---|---|
| Christine Politto | TxDOT |
| Lamontaus Wright | HDR |
| Haley M Smith | BMcD |
| Tom Allemand | BMcD |
| David Sutton | HDR |
| Ben Duffee | BMcD |
| Josh Roberson | BMCD |
| Stephen Andrews | TxDOT |
| Luis Hernandez-Sidas | BMcD |
| Tiffany Most | BMCD |
| Larry Ross | St Mark BC |
| ~~Angie Schumann~~ | OLW |
| Joseph | |
| A Ross | BMcD |
| Chelsey Smith | BMCD |
| Sonny Murat | HDR |
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Sheraton McKinney Hotel – 1900 Gateway Blvd., McKinney, TX 75070

# TxDOT AND CONSULTANT SIGN-IN SHEET

Public Meeting: October 21, 2021

**Proposed Improvements to Spur 399**

US 75 to US 380

Collin County, Texas

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

| NAME | ORGANIZATION |
|---|---|
| Sarah Bagwell Rudy | Burns and McDonnell |
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Sheraton McKinney Hotel – 1900 Gateway Blvd., McKinney, TX 75070

## Section D. Comments Received

| Section | Document |
|---|---|
| D1 | Comment Forms, Emails, and Letters Received |
| D2 | Online Comments |

# D1 Comment Forms, Emails, and Letters Received

**From:** Aaron Weiss [redacted]
**Sent:** Friday, November 5, 2021 4:21 PM
**To:** Stephen Endres <Stephen.Endres@txdot.gov>
**Subject:** Spur 399

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.
[redacted]

**From:** Amy Griffin [redacted]
**Sent:** Thursday, November 4, 2021 1:55 PM
**To:** Stephen Endres <Stephen.Endres@txdot.gov>; Drew Wilson [redacted]m>; Lisa K. Griffin [redacted]>
**Subject:** Comments on spur 399 extension project

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[redacted]. 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 signs 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,
Amy Jo (Griffin) Wilson

-----Original Message-----
From: Andrea Stephens [redacted]>
Sent: Wednesday, November 3, 2021 2:47 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Orange Alternative Spur 399 Extension

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%7Cbfbb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637715697643161216%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=qPfKeEMERzpOsx5zfhcPKoZQegpF27nh2hgN4cnrsOE%3D&reserved=0>

-----Original Message-----
From: Lisa Griffin [redacted]
Sent: Tuesday, November 2, 2021 9:23 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: Lisa Griffin [redacted]
Subject: PLEASE USE THESE Comments on Spurr 399 Extension Project

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 [redacted] 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 [redacted] (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 wooden areas.

Thank you,

Ben and Lisa Griffin

**From:** Bill Cox[redacted]
**Sent:** Friday, November 5, 2021 5:10 PM
**To:** Stephen Endres <Stephen.Endres@txdot.gov>
**Subject:** Spur 399 in McKinney

Stephen,

Please register this email as SUPPORTING the ORANGE alignment as shown on the schematics.
This will allow development east of McKinney National Airport to occur, thus reducing the tax burden on homeowners in McKinney.
Thank you for your efforts.

**Bill Cox, SIOR**
**Principal**
[redacted]
**www.careycoxcompany.com**
**www.sior.com**

**Information About Brokerage Services.**

-----Original Message-----
From: Brian Gill [redacted]
Sent: Wednesday, November 3, 2021 2:07 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Orange Alternative

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

**From:** Brandi Douglas [redacted]
**Sent:** Thursday, November 4, 2021 12:47 PM
**To:** Stephen Endres <Stephen.Endres@txdot.gov>
**Subject:** Virtual Public Scoping Meeting Comment - Spur 399

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.

**From:** Robert Adams [redacted]
**Sent:** Friday, November 5, 2021 3:09 PM
**To:** Stephen.Endres@txdot.gov; Smith, Chelsey <chsmith@burnsmcd.com>
**Subject:** TXDoT Vote: Eastern "Orange" Alignment

Stephen/Chelsey –

I am a property owner in the City of McKinney and am strongly in favor of the eastern orange alignment. The Spur 399 extension on the east side of the airport will unlock the value of the raw land on the east side and will spur economic growth and will lead to the 3rd passenger airport in the DFW Metroplex. The improved mobility of the eastern alignment and Airport expansion are a 'win win' for City of McKinney, Town of Fairview, Collin County, and the surrounding cities. A western alignment would be detrimental to existing businesses along Airport and would divide the city.

Best Regards,

Bryce Adams

Texas Department of Transportation

**PUBLIC MEETING COMMENT FORM**
**Proposed Improvements to Spur 399 Extension from US 75 to US 380**
**Collin County, Texas**
**CSJs: 0364-04-051, 0047-05-058, 0047-10-002**

The Texas Department of Transportation is seeking your comments on the proposed improvements for the Spur 399 Extension from US 75 to US 380 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Friday, Nov. 5, 2021 to be included in the formal meeting documentation.**

**Comments:** Please no access to the "Loma" from Airport Rd

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

*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 9, 2019, and executed by FHWA and TxDOT.*

**Please Print**

Name: Carole Hosey

Address: [redacted]

Apartment, suite, etc.:

City/State/Zip:

*To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).*

**From:** Carol Wilson [redacted]
**Sent:** Friday, November 5, 2021 5:07 PM
**To:** Stephen Endres <Stephen.Endres@txdot.gov>
**Subject:** Spur 399 Extension in Collin County

Regarding Spur 399 Extension in Collin County

I am writing as a resident of McKinney, TX! I have reviewed the proposed route options and want to let the committee know that it is my opinion that the Orange Option will be the least disruptive to the residents north of the airport. The additional traffic congestion and noise, will definitely impact the quality of life for the residents living in that community. Therefore, my recommendation is for the Orange option. Please keep the safety, quality of life and desires of the community in mind as you make your decision. One should make decisions that will have a lasting impact on communities/our neighbors as if it were your mother or grandmother that would be affected.

Thank You for your consideration!!!

Carol A. Wilson

**From:** Christopher French [redacted]
**Sent:** Wednesday, November 3, 2021 9:49 PM
**To:** Stephen Endres <Stephen.Endres@txdot.gov>
**Subject:** Opposition to Spur 399 Orange

Christopher French

[redacted]

[redacted]

November 3, 2021

TxDot Dallas District

Attn: Mr. Stephen Endres, P.E.

477 E US Highway 80

Mesquite, Texas 75150

tckl

Re: TxDot Spur 399 Extension Project – Opposition to Orange Alternative

Dear Mr Endres:

This request is made after reviewing the public hearing documents presented on

October 21 2021 about the TxDot Spur 399 Project US 75 to US 380 referenced as CSJ:

0364-04-051, 0047-05-058, 0047-10-002, which presents public's access to information in

the custody of government bodies.

I respectfully request that TxDot accept the Purple Alternative.

I am strongly opposed to the Orange Alternative because it will affect my property and home life in a very negative way. My family and the more than 100 homes in my subdivision will have significantly increased air, noise, and light pollution from the Orange Alternative.

Respectfully,

Christopher French

[redacted]

[redacted]

**From:** Courtney French [redacted]
**Sent:** Wednesday, November 3, 2021 10:14 PM
**To:** Stephen Endres <Stephen.Endres@txdot.gov>
**Subject:** TxDot Spur 399 Extension Project – Opposition to Orange Alternative

November 3, 2021

TxDot Dallas District
Attn: Mr. Stephen Endres, P.E.

477 E US Highway 80

Mesquite, Texas 75150

Re: TxDot Spur 399 Extension Project – Opposition to Orange Alternative

Dear Mr Endres:

I am writing to strongly oppose the orange alternative to Spur 399 due to its close proximity to my home in Fairview, the Heard Museum, Wilson Creek and the Lavon Lake watershed. I moved with my husband and children to this area in 2017 to make it our forever home. We have 3 small children who love the outdoors and the beauty of this area. We would love to keep the peace and quiet we have grown to love here. With the addition of a freeway going through the floodplains and green space so close to our home, I am very concerned that it will disrupt wildlife and the environment in this area as well as create noise and light pollution that will affect hundreds of homes in the vicinity. The Heard Museum and Wilson Creek are less than mile from the proposed orange alternative route and I fear this will do severe damage to these natural habitats. I came to this conclusion after reviewing the public hearing documents presented on October 21 2021 about the TxDot Spur 399 Project US 75 to US 380 referenced as CSJ: 0364-04-051, 0047-05-058, 0047-10-002, which presents public's access to information in the custody of government bodies. I respectfully request that TxDot accept the Purple Alternative. There are thousands of homes near the Orange Alternative that will be impacted by air, noise, and light pollution. The wildlife in this area is abundant and an additional freeway will greatly disturb the natural environment.

My email address is[redacted]f you have additional information about this project. Thank you for your time and consideration.

Respectfully,

Courtney French

[redacted]

Dennis J. Koop
[redacted]

October 23, 2021

TxDot Dallas District
Attn: Mr. Stephen Endres, P.E.
477 E US Highway 80
Mesquite, Texas 75150

Re: TxDot Spur 399 Extension Project – Opposition to Orange Alternative

Dear Mr Endres:

This request is made after reviewing the public hearing documents presented on October 21 2021 about the TxDot Spur 399 Project US 75 to US 380 referenced as CSJ: 0364-04-051, 0047-05-058, 0047-10-002, which presents public's access to information in the custody of government bodies. I respectfully request that TxDot accept the Purple Alternative. However, I am opposite to the Orange Alternative because it will negatively impact my property. There are thousands of homes near the Orange Alternative that will be impacted by air, noise, and light pollution. The wildlife in this area is abundant and an additional freeway will disturbe the nature environment.

My email address [redacted] if you have additional information about this project please let me know. Thank you for your time and consideration in this matter.

Respectfully,

Dennis J. Koop

Email: Stephen.Endres@txdot.gov

**From:** Diane Brokaw [redacted]
**Sent:** Monday, November 1, 2021 8:45 PM
**To:** Stephen Endres <Stephen.Endres@txdot.gov>
**Subject:** Re: TxDot Spur 399 Extension Project

We also disliked all the planes flying over Heritage Ranch!!! When the weather is good they need to take off going Northbound & land from the North over the industrial area!! Please help us!!!!!

We appreciate anything you can do for us.

Thank you,
Diane Brokaw

Sent from my iPhonne

**From:** Diane Brokaw [redacted]
**Sent:** Sunday, October 31, 2021 2:05 PM
**To:** Stephen Endres <Stephen.Endres@txdot.gov>
**Subject:** TxDot Spur 399 Extension Project

October 23, 2021

TxDot Dallas District
Attn: Mr. Stephen Endres, P.E.
477 E US Highway 80
Mesquite, Texas 75150

Re: TxDot Spur 399 Extension Project – Opposition to Orange Alternative

Dear Mr Endres:

This request is made after reviewing the public hearing documents presented on October 21 2021 about the TxDot Spur 399 Project US 75 to US 380 referenced as CSJ: 0364-04-051, 0047-05-058, 0047-10-002, which presents public's access to information in the custody of government bodies. I respectfully request that TxDot accept the Purple Alternative. However, I am opposite to the Orange Alternative because it will impact my property in a negative way. There are thousands of homes near the Orange Alternative that will be impacted by air, noise, and light pollution. The wildlife in this area is abundant and an additional freeway will disturbe the nature environment.

My email address [redacted] if you have additional information about this project. Thank you for your cooperation.

Respectfully,

Diane Brokaw

**From:** Drew Wilson [redacted]
**Sent:** Tuesday, November 2, 2021 1:57 PM
**To:** Stephen Endres <Stephen.Endres@txdot.gov>
**Cc:** [redacted]
**Subject:** Virtual Public Scoping Meeting Comment - Spur 399

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 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.

Sincerely,

Drew Wilson
[redacted]

**From:** [redacted]
**Sent:** Thursday, November 4, 2021 12:31 AM
**To:** Stephen Endres <Stephen.Endres@txdot.gov>
**Subject:** Opposition to Orange Alternative

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:** Elizabeth McAnally [redacted]
**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

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 [redacted] 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:

[redacted] (home of Charles and Pam McAnally)
[redacted] (home of Minnie Fae Enloe Griffin)
[redacted] (home of Ben & Lisa Griffin)
[redacted] (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.

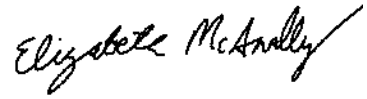
Finally, Community Impact Newspaper reported on this project on October 29 and stated the following:

> "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,



Elizabeth McAnally, PhD
[redacted]

Texas Department of Transportation

**PUBLIC MEETING COMMENT FORM**
**Proposed Improvements to Spur 399 Extension from US 75 to US 380**
**Collin County, Texas**
**CSJs: 0364-04-051, 0047-05-058, 0047-10-002**

The Texas Department of Transportation is seeking your comments on the proposed improvements for the Spur 399 Extension from US 75 to US 380 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Friday, Nov. 5, 2021 to be included in the formal meeting documentation.**

**Comments:**

My Suggestion for the orange Line.
Instead of looping it below the airport,
Why don't you consider a tunnel underneath. then
loop around. It would take up Less land plus
Reduce noise. Basically follow the old two
lane Road that still can be Seen.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

*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 9, 2019, and executed by FHWA and TxDOT.*

**Please Print**

Name: Eric Devonport
Address: [redacted]
Apartment, suite, etc: [redacted]
City/State/Zip: [redacted]

*To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).*

**From:** James, George [redacted]
**Sent:** Wednesday, November 3, 2021 3:47 PM
**To:** Stephen Endres <Stephen.Endres@txdot.gov>
**Subject:** Spur 399

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

**From:** Georgene Wood [redacted]
**Sent:** Monday, November 1, 2021 11:11 AM
**To:** Stephen Endres <Stephen.Endres@txdot.gov>
**Subject:** Re: US 380: Coit Rd - FM 1827 Study

Good morning, Steven. Thanks again for making yourself available to address our questions about the Spur 399 extension. My husband and I attended the public meeting, visited with friends and neighbors, looked over, as best we could, all the maps and information TXDot provided.

I am really worried about the orange route which seems to be right across the street from my "country paradise"home. I've probably mentioned this, but we have lived here 47 years and are still very attached to our home and property. Do you have a more detailed map with the orange/purple routes combined? I would like to see the road names near the black square in the photo attachment I've included in this email – particularly Old Mill Road where it "T"s to Airport Boulevard. Would that be possible?

Because I can't see Old Mill Road clearly, the location of the orange route APPEARS, to be right across the street from us with an entry ramp on our home. OF COURSE, I am OPPOSED to this route.

I think the orange route is the already-favored one because the future plans for the airport expansion in which the growth/planning for the structures will be on the east side of the existing airport, not the west, which would favor the purple route.

If the orange route becomes TxDot's choice, what happens to my home? Is it destroyed? If so what kind of compensation will I be offered? If the home is simply across the street from the 8-lane highway, what provisions will be made for noise reduction?

I know you have been in touch with my neighbor, Julie Cox, and I share her concern for the bikers/runners/walkers who frequent Old Mill Road.

Thanks for considering my input. I'd like to invite you to drive by my home [redacted]), which I have fondly named THE BEHEMOTH. If you'd stop, I'll bake some chocolate chip cookies provide milk or coffee or something stronger. Then maybe you could show me in person, where the orange route will go. I'd love to meet you and so would Julie. If that's not possible, I'd like to meet with you at your office and have you show me on a detailed map where I house is in relation to that pesky orange route! Would that be possible?

Thanks so much for your attention to my request for a more detailed map which shows Old Mill Road and my house and a face-to-face meeting with you.

Georgene & Lawrence Wood

**Georgene Wood**
Garden Graphics
[redacted]

Glenda and Steve Terry
[redacted]

October 23, 2021

TxDot Dallas District
Attn: Mr. Stephen Endres, P.E.
477 E US Highway 80
Mesquite, Texas 75150

Re: TxDot Spur 399 Extension Project – Opposition to Orange Alternative

Dear Mr Endres:

This request is made after reviewing the public hearing documents presented on October 21 2021 about the TxDot Spur 399 Project US 75 to US 380 referenced as CSJ: 0364-04-051, 0047-05-058, 0047-10-002, which presents public's access to information in the custody of government bodies. I respectfully request that TxDot accept the Purple Alternative, if an alternative MUST be accepted at all.

However, I am opposed to the Orange Alternative because it will impact my property in a negative way. There are thousands of homes near the Orange Alternative that will be impacted by air, noise, and light pollution. My home is so impacted now by light pollution. In the middle of the night it looks like daylight. Noise from the planes keeps me from enjoying my time outside, especially on the weekends. The wildlife in this area is abundant and an additional freeway will disturb the natural environment. I am sincerely asking you to consider the Purple Alternative to this Spur.

Respectfully,

Glenda & Steve Terry

-----Original Message-----
From: Gloria Pass[redacted]
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

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[redacted]

It would also involve eight residential displacements and three business displacements.

Please do not build the “Orange Alternative” highway.

Sincerely,
Gloria Pass
[redacted]

[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%7C956e7b0c1d0e4ee2599608d99fa297f0%7Cbfbb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C637716342942262771%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=Pze1rQvPGGGGRQOIyM6Uj1tdjZtSugVPcFKnRGwPpLg%3D&reserved=0>

**PUBLIC MEETING COMMENT FORM**
**Proposed Improvements to Spur 399 Extension from US 75 to US 380**
**Collin County, Texas**
**CSJs: 0364-04-051, 0047-05-058, 0047-10-002**

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**Comments:**

I Prefer the PURPLE Route
(1) Shorter Distance
(2) Less Land + Vegetation to interrupt
(3) Closer to my property for Access!

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

*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 9, 2019, and executed by FHWA and TxDOT.*

**Please Print**

Name: Hilda Farr [redacted]

Address: [redacted]

Apartment, suite, etc.:

City/State/Zip: [redacted]

*To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).*

**PUBLIC MEETING COMMENT FORM**
**Proposed Improvements to Spur 399 Extension from US 75 to US 380**
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**Comments:** Please no access to the "Loma" addition from ~~Eti~~ Airport Rd.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

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**Please Print**

Name: Hope Tanguma

Address: [redacted]

Apartment, suite, etc.:

City/State/Zip:

*To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).*

**From:** Jeremy Watts [redacted]
**Sent:** Thursday, November 4, 2021 10:49 AM
**To:** Stephen Endres <Stephen.Endres@txdot.gov>
**Subject:** Orange Alternative Opposition

**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:** ANGELA SULLIVAN[redacted]
**Sent:** Wednesday, November 3, 2021 12:26 PM
**To:** Stephen Endres <Stephen.Endres@txdot.gov>
**Subject:** 380 Project

Hi.....
We were not able to attend the last meeting.
Can you tell if we will be directly involved ??
Our address is:
[redacted]

Jimmy Jobe
[redacted]

November 1,2021

TxDot Dallas District
Attn.: Mr. Stephen Endres, P.E.
477 E US Highway 80
Mesquite, Texas 75150

Re: TxDot Spur 399 Extension Project – Opposition to Orange Alternative

Dear Mr Endres:

This request is made after reviewing the public hearing documents presented on October 21 2021 about the TxDot Spur 399 Project US 75 to US 380 referenced as CSJ: 0364-04-051, 0047-05-058, 0047-10-002, which presents public's access to information in the custody of government bodies. I respectfully request that TxDot accept the Purple Alternative. However, I am opposite to the Orange Alternative because it will impact my property in a negative way. There are thousands of homes near the Orange Alternative that will be impacted by air, noise, and light pollution. The wildlife in this area is abundant and an additional freeway will disturb the nature environment.

My email address [redacted] if you have additional information about this project. Thank you for your cooperation.

Respectfully,

Your Name

Email: Stephen.Endres@txdot.gov

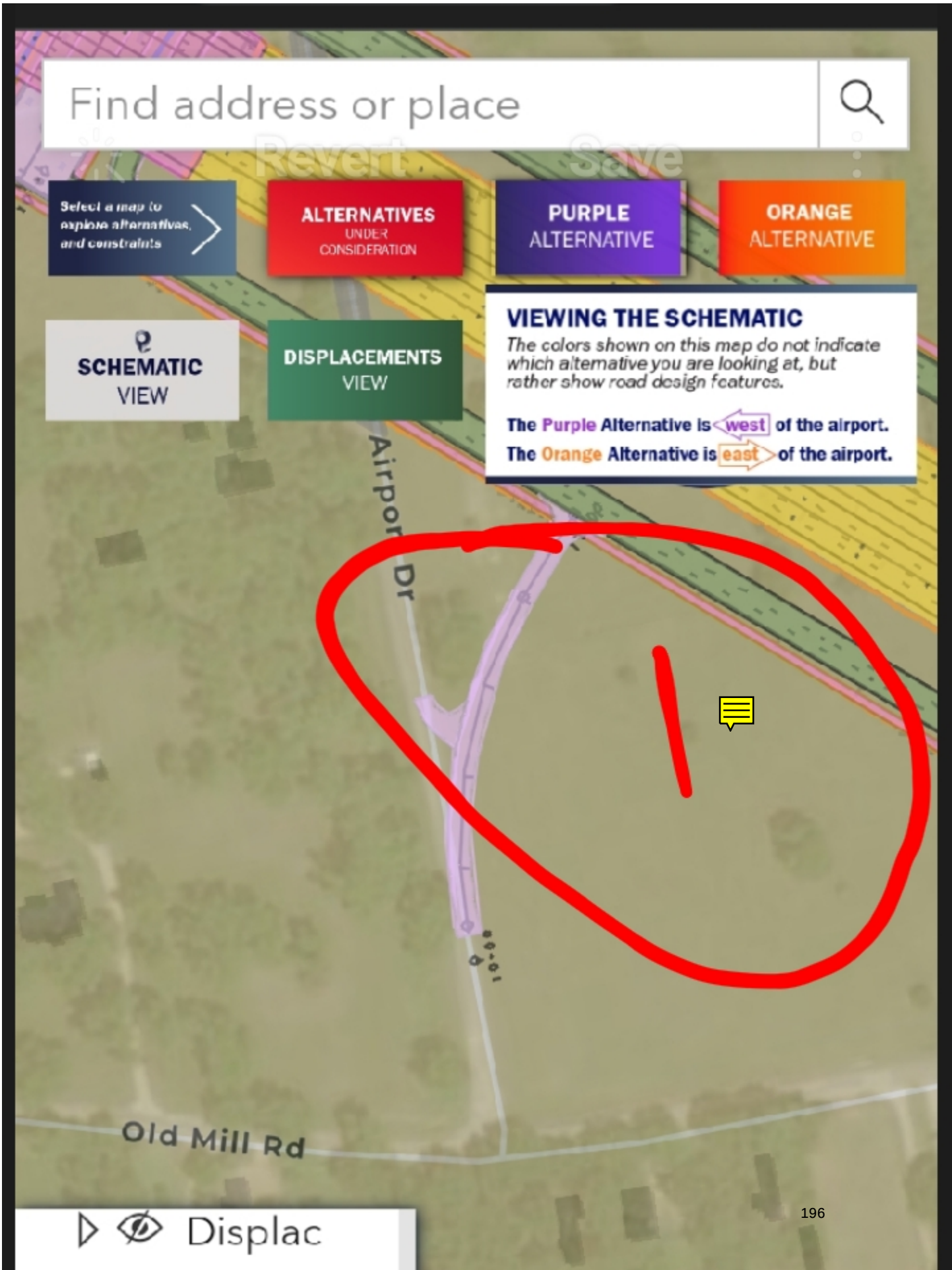
**From:** Joshua Halpern[redacted]
**Sent:** Wednesday, November 3, 2021 7:44 PM
**To:** Stephen Endres <Stephen.Endres@txdot.gov>
**Subject:** Opposed to Orange Alternative Plan

There is no real need for the Spur 399 Extension between US 75 and US 380. Furthermore, it will destroy the livelihood of historic family farms which have caretaken this land since the 1850s, cutting farmers from their water sources and grazing areas, and leading to the displacements of at least 8 residences and 3 businesses. Please vote against. Thank you.

**From:** julie cox[redacted]
**Sent:** Thursday, October 28, 2021 11:46 AM
**To:** Stephen Endres <Stephen.Endres@txdot.gov>
**Subject:** Spur399 Expansion Questions

Hi Stephen,
I spoke to you earlier this week about some questions I had regarding the orange alternative for the Spur 399 Expansion and[redacted]d where I live.
I went in and looked at the schematic view and had a few more questions and concerns.
While I see the freeway with the orange alternative would not come directly to my corner at[redacted]it will still be extremely close.
Right now I look at cows in the pasture at the north east corner of that intersection from my front yard. I am attaching a photo with a 1 on it. My primary concern here is noise and privacy. Are there any plans for handling this noise level change? The noise would be quite high with the freeway right here for us. Will there be a wall with the new freeway?
Also the notes mention a historical pasture being looked at is that the same pasture here considered historical?
2. In this second shot I have included Old Mill Road and CR317. I see the freeway would run through the top part of
Old Mill Road and CR317. Would the freeway go over or replace this intersection? Will there be a new road for biking and running? Alot of people bike and run this route.This is really nice right now and adds much quality to my life here.
3. I have included a shot of the water lines including the storm water route I mentioned in my call to you. The route is from north east side of Airport road and Mckillop running south. Where it crosses over
Airport road and runs across Old Mill road now has become quite a lot of water over time and gets to be quite a large amount of water. This water runs to the back of my pasture behind 1290. It runs to Wilson cr÷k being my pasture but it's too.much and my pasture now holds a lot of water . This wasn't the case when I first moved her in 2005. Can you please take a look at if this water drainage will be modified with the new freeway? I would like to incorporate a change if possible to handle this storm water. We have

horses and it has makes much of the pasture unusable during the rainy times. I am also hoping the new freeway won't make it worse .
If possible I can discuss these  with you over the phone but wanted to share the photos with you so you would be clear on what I am concerned about.
Thank you,
Julie Cox
[redacted]


Find address or place
Revert
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Select a map to explore alternatives, and constraints
ALTERNATIVES UNDER CONSIDERATION
PURPLE ALTERNATIVE
ORANGE ALTERNATIVE
SCHEMATIC VIEW
DISPLACEMENTS VIEW
VIEWING THE SCHEMATIC
The colors shown on this map do not indicate which alternative you are looking at, but rather show road design features.
The Purple Alternative is west of the airport.
The Orange Alternative is east of the airport.
Airport Dr
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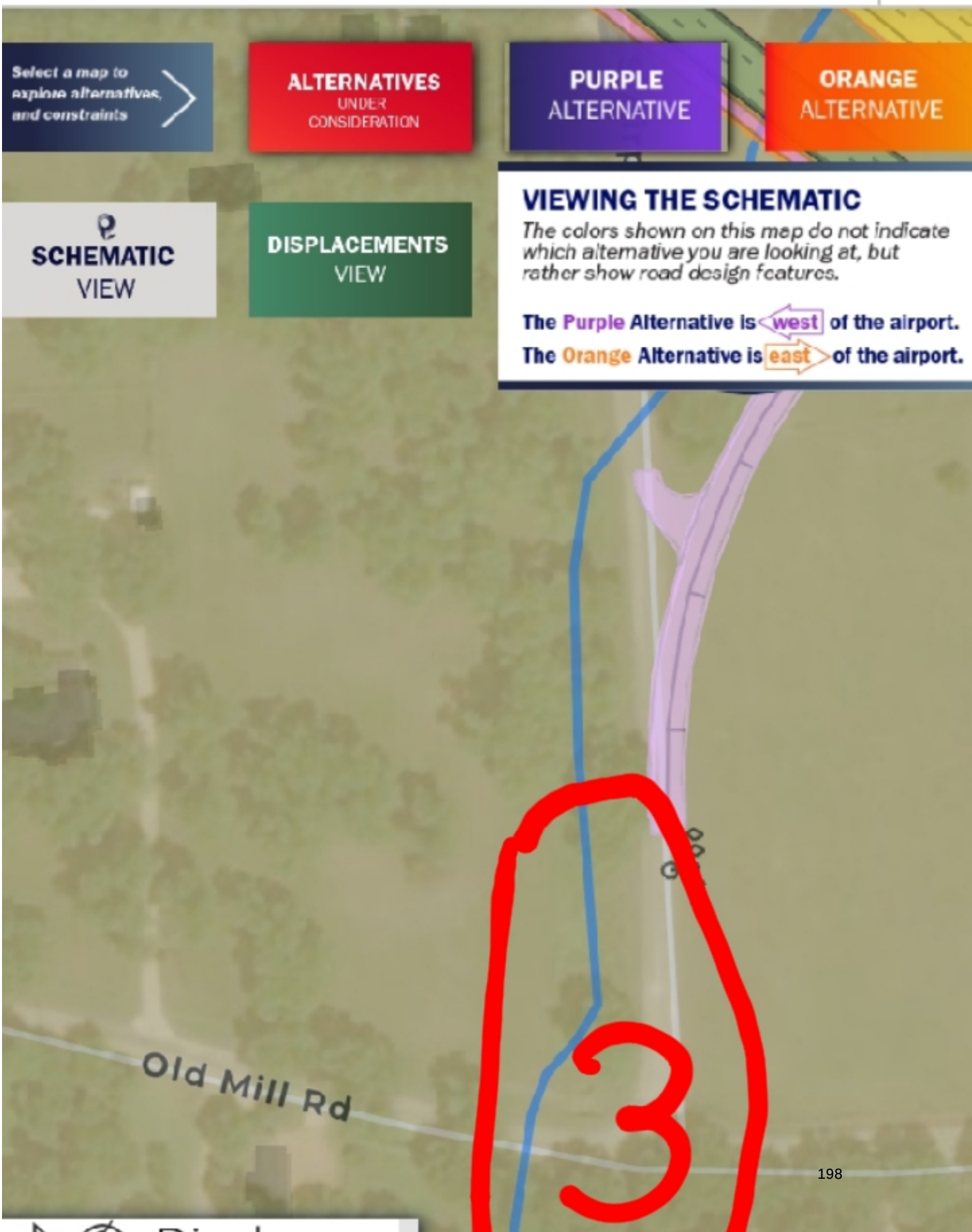
CHEMATIC
VIEW
DISPLACEMENTS
VIEW
VIEWING THE SCHEMATIC
The colors shown on this map do not indicate which alternative you are looking at, but rather show road design features.
The Purple Alternative is west of the airport.
The Orange Alternative is east of the airport.
CR 317

Find address or place



**From:** Kay McBride [redacted]
**Sent:** Wednesday, November 3, 2021 6:25 PM
**To:** Stephen Endres <Stephen.Endres@txdot.gov>
**Subject:** Opposition to new highway

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

**PUBLIC MEETING COMMENT FORM**
**Proposed Improvements to Spur 399 Extension from US 75 to US 380**
**Collin County, Texas**
**CSJs: 0364-04-051, 0047-05-058, 0047-10-002**

The Texas Department of Transportation is seeking your comments on the proposed improvements for the Spur 399 Extension from US 75 to US 380 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Friday, Nov. 5, 2021 to be included in the formal meeting documentation.**

**Comments:** Yes, I think the purple extension would be a great addition to the collin county. Better travel to the public schools as well

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

*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 9, 2019, and executed by FHWA and TxDOT.*

**Please Print**

Name: Laura Hernandez

Address: [redacted]

Apartme

City/Stat

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October 28, 2021

Mr. Stephen Endres, P.E.
TxDot Dallas District
477 E. US Highway 80
Mesquite, TX 75150

**RE: TxDot Spur 399 Extension Project-Opposition to Orange Proposal Alternative**

Dear Mr. Endres,

This request is made after reviewing the public hearing documents presented on October 21. 2021 regarding the above project referenced as CSJ: 0364-04-051, 0047-05-058, 0047-10-002, which presents public access to information in the custody of government bodies.

I strongly oppose the Orange Alternative on the grounds that it will severely impact my property values in Heritage Ranch Golf and Country Club. There are over 1400 homes in Heritage Ranch alone, and hundreds of homes near and/or around the proposed Orange Alternative. I support the Purple Alternative.

In addition to property values, the environmental concerns should be considered in your decision making. Air, water, noise and light pollution would cause unimaginable damage to the wildlife, of which is in abundance in this area.

Based on my stated concerns, I ask that you support the Purple Alternative.

Respectfully submitted,

Mrs. Linda Hartman

Mrs. Linda Hartman
[redacted]

**From:** Liv sch[redacted]
**Sent:** Wednesday, October 27, 2021 11:12 PM
**To:** Stephen Endres <Stephen.Endres@txdot.gov>
**Subject:** TxDot Spur 399 Extension Project – Opposition to Orange Alternative

October 28, 2021

TxDot Dallas District

Attn: Mr. Stephen Endres, P.E.

477 E US Highway 80

Mesquite, Texas 75150

Re: TxDot Spur 399 Extension Project – Opposition to Orange Alternative

Dear Mr Endres:

This request is made after reviewing the public hearing documents presented on October 21 2021 about the TxDot Spur 399 Project US 75 to US 380 referenced as CSJ: 0364-04-051, 0047-05-058, 0047-10-002, which presents public's access to information in the custody of government bodies. I respectfully request that TxDot accept the Purple Alternative. I am opposite to the Orange Alternative because it will negatively impact my property. There are

thousands of homes near the Orange Alternative that will be impacted by air, noise, and light pollution.

Please keep me informed if you have additional information about this project. My email address: [redacted]

Thank you for your consideration.

Respectfully,

Liv Schad

[redacted]

[redacted]

Matthew B. Shoemake, Ph.D.
[redacted]

October 26, 2021

TxDot Dallas District
Attn: Mr. Stephen Endres, P.E.
477 E US Highway 80
Mesquite, Texas 75150

Re: TxDot Spur 399 Extension Project – Opposition to Orange Alternative

Dear Mr Endres:

This communication is made after reviewing the public hearing documents presented on October 21, 2021 about the TxDot Spur 399 Project US 75 to US 380 referenced as CSJ: 0364-04-051, 0047-05-058, 0047-10-002. ***I respectfully request that TxDot accept the Purple Alternative***. I am opposed to the Orange Alternative because it costs more, has a large footprint (acerage), and does not have any meaning full benefit over the Purple Alternative. Additionally, I am more likely to use the Purple Alternative and less likely to use the Orange Alternative.

Sincerely,

Matthew B. Shoemake, Ph.D.

**PUBLIC MEETING COMMENT FORM**
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**Collin County, Texas**
**CSJs: 0364-04-051, 0047-05-058, 0047-10-002**

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**Comments:** I think if its a better situation to get around de then yes, it does not matter either or.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

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**Please Print**

Name: Mayra Hernandez

Address [redacted]

Apartme [redacted]

City/Sta [redacted]

*To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).*

**From:** Carlisle, Michael[redacted]
**Sent:** Monday, October 25, 2021 8:32 AM
**To:** Stephen Endres <Stephen.Endres@txdot.gov>
**Subject:** Spur 399 - Airport Trade Center Coordination

Good Morning Stephen,

It was nice meeting you at the public scoping meeting for Spur 399. Please see attached for an overall plan showing our proposed development with the proposed schematic design overlayed. We're within 30 days of starting construction of phase 1 and my client has a critical decision to be made on the future phase which Spur 399 plans to bisect as shown in the attached. We've been planning on Spur 399 coming through this future phase for the 11 months we've been working on this project so this is no surprise to us. We would like meet with you to discuss this further so my client has all of the latest information available to be able to make his decision on the future phase. My Client does need to make a decision on this future phase within the next couple of weeks so it would be great to be able to meet with you in your Mesquite office as soon as possible.

Are you available sometime this week to discuss this further?

Please let me know if you have any questions.

Thank you,

*Michael Carlisle, P.E.(TX)*

**Kimley-Horn** | [redacted]

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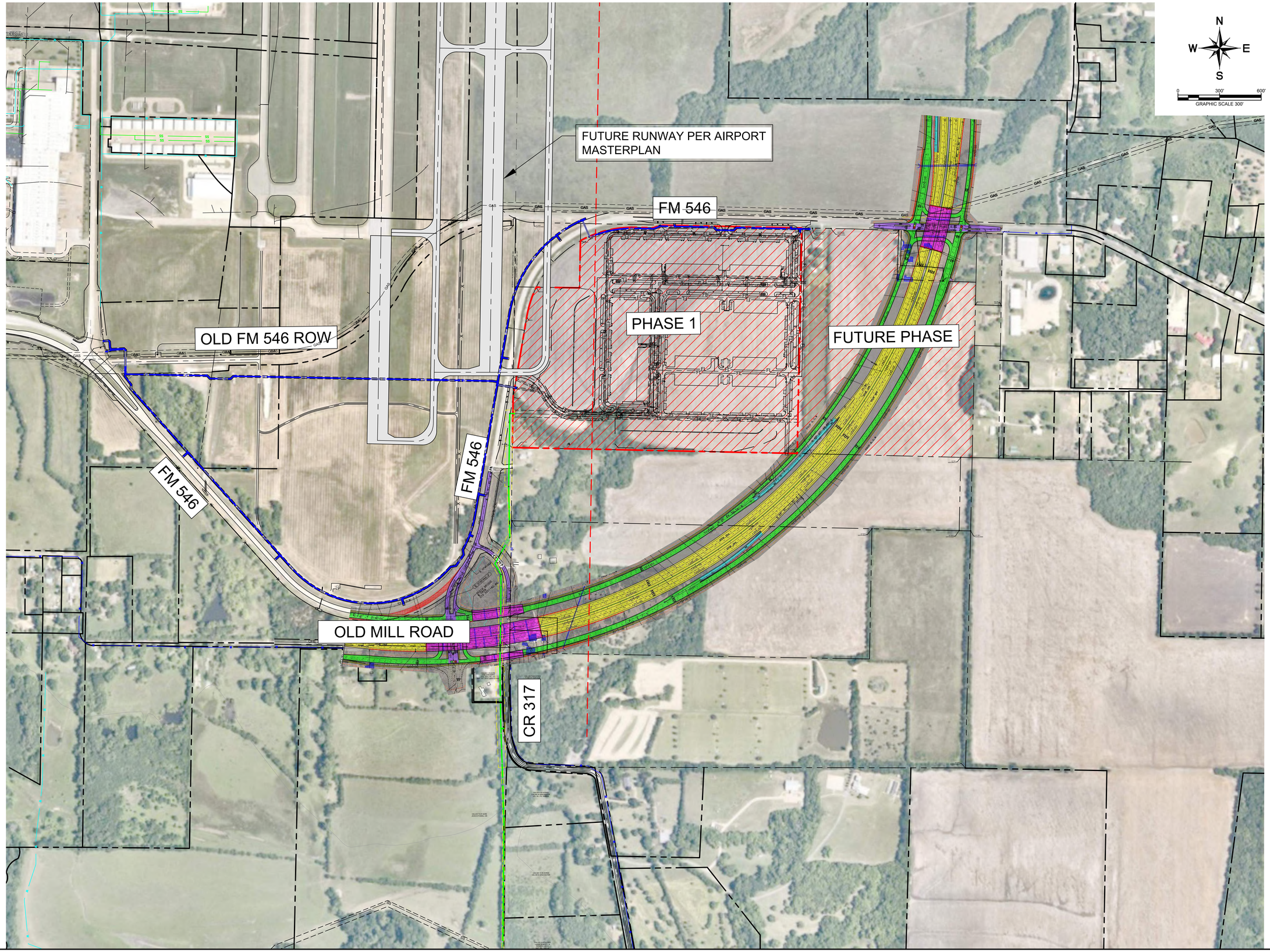
A Texas Department of Transportation message




| No. | REVISIONS | DATE | BY |
|---|---|---|---|
| | | | |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260 EAST DAVIS STREET, SUITE 100, MCKINNEY, TX 75069
PHONE: 469-301-2580 FAX: 972-239-3820
WWW.KIMLEY-HORN.COM TX F-928


PRELIMINARY
FOR REVIEW ONLY
Not for construction or permit purposes.
Kimley»Horn
Engineer MICHAEL J. CARLISLE, P.E.
P.E. No. 132972 Date 10/25/2021

| | |
|---|---|
| KHA PROJECT 067771683 | |
| DATE | OCTOBER 2021 |
| SCALE | AS SHOWN |
| DESIGNED BY | MJC |
| DRAWN BY | MNB |
| CHECKED BY | JCR |

# AIRPORT TRADE CENTER

MCKINNEY, TEXAS

# SPUR 399 TXDOT COORDINATION EXHIBIT

SHEET NUMBER
EX-1


This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



IMAGES
Mchmed.jpg: EP020874 Dwt0020874 Lat31 10263 Lon-96.60703 Band 3/4 EP020874 Dwt0020874 Lat31 10263 Lon-96.60703 Band 1/2
XREFS
xbm-mcg-dtb-PH1 xcivil-pavement xcivil-utility xSite-Base xSite-Boundary xBldg xLB-PH1 xSite-Boundary-Fabric xSite
LAST SAVED BY
jacob.carlisle@kimley-horn.com
LAST PLOTTED
10/25/2021 11:24AM
DWG PATH
K:\MKN_CIVIL\067771683 - MCKINNEY INDUSTRIAL HANGAR\CE\EXHIBITS
DWG NAME
EX-1 - SPUR 399 TXDOT COORDINATION EXHIBIT.dwg

**From:** Michael Hecht [redacted]
**Sent:** Wednesday, November 3, 2021 5:29 PM
**To:** Stephen Endres <Stephen.Endres@txdot.gov>
**Subject:** Orange Alternative opposition

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

Texas Department of Transportation

**PUBLIC MEETING COMMENT FORM**
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**Collin County, Texas**
**CSJs: 0364-04-051, 0047-05-058, 0047-10-002**

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**Comments:** No ACCESS FROM ROOSEVELT, GARCIA, OR VIRGINIA TO PRIVATE SKY ROAD

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

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**Please Print**

Name: MICHAEL HOSEY

Address: [redacted]

Apartme[redacted]

City/Stat[redacted]

*To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).*

**From:** Michael Swim [redacted]
**Sent:** Thursday, November 4, 2021 4:50 PM
**To:** Stephen Endres <Stephen.Endres@txdot.gov>
**Subject:** Fwd: Spur 399 Extension

Stephen:

For the record, I own properties at [redacted] and [redacted] as well as residing at [redacted]. Thank you

Mike Swim
[redacted]

Begin forwarded message:

> **From:** Michael Swim [redacted]
> **Date:** November 4, 2021 at 3:23:09 PM CDT
> **To:** Stephen.Endres@txdot.gov
> **Subject: Spur 399 Extension**
>
> Stephen:
>
> My comments on the Spur 399 extension:
>
> I'll begin by stating my strong recommendation for the **initial Spur 399 alignment or Purple route to the West of the airport**. Why?
>
> - It aligns with the initial May, 2019 recommended alignment
> - It is a **shorter route** - 4.8 versus 6.25 miles for Orange
> - Requires **fewer grade separated interchanges** - 2 versus 3 for Orange
> - Costs **$105M less** than the orange route - $601M versus $706M for Orange
> - Significantly **fewer acres of ROW** necessary - 117 versus 233 for Orange

- Requires **ZERO residential displacements** versus **EIGHT** for Orange
- Requires **only one business displacement versus 3** for Orange. Note that the one required here is the Amazon delivery station - a national "behemoth" that has the capital necessary to move anywhere versus the Airport center, boarding kennels or locally owned Doc's plumbing.

I would also submit the following:

- Page 12 of the presentation draws a conclusion that "the orange alternative better serves regional northbound and southbound traffic" Even though "mobility and capacity" are very similar with each route - 133.3k to 137.6k vehicles per day. This conclusion is not logical given the facts and considering the balance of the bypass route has yet to be established.
- Page 14 states that "Purple Alternative is closer to low-income and minority neighborhoods." This should be considered "a positive" as the real estate along the proposed frontage road would become significantly more valuable than it is today.
- Page 14 also states "Purple Alternative could be perceived as a barrier between neighborhoods and parks." This is true for either route and in fact for any major freeway necessitating 350 - 400 feet of right away. These issues are easily solved with walking / biking paths over the new freeway structure.
- Page 16 is also concerning. Despite facts that support a less expensive, less intrusive Purple Alternative, the Cities of McKinney and Fairview support the Orange Alternative. This is clearly due to business interests and the creation of additional commercial tax base, completely disregarding the needs of the impacted local businesses / homeowners AND costing the taxpayers an additional $105M!
- Page 16 also states that Collin County prefers the Orange Alternative to enable a northern expansion of the McKinney Airport runway. This is illogical as neither route impacts the ability to expand the runway further north.

Finally, I believe it is deceptive to consider the Spur 399 Extension without considering the two bypass alternatives to the north. A decision for the Purple Alternative will result in one northbound route and a decision for the Orange Alternative another. Those impacted by the northern routes need to have a say in this as well.

Again, with most facts in its favor, I strongly **recommend the initial Spur 399 alignment or Purple route to the West of the airport.**

Thank you for your consideration -

--
**Michael Swim**
[redacted]
[redacted]

11-4-21

TxDOT Dallas District
Attn: Mr. Stephen Endres, P.E.
477 E US Highway 80
Mesquite, Texas 75150

Re: TxDOT Spur 399 Extension Project – Opposition to Orange Alternative

Dear Mr. Endres:

This request is made after reviewing the public hearing documents presented on October 21, 2021, about the TxDot Spur 399 Project US 75 to US 380 referenced as CSJ: 0364-04-051, 0047-05-058, 0047-10-002, which presents public's access to information in the custody of government bodies. I respectfully request that TxDot accept the Purple Alternative. However, I am opposite to the Orange Alternative because it will impact my property in a negative way. There are thousands of homes near the Orange Alternative that will be impacted by air, noise, and light pollution. The wildlife in this area is abundant and an additional freeway will disturb the nature environment.

My email address [redacted] if you have additional information about this project. Thank you for your cooperation.

Respectfully,

Nancy Lewis

President Heritage Ranch HOA, [redacted]

-----Original Message-----
From: Pam McAnally [redacted]
Sent: Thursday, November 4, 2021 10:47 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: Pam McAnally [redacted]
Subject: Spur 399

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 [redacted] 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 [redacted] 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

Texas Department of Transportation

**PUBLIC MEETING COMMENT FORM**
**Proposed Improvements to Spur 399 Extension from US 75 to US 380**
**Collin County, Texas**
**CSJs: 0364-04-051, 0047-05-058, 0047-10-002**

The Texas Department of Transportation is seeking your comments on the proposed improvements for the Spur 399 Extension from US 75 to US 380 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Friday, Nov. 5, 2021 to be included in the formal meeting documentation.**

**Comments:** Please we do not want any access from Airport Rd to the "Loma" addition.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

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**Please Print**

Name: Partida family

Address: [redacted]

Apartment, suite, etc

City/State/Zip:

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McKINNEY TEXAS
Unique by nature.

November 3, 2021

Mr. Stephen Endres
Texas Department of Transportation
4777 E. US Highway 80
Mesquite, Texas 75150

RE: Spur 399 Extension Environmental Impact Statement from US 75 to US 380

Dear Mr. Endres,

The City of McKinney appreciates the ongoing efforts by the Texas Department of Transportation and your various consultants involved in the EIS phase for the planned extension of Spur 399 as a limited-access freeway facility between US 75 and US 380. We request that this letter serve as public comment for the City of McKinney related to the Spur 399 EIS (CSJ: 0364-04-051, 0047-05-058, 0047-10-002) public meeting held October 21, 2021.

As you are aware, the City of McKinney has continued to be very clear in our support of the "Orange Alternative" in lieu of the "Purple Alternative," both prior to and during the EIS phase for the project. We continue to support the "Orange Alternative" as it is the least disruptive to existing development and best supports both regional mobility and long-term economic development in the area. On August 26, 2019, a joint City of McKinney and Town of Fairview letter was provided to you conveying supporting for extension of Spur 399 east of the McKinney National Airport for these reasons. Additionally, our city council approved a resolution (No. 2019-10-128) on October 15, 2019, which provided guiding principles including a partnership with Collin County, Texas to facilitate a Spur 399 extension south and east of the McKinney National Airport.

As you team continues to carry out the various evaluations and public input for this important project through the EIS phase, we request the evaluation specifically identify the economic development potential of each alternative for the region, and specifically capturing the significant economic catalyst the "Orange Alternative" provides in relation to our master-planned improvements at the McKinney National Airport. In addition, we request the evaluation specifically take into account the cost and schedule implications of existing major utilities impacted by each alternative.

Our staff remains dedicated to supporting you and your teams on this project as additional input or guidance is needed.

Sincerely,

Paul Grimes
City Manager

c: McKinney City Council

**CITY OF McKINNEY**

P.O. Box 517 • McKinney, Texas 75070 • Main 972-547-7500

**From:** Pierre Roussel [redacted]
**Sent:** Friday, October 29, 2021 11:57 AM
**To:** Stephen Endres <Stephen.Endres@txdot.gov>
**Subject:** spur399 improvements

Hello Stephen,

My name is Pierre, I'm a new resident to the south McKinney Area, having moved into one of the newly built homes on Taunton Way. I recently saw the proposed improvements to spur 399 from US 75 to US 380. I certainly understand the reasoning behind it and what it would bring to the area, but I wanted to voice my concerns.

One of the reasons we chose this area over others nearby was the noise level. Obviously as a resident of the area that would end up within a block of a 6-8 lane highway, this change has the potential to severely reduce my quality of living and property value if the noise level rises to beyond acceptable standards. Although the current spur isn't quiet as is, it is only 4 lanes, and we have the benefit of a tree line separating us both visually and aurally. I hope the plans keep this in mind, as building a highway so close to a residential area will affect entire neighborhoods.

Thank you for your time,
Pierre Roussel

**From:** Preston Taylor [redacted]
**Sent:** Saturday, October 30, 2021 11:41 AM
**To:** Stephen Endres <Stephen.Endres@txdot.gov>
**Subject:** Spur 399 Extension Public Meeting Information

Hello Stephen,

I attended the Spur 399 extension public meeting last week at the Sheraton in McKinney. It was very informative and provided me with great information; thank you for putting on this meeting. However, I wanted to know how to access the maps that were laid out on the tables? I cannot find the information that was on display at the meeting. Is this something that you can assist me with?

Have a great weekend,
Preston

APPIAN

**Preston Taylor**
Associate
Appian Commercial Realty
[redacted]

www.AppianCommercial.com

Texas Department of Transportation

**PUBLIC MEETING COMMENT FORM**
**Proposed Improvements to Spur 399 Extension from US 75 to US 380**
**Collin County, Texas**
**CSJs: 0364-04-051, 0047-05-058, 0047-10-002**

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**Comments:**

Please consider the orange route for the following reasons:
- the purple divides the city from the airport, which includes a number of residents
- the orange will feed the future expansion of the airport
- the orange has less impact (negative) on the current development along airport road, which has a certain momentum right now, which brings jobs + opportunity to the region
- the city + the county will facilitate the orange which will make it a smoother process
- We at Blue Mountain are in the process of an 82,000 ft addition, That plus Amazon are recent developments with Great many more you're coming.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

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**Please Print**

Name: Rebecca Hurst

Address: [redacted]

Apartment [redacted]

City/State [redacted]

*To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).*

Texas Department of Transportation

**PUBLIC MEETING COMMENT FORM**
**Proposed Improvements to Spur 399 Extension from US 75 to US 380**
**Collin County, Texas**
**CSJs: 0364-04-051, 0047-05-058, 0047-10-002**

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**Comments:**

I prefer the purple (west) alignment. I believe the city of McKinney is pushing hard for an East alignment, which I believe is very self-serving and not in the best interests of the citizens

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

*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 9, 2019, and executed by FHWA and TxDOT.*

**Please Print**

Name: Rick Eubank

Address: [redacted]

Apartment

City/State

*To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).*

**From:** Robert B. Green [redacted]
**Sent:** Thursday, October 28, 2021 4:40 PM
**To:** Stephen Endres <Stephen.Endres@txdot.gov>
**Subject:** TxDot Spur 399 Extension Project – Opposition to Orange Alternative

Dear Mr Endres:

This request is made after reviewing the public hearing documents presented on October 21 2021 about the TxDot Spur 399 Project US 75 to US 380 referenced as CSJ: 0364-04-051, 0047-05-058, 0047-10-002. This document provides public access to information in the custody of government bodies.

I respectfully request that TxDot accept the Purple Alternative. I am opposed to the Orange Alternative because it will impact my property, its value, and my everyday life negatively.. There are thousands of homes near the Orange Alternative that will be impacted by air, noise, and light pollution. The wildlife in this area is abundant and an additional freeway will disturb the natural environment, including the nearby Heard Nature Museum and Wildlife Sanctuary. The latter is nationally recognized and a remaining island of the natural world in this rapidly developing area. My home is in Heritage Ranch in Fairview, TX which is located south of the McKinney Airport. This over-55 community is already affected by runaway growth in the area and its insults to the environment, primarily noise, air and light pollution in North Texas. Implementation of the proposed Orange Alternative will certainly aggravate that situation. We have similar concerns about recent efforts to develop an industrial concrete plant in the same area.

Residents of the Town of Fairview seem to receive little consideration when it comes to judging the impact of future developments that would negatively impact their quality of

life. Please direct any additional information about this project to my email address (below). Thank you for considering my request..

Respectfully,

Robert and Charla Green

[redacted]

[redacted]

[redacted]

**From:** Robert Jones [redacted]
**Sent:** Wednesday, November 3, 2021 1:05 PM
**To:** Stephen Endres <Stephen.Endres@txdot.gov>
**Subject:** Orange Plan Opposition

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
--

**FORMULARIO DE COMENTARIOS DE LA REUNIÓN PÚBLICA**
**Propuestas de Mejoramiento a la Extensión de Spur 399 desde US 75 hasta US 380**
**Condado de Collin, Texas**
**CSJs: 0364-04-051, 0047-05-058, 0047-10-002**

El Departamento de Transporte de Texas (TxDOT por sus siglas en inglés) está solicitando sus comentarios sobre la propuesta de mejorías para la Extensión de Spur 399 desde US 75 hasta US 380 en el Condado de Collin, Texas. Favor de utilizar el espacio provisto, puede adjuntar páginas adicionales según sea necesario, y envíe el formulario por correo a la dirección que aparece abajo. Este formulario puede ser enviado por correo electrónico a Stephen.Endres@txdot.gov. **Para que los comentarios puedan ser incluidos en la documentación formal de la reunión, estos deben ser recibidos o enviados con el sello postal antes del viernes 5 de noviembre de 2021.**

**Comentarios:**

Sino perjudica Mi Direccion es buena
Idea el purple

Por favor seleccione cada una de las siguientes que apliquen a usted (Código de Transporte de Texas, §201.811(a)(5)).

- ☐ Estoy empleado por TxDOT
- ☐ Hago negocios con TxDOT
- ☐ Yo Podría beneficiarme monetariamente del proyecto u otra cosa sobre lo que estoy comentando

*La revisión ambiental, la consulta y otras acciones requeridas por las leyes ambientales Federales aplicables para este proyecto están siendo realizadas o han sido realizadas por TxDOT de conformidad con 23 U.S.C. 327 y un Memorando de Entendimiento con fecha de 9 de diciembre de 2019 y ejecutado por Administración Federal de Carreteras (FHWA por sus siglas en inglés) y TxDOT.*

**Por favor escriba con letra de imprenta**

Nombre: Rosa Chaires

Dirección: [redacted]

Apartamento, suite, etc.: [redacted]

Ciudad/Estado/Código Postal

*Para enviarla por correo, por favor doble a lo largo de las líneas punteadas con esta página en el interior, cierre con cinta adhesiva (no engrape) y pegue el sello postal.*

**From:** Randy Pogue [redacted]
**Sent:** Friday, November 5, 2021 9:32 AM
**To:** Stephen Endres <Stephen.Endres@txdot.gov>
**Cc:** [redacted]; chsmith@burnsmcd.com; tclark@burnsmcd.com; Tim Mulrooney [redacted]; Arlyn Samuelson [redacted]
**Subject:** Proposed Improvements to Spur 399 Extension from US 75 to US 380, CSJs: 0364-04-051, 0047-10-002
**Importance:** High

Stephen,

Please find attached the Public Meeting Comment Form for the Proposed Improvements to Spur 399 Extension from US 75 to US 380, Collin County, Texas, CSJs: 0364-04-051, 0047-10-002.

Pursuant to the request for comment, be in known that we are opposed to the proposed Orange Route alternative. See attached form for our statement of record. Thank you.

Sincerely,
Randy

**Randall P. Pogue, P.E.** (TX,OK)
**Vice President, Land Division**
**South Region**
[redacted]
Licensed in TX, OK

[redacted]

**PUBLIC MEETING COMMENT FORM**
**Proposed Improvements to Spur 399 Extension from US 75 to US 380**
**Collin County, Texas**
**CSJs: 0364-04-051, 0047-05-058, 0047-10-002**

The Texas Department of Transportation is seeking your comments on the proposed improvements for the Spur 399 Extension from US 75 to US 380 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Friday, Nov. 5, 2021 to be included in the formal meeting documentation.**

**Comments:** Simpson Manufacturing Co., Inc. (dba Simpson Strong-Tie) is the owner of the property on the east side of Airport Dr., between Wattley Way and Harry McKillop Blvd. and between Harry McKillop Blvd. and Old Mill Rd., in McKinney, Texas. We hereby strongly express our opposition to the orange alternative for the future Spur 399 extension. Simpson Strong-Tie purchased the original 63 Acre tract in 2003 for the purpose of constructing a manufacturing facility to replace a previous facility which we had outgrown. The intent was that the large tract of land would allow for immediate construction on a portion of the property, with room for future expansion. The initial construction included a 315,000+/- SF building on approximately 26.5 acres of land on the northern portion of the property. Since that time, several expansions have occurred to increase the building to its current size of approximately 413,000 SF. In 2018 TxDot exercised eminent domain to acquire right-of-way for Harry McKillop Blvd. This right-of-way acquisition bifurcated the original 63 Acre tract into two tracts with 33.8+/- acres north of the new roadway and 29.5+/- acres south of the roadway. This roadway had a significant negative impact to our plans for future expansion on a contiguous campus as was originally planned. The orange alternative for the proposed Spur 399 extension appears to run generally thru the middle of the 29.5+/- acre tract south of Harry McKillop Blvd. If the orange alternative were selected it would likely end our chance of future expansion on that tract due to the inefficiency of such a segmented campus.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

❑ I am employed by TxDOT
❑ I do business with TxDOT
❑ I could benefit monetarily from the project or other item about which I am commenting

*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 9, 2019, and executed by FHWA and TxDOT.*

**Please Print**

Name: Simpson Strong-Tie, Ms. Sheryl Wyatt

Address: [redacted]

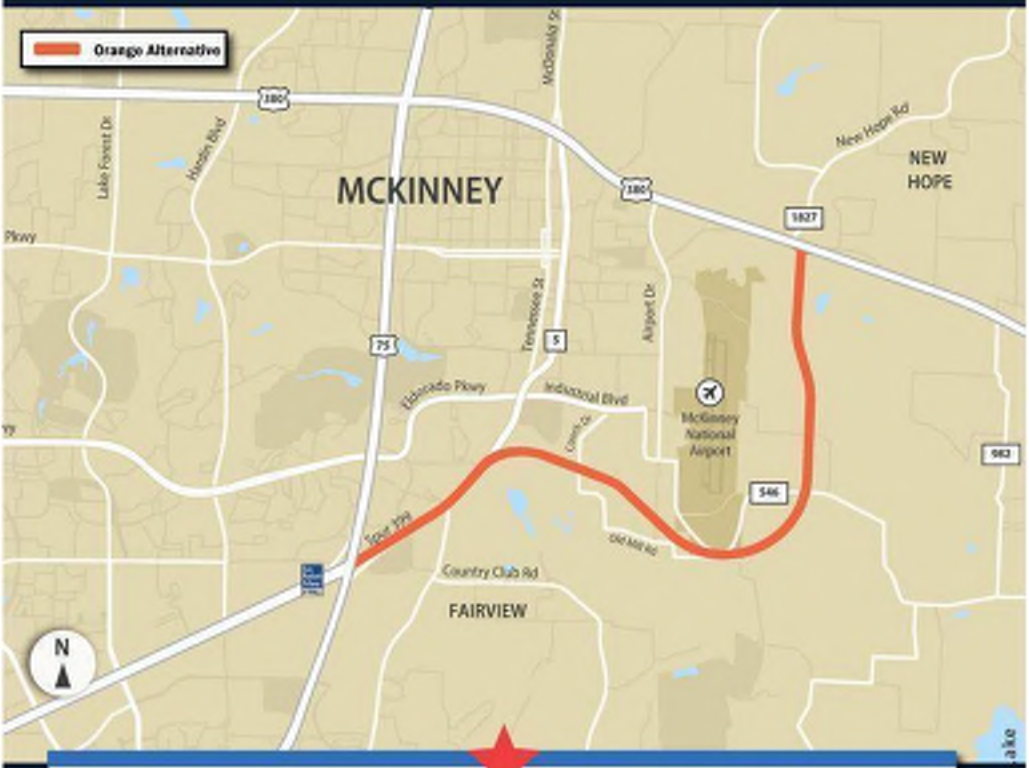
Apartment, suite, etc.:

City/State/Zip: [redacted]

*To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).*

TEXAS DEPARTMENT OF TRANSPORTATION

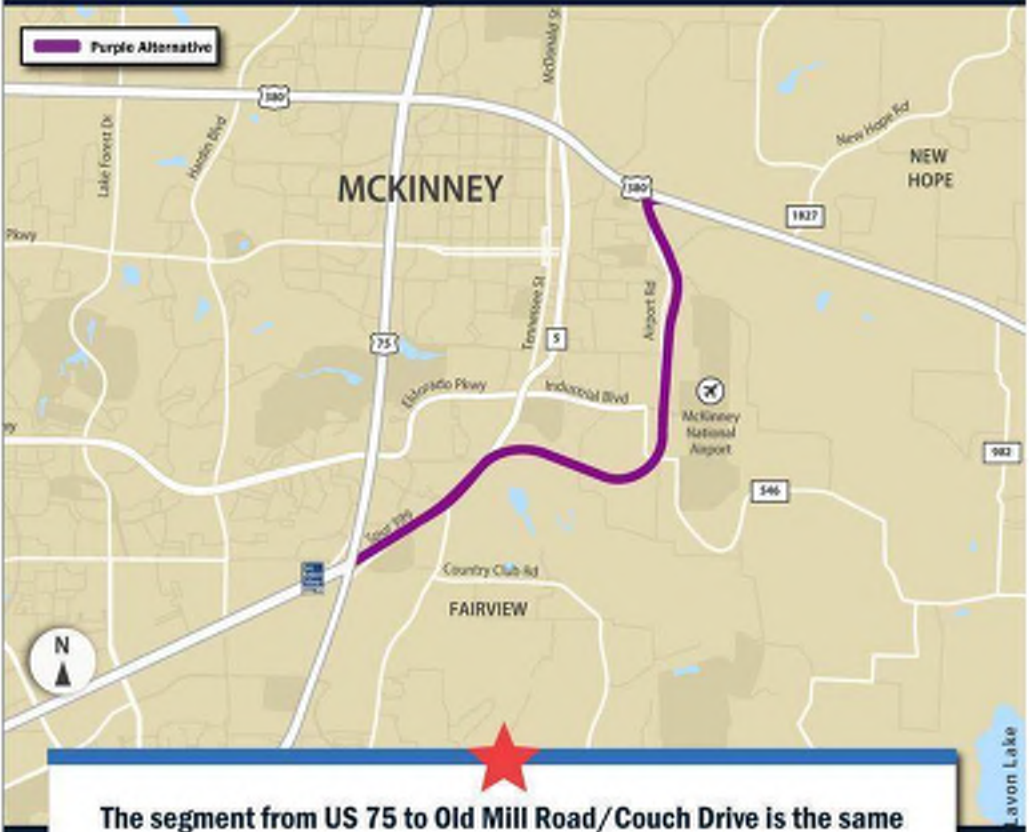
# ORANGE ALTERNATIVE




**The segment from US 75 to Old Mill Road/Couch Drive is the same for both the Orange and Purple Alternative.**

TEXAS DEPARTMENT OF TRANSPORTATION

# PURPLE ALTERNATIVE




**The segment from US 75 to Old Mill Road/Couch Drive is the same for both the Orange and Purple Alternative.**

**From:** Stan Beel [redacted]
**Sent:** Friday, October 29, 2021 11:16 AM
**To:** Stephen Endres <Stephen.Endres@txdot.gov>
**Cc:** Smith, Chelsey (chsmith@burnsmcd.com) <chsmith@burnsmcd.com>
**Subject:** RE: US 380 Collin County Alignments

Mr. Endres,

Regarding the Spur 399 project and impact on our business. We had a couple representatives attend the public meeting and have the impression that the south entry from Airport Drive into the Blue Mountain facility would have to be closed to traffic if the purple route is chosen. Elimination of that drive would put a tremendous burden on our employees and particularly truck traffic to access the receiving docks on the South side of the building. This will cause a lot of confusion and congestion in that area since it would reduce access for nearly 50% of the truck traffic into the facility.

While the orange proposed route will have no impact on our current facility at [redacted] the purple route causes us a lot of concern regarding our operation as well as the safety of employees and the general public that come to Blue Mountain for training or to pick up their orders and products. There is currently an 82,000sf expansion well underway at the facility that will double the warehouse space and allow for the continued growth we have experienced the past several years. Blue Mountain currently has 77 employees and a majority report to the facility each day for work. With the warehouse expansion that number could easily grow by another 30 over the course of the next few years.

The proposed purple route appears to eliminate the southeast entry to the property from Airport Drive. In addition to employees using this entrance multiple times each day as they arrive and depart for work as well as leave for lunch, there are over 300 over the road tractor trailers using that entrance to access the receiving docks that are located on the south side of the building. The truck traffic for receiving could possible double in the next few years as the warehouse expansion is fully utilized. The northeast entry from Airport Drive is also used by up to four over the road tractor trailers each day picking up freight in addition to Customers that pick up products on a daily basis. The expansion will possibly double the daily truck traffic for freight leaving the building. Blue Mountain also conducts on-

site training and meetings open to the public that sell STIHL products. Annually, there is up to an additional 400 people attending meetings and training at Blue Mountain.

We are genuinely concerned about the loss of an entry point to the property as well as the turn lanes allowing access to the Blue Mountain property. This loss will result in a lot of confusion for not only the truck drivers but also employees and those attending meetings and training sessions. Added traffic to the area as well as limiting the access is cause for concern relating to the safety of employees and customers. Needless to say, the purple route of Spur 399 will have a negative impact on the real estate, view, setting and general nature of the Blue Mountain property that we know today.

Please let us know if you need any additional information. We appreciate your consideration and look forward to submitting comments during the comment period.

Sincerely,

Stan Beel

**Stan Beel**
**Crader Distributing Co.**
[redacted]

**From:** Steve Utley[redacted]
**Sent:** Thursday, November 4, 2021 5:16 PM
**To:** Smith, Chelsey <chsmith@burnsmcd.com>
**Cc:** Todd Clayton[redacted] Mark C. Schluter[redacted]
**Subject:** comment submittal- Spur 399 from US 75 to US 380

Chelsey,

Hope you are well. I would like to submit an individual comment regarding TxDOT's study of alignments for the proposed Spur 399 development in east McKinney:

As an Encore Wire consultant for 5 years, I have seen first-hand the explosive growth and significant economic impact of that growth to the DFW Metroplex and the City of McKinney, more specifically. The proposed Purple alignment along Airport Drive presents a serious challenge to Encore Wire's future development potential, jeopardizing billions in economic impact. I am opposed to the Purple alignment and its negative impacts to the area, Encore Wire's campus/operations and me.

Thank you,

Steve
Steven R. Utley
[redacted]

**From:** Stewart Mers [redacted]
**Sent:** Thursday, November 4, 2021 1:02 PM
**To:** Stephen Endres <Stephen.Endres@txdot.gov>
**Subject:** Virtual Public Scoping Meeting Comment - Spur 399

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:** Todd Clayton [redacted]
**Sent:** Thursday, November 4, 2021 3:16 PM
**To:** Smith, Chelsey <chsmith@burnsmcd.com>
**Subject:** comment submittal- Spur 399 from US 75 to US 380

Chelsey,

Good afternoon, hope you are well. I would like to submit individual comment regarding TxDOT's study of alignments for the proposed Spur 399 development in east McKinney:

As an Encore Wire employee of 21 years, I have seen first-hand our explosive growth and significant area economic impact of that growth. The proposed Purple alignment along Airport Drive presents a serious challenge to Encore Wire's future development potential. I am opposed to the Purple alignment and its negative impacts to Encore Wire's campus.

Thanks and best regards,

Todd Clayton|VP Facilities Engineering
[redacted]

YouTube | Facebook | Instagram | Twitter | Linkedin

**From:** Todd Marchesani [redacted]
**Sent:** Friday, November 5, 2021 4:19 PM
**To:** Stephen.Endres@txdot.gov
**Cc:** Smith, Chelsey <chsmith@burnsmcd.com>; Hutton Lunsford[redacted]Doug Lueders [redacted]
**Subject:** Letter re: TXDOT Spur 399 Extension- Support for Eastern Orange Alignment

Stephen –

It was nice to meet you at the October TXDOT meeting. Please see attached our letter of support for the eastern orange alignment. Let us know if you have any more questions. We'll continue to keep you updated on our project and trust you will do the same.

Thanks, Todd

**Todd Marchesani**
*Vice President - Development*

**Holt Lunsford Commercial Investments**
[redacted]
[redacted] | www.holtlunsford.com

*Confidentiality Notice: This e-mail message, including any attachments, is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure, copying or distribution is prohibited. If you are not the intended recipient, please delete this message and notify the sender by reply e-mail.*

HOLT LUNSFORD
COMMERCIAL
INVESTMENTS

November 5, 2021

Mr. Stephen Endres, P.E.
Project Manager
TxDOT Dallas District Office
4777 East US Highway 80
Mesquite, TX 75150-6643

Re: Public Comments Spur 399 from US 75 to US 380 Collin County, Texas
CSJ: 0364-04-051

Stephen –

I am writing on behalf of Holt Lunsford Commercial, Inc. and the McKinney Airport Industrial, LP ownership. We own two land parcels (W17 and W 19 on roll 2 of 12) along Airport Drive. Both of which would be severely impacted by the proposed purple alignment of the Spur 399 extension (see Exhibit A). ***We are writing in support of the eastern orange alignment for reasons mentioned below.*** Holt Lunsford Commercial, Inc. (www.holtlunsford.com) manages over 89 million square feet of commercial real estate in Texas. Since 1993, we have participated in the acquisition and development of more than $1.9B worth of commercial real estate projects including 276 properties.

Over the next 10 months we will invest approximately $40M in two manufacturing industrial warehouse facilities that benefit from proximity to McKinney National Airport. The proposed TXDOT infrastructure improvements in the purple alignment would severely limit accessibility and turning movement into our site which is critically important to our 18-wheeler truck ingress and egress. Furthermore, the negative impact of a DEMOLISHED building on our property far outweighs any enhancement from the proposed freeway.

Our development is a major job creator and employment center in the City of McKinney and Collin County. The combined property tax generated is $892,000 each year. It will create approximately 153 construction jobs at an average annual salary of $50,000 with total annual salaries of $7,650,000. The total number of jobs creates by occupants of the building are approximately 268. At an average annual salary of $50,000 that equates to $13,400,000 total annual salaries for occupant jobs. Income, sales, corporate, payroll, and property taxes paid by workers, tenants and suppliers are additional annual revenue to the State of Texas.

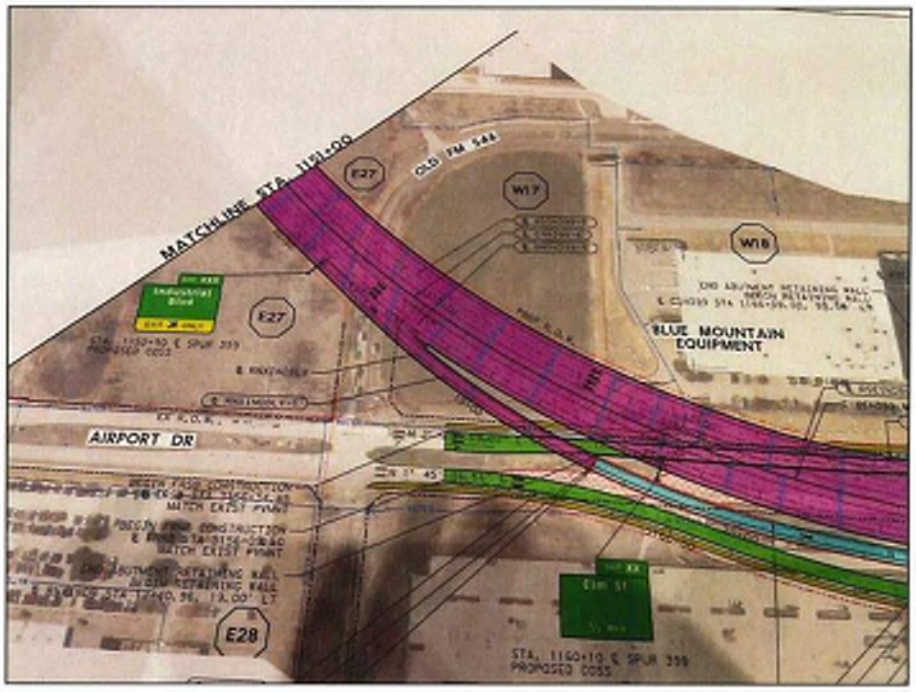
Based on the above referenced reasons we would like to reiterate our ***support for the eastern orange alignment*** which spurs continued economic growth towards the *undeveloped* side of McKinney National Airport.

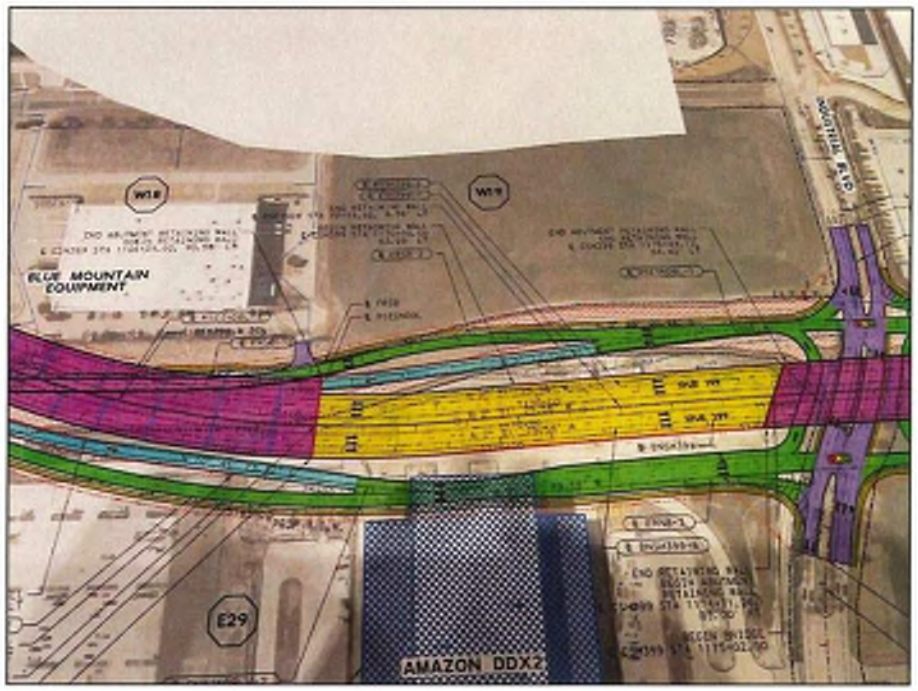
Best Regards,

Todd Marchesani
Vice President - Development
Holt Lunsford Commercial Investments
[redacted]

HOLT LUNSFORD
COMMERCIAL
INVESTMENTS

Exhibit A



Texas Department of Transportation

**PUBLIC MEETING COMMENT FORM**
**Proposed Improvements to Spur 399 Extension from US 75 to US 380**
**Collin County, Texas**
**CSJs: 0364-04-051, 0047-05-058, 0047-10-002**

The Texas Department of Transportation is seeking your comments on the proposed improvements for the Spur 399 Extension from US 75 to US 380 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Friday, Nov. 5, 2021 to be included in the formal meeting documentation.**

**Comments:**

make sure to provide enough buffer space between frontage road and SUP or get enough ROW to avoid headache during PS&E.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

*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 9, 2019, and executed by FHWA and TxDOT.*

**Please Print**

Name: _____

Address: _____

Apartment, suite, etc.: _____

City/State/Zip: _____

*To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).*

Texas Department of Transportation

**PUBLIC MEETING COMMENT FORM**
**Proposed Improvements to Spur 399 Extension from US 75 to US 380**
**Collin County, Texas**
**CSJs: 0364-04-051, 0047-05-058, 0047-10-002**

The Texas Department of Transportation is seeking your comments on the proposed improvements for the Spur 399 Extension from US 75 to US 380 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to Stephen.Endres@txdot.gov. **Comments must be received or postmarked by Friday, Nov. 5, 2021 to be included in the formal meeting documentation.**

**Comments:** Although I will not be displaced from my home - I worry for those who might be.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- ❑ I am employed by TxDOT
- ❑ I do business with TxDOT
- ❑ I could benefit monetarily from the project or other item about which I am commenting

*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 9, 2019, and executed by FHWA and TxDOT.*

**Please Print**

Name: _____

Address: _____

Apartment, suite, etc.: _____

City/State/Zip: _____

*To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).*

**From:** Whitney Wilson [redacted]
**Sent:** Wednesday, November 3, 2021 4:02 PM
**To:** Stephen Endres <Stephen.Endres@txdot.gov>
**Subject:** Spur 399 Extension

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
[redacted]

# D2 Online Comments

| CreationDate | EditDate | Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)). | First Name or Initial(s) | Last Name or Initial(s) | Address (include apartment #, suite, etc.) | City | State | Zip Code | Email address | Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment). | General Comments/Feedback |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 10/21/2021 20:50 | 10/21/2021 20:50 | | | | [redacted] | | | | | | |
| 10/21/2021 23:03 | 10/21/2021 23:03 | I_work_for_TxDOT_ | Lisa | LeBlanc | | | | | | | |
| 10/21/2021 23:06 | 10/21/2021 23:06 | I_work_for_TxDOT_ | Hilda | Farr | | | | | | | |
| 10/21/2021 23:06 | 10/21/2021 23:06 | I_work_for_TxDOT_ | Lisa | LeBlanc | | | | | | We own 550 acres to the east of the Mckinney airport. Interested in seeing if TXDot choses the orange route. | |
| 10/21/2021 23:10 | 10/21/2021 23:10 | I_work_for_TxDOT_ | Julie | Landsaw | | | | | | I am an owner off of Enloe road north of Joe Edmonds and am wondering how the land would be used for both the future airport plans and the road way. | We are for a sale on the east side of the airport. |
| 10/25/2021 21:38 | 10/25/2021 21:38 | I_work_for_TxDOT_ | Jackson | Hurst | | | | | | | I approve and support TxDOT's Spur 399 Extension Project. The alternative that I support for TxDOT's Spur 399 Extension Project is the Orange Alternative. The reason for my support of the Orange Alternative is the Orange Alternative will not displace residents on the west side of the airport. |
| 10/30/2021 17:13 | 10/30/2021 17:13 | | bill | bennett | | | | | | | |
| 10/31/2021 19:52 | 10/31/2021 19:52 | | Janet | Gagnon | | | | | | | I am a resident in East McKinney located North of the 380 and East of the 75. I support the planned expansion of the 399 spur (CSJ:0364-04-051) as traffic will undoubtedly continue to get worse around the airport, so this expansion is absolutely necessary. In addition, it should REPLACE the existing 380 bypass segment proposed (CSJ:0135-03-053) as segments C and D. Segment options C & D are entirely unnneccesary, harmful to the community and a waste of taxpayer dollars. The expansion of 399 will properly address East 380 traffic and West 380 traffic should end at the 75 itself using the new Segment E (CSJ: 0135-02-065). This 399 spur expansion should be officially made part of the 380 Bypass hearings and incorporated into the proposals being presented at the Public Meeting in March 2022, so that this obvious overlap in addressing traffic can be addressed by the removal of segment options C&D (CSJ: 0135-03-053). |
| 11/1/2021 15:43 | 11/1/2021 15:43 | | Mike | D | | | | | | | The Purple route is very short sited as development continues of the businesses along industrial rd. Just because it ONLY impacts 1 business now does not mean that future businesses will continue to locate to the area. We know our community and we are telling you that the purple alignment is a poor choice.<br><br>Orange is the right decision please go east of the airport. |
| 11/1/2021 20:00 | 11/1/2021 20:00 | | G R | Mortenson | | | | | | | As a McKinney city resident, I would support the most cost-effective routing, which based on the written materials I have seen, is the "purple" route. That support is subject to only one caveat, and that is that I have no knowledge whether a future passenger terminal at McKinney National Airport would be located on the west or the east side of the airport runway. If long-range planning for the airport itself would locate such a future passenger terminal on the east side of the existing airport runway, I would instead support the "orange" (east side) routing. |
| 11/1/2021 22:31 | 11/1/2021 22:31 | | Andrew | Smith | | | | | | | Hello. I think the orange option is the best option. If that one is chosen, drivers going west would be able to exit before the Mckinney airport. Getting those drivers off 380 sooner should help ease congestion. I think the extra displacements are a small price for the future growth of the region. The orange option just makes the most sense. |
| 11/2/2021 2:01 | 11/2/2021 2:01 | I_am_a_business_owner_ | Dennis | Satre | | | | | | The orange alignment best serves future traffic needs that will be generated by the substantial residential development occurring in the peninsula of Lavon Lake. Consideration should be given for a more direct interchange and/or controlled access facility extending on the future alignment of FM546 until it effectively splits into arterials to the north & south east of Lowry crossing. The 100-YR floodplain elevation of Wilson Creek at station 1205+00 is 524.0 and approximately 1,200 feet south. The entire section of Spur 399 can be depressed in the area south of the airport and easily drained by gravity. The interchange at County Road 317 should be reversed to an underpass. A depressed design should be used in order to significantly limit sound impacts to adjacent Fairview open space/parks and residential development including Heritage Ranch. This design will generate material for fill sections of the project and it is likely that walls can be economically designed using nails. | |
| 11/3/2021 11:34 | 11/3/2021 11:34 | | Larry | Costello | | | | | | | Actually a couple of comments.<br><br>First I live on [redacted] &, guarantee you, Neither solution will provide relief for stated goal "To ease traffic in East Collin County" until the full non-stop highway is completed PERIOD.. Rush hour in New Hope road area runs from 2:30 - 3 pm until 6:30 pm daily & longer when one of NUMEROUS accidents occurs on existing configuration. To claim either configuration will do anything to help traffic from East Collin County is inaccurate & insincere at best as it simply does not agree with reality of today.<br><br>Second, based on study date, the Purple option is: 14% cheaper to build, involves less flood plain, displaces fewer residences, involves less ROW & not sure how either Mobility/ Connectivity or Growth / Capacity for either option is not EXACTLY the same for both (is traffic from East Collin county somehow going to simply disappear between the two points being examined, (are "flying cars" being calculated in)? |

| CreationDate | EditDate | Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)). | First Name or Initial(s) | Last Name or Initial(s) | Address (include apartment #, suite, etc.) | City | State | Zip Code | Email address | Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment). | General Comments/Feedback |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 11/3/2021 11:42 | 11/3/2021 11:42 | | | Costello | [redacted] | | | | | Is this project intended to duplicate the Grid Lock seen on numerous interchanges in Dallas, Texas & the rest of the US? is not the area in orange also target area for the north spur of McKinney as well (to/from US 75). would not the purple interchange location: provide a safe buffer zone for Entry/Exit of NB & SB traffic towards US 75 from 380. Seems this buffer would ease traffic congestion for drivers in both directions reduce stress from multiple interchange locations & overall provide safer easier transition for everyone involved. Safe & Easy are considerations, YES? Easy to happen in large project when individual portions are considered, but in this case sure appears that Orange would create one heck of a mess when considered in Full scope of project. Is north extension considered & if NOT, why NOT? | |
| 11/4/2021 21:39 | 11/4/2021 21:39 | | | | | | | | | The purple alignment will be immediately adjacent to the La Loma Neighborhood and will have a negative impact on the largely minority residents there.<br><br>This alignment will also negatively impact other neighborhoods and businesses along what is currently Airport Drive. | |
| 11/4/2021 22:09 | 11/4/2021 22:09 | | Nick | Ataie | | | | | | | I am opposed to the "Purple Alternative" as a resident of Historic Downtown McKinney as it further divides and isolates the eastern portion of the designated McKinney Cultural District and creates the highest disruption to existing and future development east of SH 5 and west of Airport Dr. I support the "Orange Alternative" as it provides the least disruptive alignment for existing and planned development in the area. |
| 11/4/2021 22:28 | 11/4/2021 22:28 | | | | | | | | | I prefer the orange route | |
| 11/4/2021 22:57 | 11/4/2021 22:57 | | Nancy | McClendon | | | | | | | I was looking for a clear winner, and there isn't one. Orange option clearly has more environmental impact, and that usually decides it for me. However, I think it would be terrible to lose the brand new Amazon facility. My gut says Purple, but my head says Orange. |
| 11/5/2021 2:54 | 11/5/2021 2:54 | | HAROLD | LOWE | | | | | | Selection of the Spur 399 route east of McKinney National Airport is preferred for the east McKinney neighborhoods. The route along Airport Boulevard would have significant adverse impact on East McKinney in terms of noise, congestion, traffic dangers, an pollution. | |
| 11/5/2021 12:55 | 11/5/2021 12:55 | | Kim | Flom | | | | | | | As a McKinney resident and City of McKinney employee, I prefer the orange (east of McKinney Airport) alignment for SP 399. The purple alignment is located in between McKinney airport and existing development. It also is positioned adjacent to several McKinney historic neighborhoods. These neighborhoods have been traditionally underserved and underrepresented. The City is currently working on a Neighborhood Preservation Plan in order to establish strategies for housing. A highway located adjacent to these homes would have substantial negative impact. Additionally, the highway would disconnect an existing industrial and business area from the airport. The orange alignment primarily runs through undeveloped property. Not only does this alignment keep the residential and business areas of McKinney contiguous, it also provides greater opportunity for new development adjacent to the highway. |
| 11/5/2021 14:42 | 11/5/2021 14:42 | | Brian | Abadia | | | | | | | I live in the neighborhood next to airport drive and the car and noise pollution is really bad as it is right now, let alone adding more cars and more traffic lanes. It would be detrimental to the neighborhood if the project goes through airport Dr. As it will bring more high speed drivers trying to cut through the neighborhood streets in order to catch the larger highway. Therefore, it is better to go around the airport, even though it is a bit longer, less negative impact will happen on the people like myself who live next to airport drive. |
| 11/5/2021 14:50 | 11/5/2021 14:50 | | K | G | | | | | | | As a McKinney resident, I think the Orange route makes the most sense. I would prefer Orange even though it will be more costly because it would do the most for alleviating traffic and have the least negative impacts on the community. |
| 11/5/2021 15:48 | 11/5/2021 15:48 | | Tamara | Johnson | | | | | | I am asking that the orange route be selected for the new Spur 399. I feel this would be the best location option for the Eastside residents of McKinney and the city as a whole. Should you have questions or need anything further, please feel free to contact me as noted in the contacts section of this form. | |
| 11/5/2021 16:30 | 11/5/2021 16:30 | | Duke | Monson | | | | | | | I would prefer the Orange (east) route, leaving the Airport road unimpeded for local industrial and airport traffic. |
| 11/5/2021 17:13 | 11/5/2021 17:13 | | T.K. | Johnson | | | | | | I am asking that the orange route be selected for the new Spur 399. I feel this would be the best location option for the Eastside residents of McKinney and the city as a whole. Should you have questions or need anything further, please feel free to contact me as noted in the contacts section of this form. | |
| 11/5/2021 17:51 | 11/5/2021 17:51 | | Leonard | Gonzales | | | | | | | |
| 11/5/2021 17:53 | 11/5/2021 17:53 | | Leonard | Gonzales | | | | | | | Please no connecting roads from the Loma. |

| CreationDate | EditDate | Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)). | First Name or Initial(s) | Last Name or Initial(s) | Address (include apartment #, suite, etc.) | City | State | Zip Code | Email address | Please provide comments related to the area selected on the map. (Continue on to the next section if you want to leave a general comment). | General Comments/Feedback |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 11/5/2021 19:43 | 11/5/2021 19:43 | I_am_a_business_owner_ | Shirley | Mack | [redacted] | | | | | | I am concerned that the impacted citizens of Spur 399 are uninformed about this project, and need time to be contacted and their voices heard. It will be too close to their homes and I only see a purple option and was told their is an orange option, but I don't have it. Please don't blindside the citizens of East McKinney, and I'm not against progress, but this reminds me of the beginning of another land grab to a Love Field.<br>Thank you,<br>Shirley Mack |
| 11/5/2021 19:56 | 11/5/2021 19:56 | | Rosa | Maxie | | | | | | I support the orange alternative route. | |
| 11/5/2021 20:00 | 11/5/2021 20:00 | | Jennifer | Hollins | | | | | | I support the ORANGE Alternative | |
| 11/5/2021 20:02 | 11/5/2021 20:02 | | Rita | Gilmore | | | | | | | Looking at the highway projections, I would like to see the orange lay out for the highway 75 to 399. |
| 11/5/2021 20:02 | 11/5/2021 20:02 | | R | Cervantes | | | | | | | I rather the orange option be selected. Airport drive is already a heavy traffic road which has already had several accidents reported on 380 and Airport Dr |
| 11/5/2021 20:51 | 11/5/2021 20:51 | | Scott | Woodruff | | | | | | i am voting for the orange proposal, as this spur will continue to be a major artery / freeway.....which needs to stay out of the residential areas, including downtown. | |
| 11/5/2021 22:54 | 11/5/2021 22:54 | | Miranda | Escamilla | | | | | | | Orange route looks best! |
| 11/5/2021 22:54 | 11/5/2021 22:54 | | Angelita | Cervantes | | | | | | | Orange is my preference because I don't want a highway next to our la Loma community and because it's just gonna add more traffic on top of it. I've lived in this community for over 62 years it's been quiet and would love for it to remain quiet without taking away from our scenic community |
| 11/5/2021 22:57 | 11/5/2021 22:57 | | Beth | Bentley | | | | | | 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.<br><br>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.<br><br>Thank you for your consideration. | |
| 11/5/2021 22:57 | 11/5/2021 22:57 | | Deborah | Bradford | | | | | | | While I am in favor of Spur 399, which will assist with much needed traffic flow; I am opposed to the alignment indicated by the color purple. It appears that specific alignment will not affect community centers, houses of worship, etc.; but it is closely aligned to two neighborhoods in the community, that could create significant difficulty, by potentially causing barriers to the neighborhood & displacement. The specific neighborhoods are identified as LaLoma & Mouzion. |
| 11/5/2021 22:59 | 11/5/2021 22:59 | | Maegan | Escamilla | | | | | | | Orange route will be the best option to circumvent and cause the least disruption to existing neighborhoods. |
| 11/5/2021 23:00 | 11/5/2021 23:00 | | Maria | McKinzie | | | | | | | Orange Route is my preferred choice it will be the best choice to avoid heavy traffic on airport dr due to future roads being planned by the City of McKinney |
| 11/5/2021 23:58 | 11/5/2021 23:58 | | Stefany | McK | | | | | | I prefer the orange route for the highway because it makes no sense to add a highway next to the community. It's already dangerous with how fast the cars drive through there. Making the purple route would just add more traffic and congestion. We need to keep the community safe, and the purple option is not the way. | |
| 11/5/2021 23:58 | 11/5/2021 23:58 | | Silvia | Escamilla | | | | | | | Orange route is my preferred selection due to my neighborhood it is not in need of a highway as we already have the airport traffic. I hope you will consider this request from me and take it into consideration. Sincerely, Silvia Escamilla[redacted] |

## Section E. Figures

| Section | Document |
|---|---|
| E1 | Presentation Slides |
| E2 | Presentation Script |
| E3 | Frequently Asked Questions |
| E4 | Glossary of Terms |
| E5 | Schematic Viewing Guide |
| E6 | Exhibit Boards |
| E7 | Virtual Public Meeting Website (*Keep It Moving Dallas*) |
| E8 | Website Data |
| E9 | Roll Plots for Reasonable Alternatives Under Consideration |
| E10 | Public Meeting Photos |

# E1 Presentation Slides

# Public Meeting

## Spur 399 Extension Project
## US 75 to US 380

CSJ: 0364-04-051, 0047-05-058, 0047-10-002
Collin County

October 21, 2021

# Project Development – 5 Independent Projects

## THE RECOMMENDED ALIGNMENT

**THE RECOMMENDED ALIGNMENT HAS BEEN BROKEN INTO 5 PROJECTS OF INDEPENDENT UTILITY**

TxDOT initiated Schematic and Environmental studies for each section shown in different colors on the map

This Public Meeting will address the **PURPLE** Alignment which represents the TxDOT Recommended Alignment from the Feasibility Study for the Spur 399 Extension from US 75 to US 380

# TxDOT NEPA Assignment

NEPA PROCESS
National Environmental Policy Act

**TxDOT is developing an EIS under an agreement with the Federal government.**

## TxDOT'S NEPA ASSIGNMENT

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 9, 2019, and executed by the Federal Highway Administration (FHWA) and TxDOT.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido, llevado a cabo por TxDOT - en virtud de 23 U.S.C. 327 y un Memorando de Entendimiento fechado el 9 de diciembre del 2019, y ejecutado por la FHWA y TxDOT.

# What We Heard – Spur 399 Extension Public & Agency Scoping Meetings

- Impacts to homes, parks, farmland, and historic properties
- Future development benefits and impacts
- Effects to environmental resources
- Impacts to major employers and their employees
- High level feedback from agencies regarding evaluation and review processes, and applicable regulations

# Purpose & Need

## PURPOSE

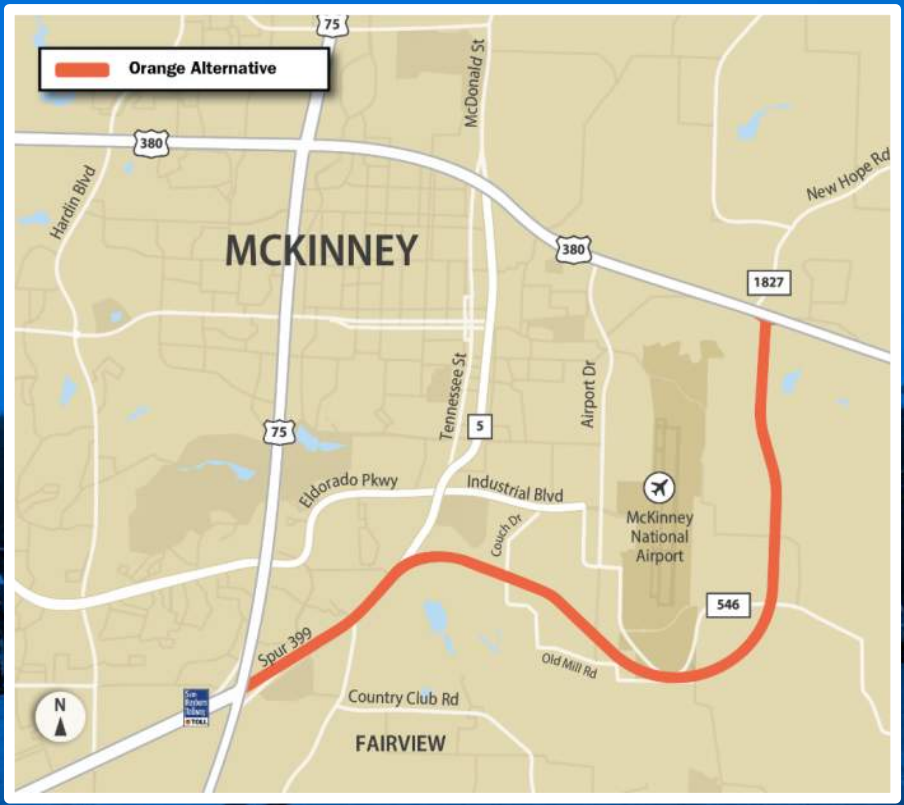
IMPROVE
NORTH-SOUTH
MOBILITY

IMPROVE
CONNECTIVITY

## NEED

The project is needed because of reduced mobility and connectivity between the eastern portion of Collin County and destinations south of McKinney.

# Proposed Project – Reasonable Build Alternatives



# Proposed Project – No-Build Alternative

***A No-Build Alternative means no new improvements would be constructed. It is not a Reasonable Alternative and doesn't provide benefits shown below.***

| | PURPOSE & NEED CONSIDERATION | Improve North-South Mobility | Provide More Connectivity | Add Roadway Capacity | Support Regional Growth |
|---|---|---|---|---|---|
| | No-Build | ✗ | ✗ | ✗ | ✗ |
| | Purple Alternative | ✓ | ✓ | ✓ | ✓ |
| | Orange Alternative | ✓ | ✓ | ✓ | ✓ |

# Project Tasks – Developing Schematic Design

**SCHEMATIC**

**Design**

***Schematic design for the two Build Alternatives have been created and the following engineering tasks are being completed:***

- Evaluating how much right-of-way (ROW) is needed
- Developing horizontal and vertical alternatives
- Customizing typical sections for different locations
- Developing ramp locations and interchanges
- Calculating cost estimates
- Evaluating and designing drainage elements
- Considering bicycle and pedestrian accommodations
- Determining the constructability of the project

# Project Tasks - Detailed Evaluation & Coordination

**DETAILED**

## *Evaluation & Coordination*

***TxDOT is completing a detailed evaluation of the alternatives by completing these tasks:***

- Frequent coordination with stakeholders, agencies, local governments, developers, major utilities, and property owners
- Conducting field assessments and surveys to determine locations of resources
- Compiling technical reports
- Considering how this project would affect local plans

# ALTERNATIVES ANALYSIS MATRIX

- EXEMPLARY: Highly Meets Criteria
- GOOD: Mostly Meets Criteria
- ADEQUATE OR NEUTRAL: No Change
- INADEQUATE: Sometimes Meets Criteria
- POOR: Does Not Meet Criteria

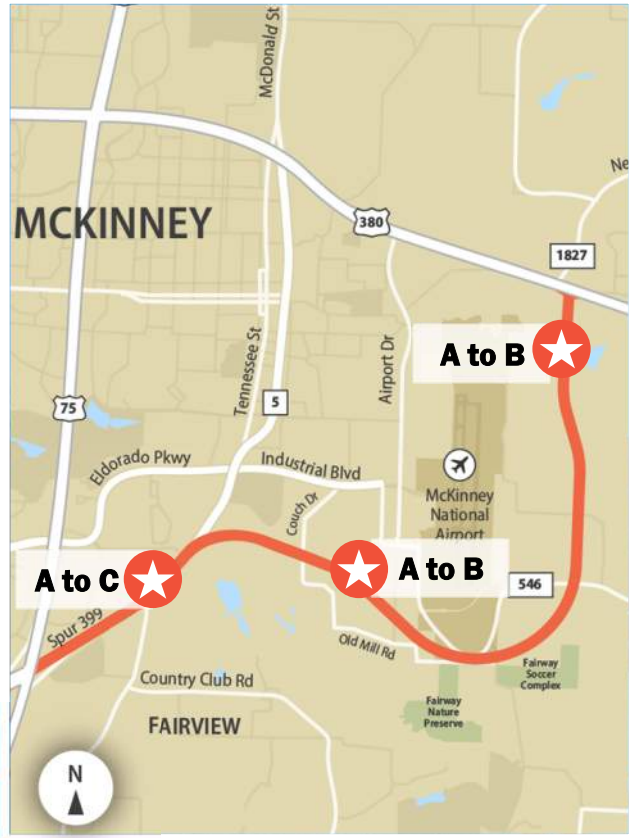
***VIEW THE ENTIRE MATRIX ON THE PUBLIC MEETING WEBSITE***

## SPUR 399 EXTENSION - US 75 TO US 380

**CSJs 0364-04-051, 0047-05-058, 0047-10-002**

| SCREENING/EVALUATION CATEGORY<br>*The No-Build Alternative, constructing no new improvements, is also being considered and data will be included in the Environmental Impact Statement (EIS) documents. | | PURPLE ALTERNATIVE<br>Alternative west of the airport | ORANGE ALTERNATIVE<br>Alternative east of the airport | KEY TAKEAWAYS |
|---|---|---|---|---|
| Purpose & Need | Improve Mobility and Connectivity | ◕ | ● | Both alternatives would offer acceptable Levels of Service ratings, better connect the arterial network, and enhance connectivity between eastern Collin County and the Dallas metroplex. The Orange Alternative also better connects US 380 and US 75 to the area on the east side of the McKinney National Airport and areas planned for future development. |
| | Provide Capacity to Support Regional Growth | ◕ | ● | The Orange Alternative better supports future regional growth by providing approximately 18% more north south roadway capacity than the Purple Alternative. This is because the Orange Alternative provides a new location freeway in addition to the existing Airport Drive, whereas (for the most part) the Purple Alternative would remove the existing Airport Drive and provides only a freeway. The Orange Alternative better serves regional northbound and southbound traffic by offering more options and an expanded network vehicle volume throughput. |
| Engineering | Total Alternative Length Along Centerline | 4.8 miles | 6.25 miles | The Purple Alternative is shorter than the Orange Alternative. |
| | Major Utility Conflicts | 3 major utility conflicts | 1 major utility conflict | For this project, TxDOT considers major utility conflicts to be transmission lines and pumping stations from gas, power, electric, water and wastewater utilities. The Orange Alternative would have 2 fewer major utility conflicts. |
| | Total Bridge Length (miles) | 2.2 miles | 2 miles | The Orange Alternative would have 0.2 fewer miles in bridged sections. |
| | Number of New Grade-Separated Interchanges | 2 new interchanges | 3 new interchanges | The Purple Alternative would have 1 fewer new grade-separated interchange. |
| | Amount of New Right-of-Way (ROW) Required (acres) | 117 acres | 233 acres | The Orange Alternative would require approximately twice the amount of acres of new ROW needed for construction compared to what the Purple Alternative would require for construction. |
| | Airport Access, Airport ROW, and Airspace | ◑ | ● | Airspace considerations, runway safety areas, aircraft approach, and departure profiles would not be directly affected by either alternative. The Purple Alternative offers 1 main point of access to the Airport from the proposed freeway frontage roads on the west side of the Airport. The Purple Alternative does not provide access to the east side of the Airport and proposed Airport improvements. The Orange Alternative offers 2 main points of access - one on Airport Drive on the west side of the Airport and one from the freeway frontage roads on the east side of the Airport. |
| | Total Project Cost | $601M | $706M | Total project cost includes planning, engineering, and design; roadway construction; right of way; and utility relocations. TxDOT will continue to work with those major businesses impacted and displaced by the alternatives to better understand the cost of damages and/or business interruption. |

# Purpose & Need Consideration – Improve Mobility & Provide Capacity




## 2050 FREEWAY LEVEL OF SERVICE COMPARISON TAKEAWAY:

*Orange and Purple Alternatives offer similar Levels of Service*

**TRAFFIC LEVEL OF SERVICE (LOS) SCALE**

A – Free Flow

B – Reasonably Free Flow

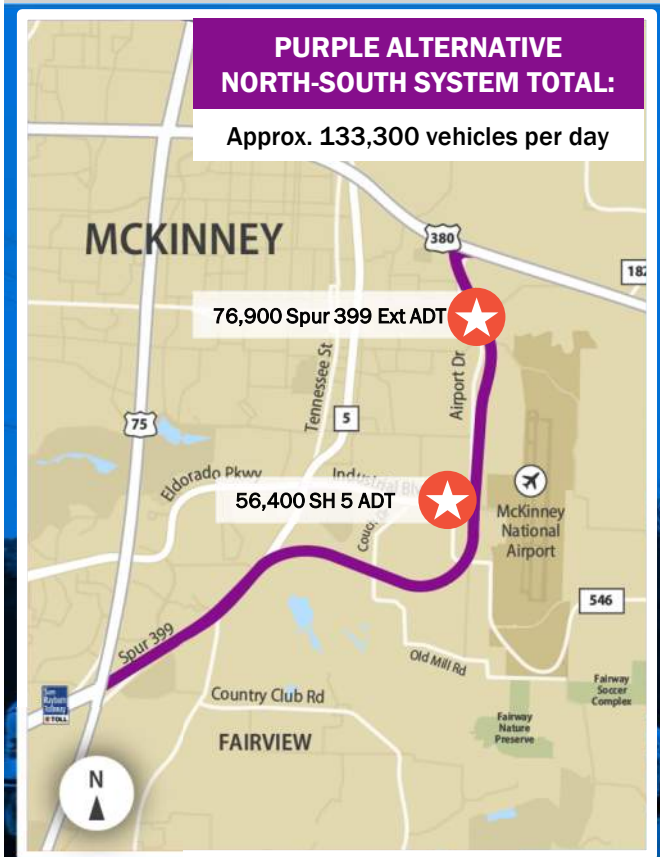
C – Stable Flow

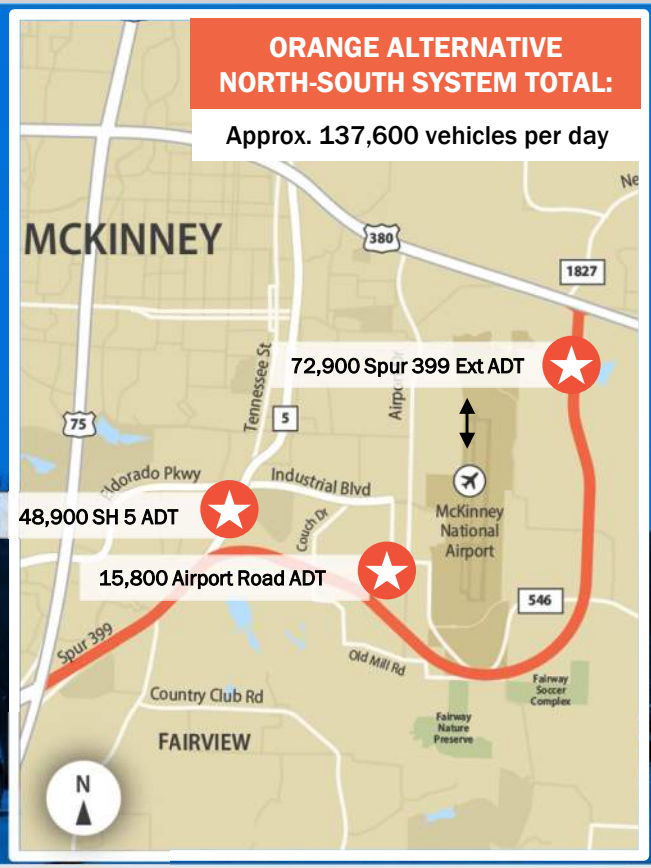
D – Approaching Unstable Flow

E – Unstable Flow

F – Breakdown Flow

# Purpose & Need Consideration – Improve Mobility & Provide Capacity




## 2050 TRAFFIC VOLUME COMPARISON TAKEAWAYS:

**Both alternatives better connect the arterial network and enhance connectivity.**

**The Orange Alternative <u>better serves</u> regional northbound and southbound traffic.**

# Environmental Consideration – Displacements

| SCREENING/EVALUATION CATEGORY | RESIDENTIAL DISPLACEMENTS | BUSINESS DISPLACEMENTS | OTHER DISPLACEMENTS |
|---|---|---|---|
| Purple Alternative | 0 | 1 | North Texas Municipal Water District's McKinney Wastewater Lift Station, 1 barn or outbuilding |
| Orange Alternative | 8 | 3 | 7 barns or outbuildings |

## Purple Alternative

- Amazon Delivery Station

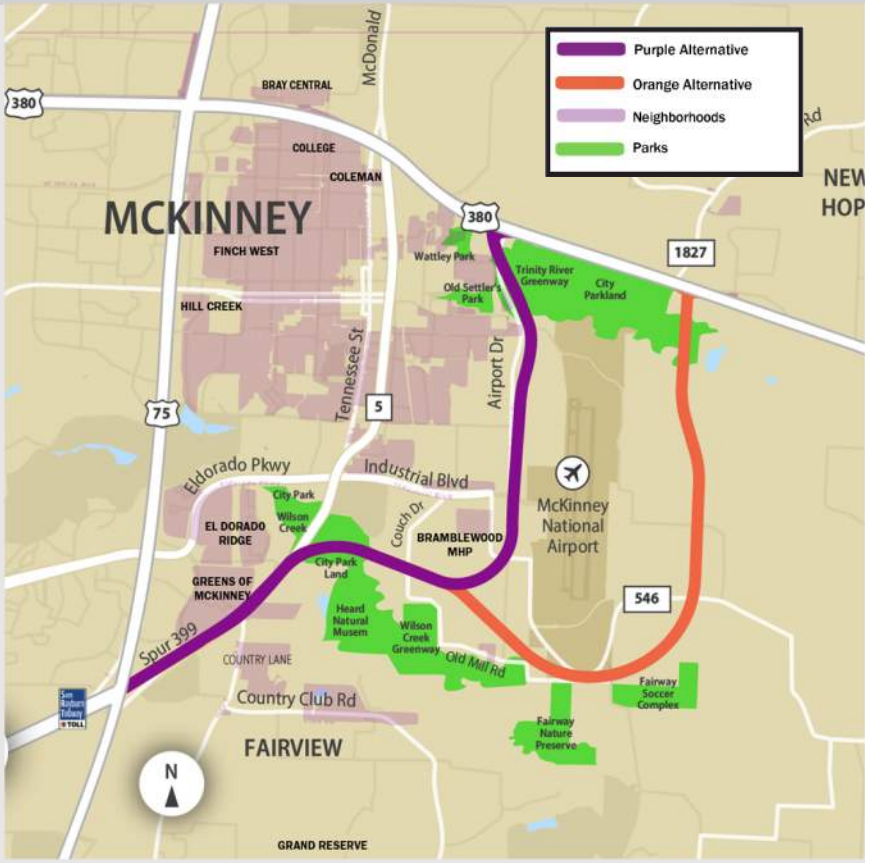
## Orange Alternative

- McKinney Airport Center
- Airport Boarding Kennels
- Doc's Plumbing

# Environmental Consideration: Community Demographics & Facilities

| SCREENING/ EVALUATION CATEGORY | COMMUNITY DEMOGRAPHICS |
|---|---|
| Purple Alternative | ◑ |
| Orange Alternative | ● |

- No direct impacts for either alternative
- Purple Alternative is closer to low-income and minority neighborhoods
- Purple Alternative could be perceived as a barrier between neighborhoods and parks

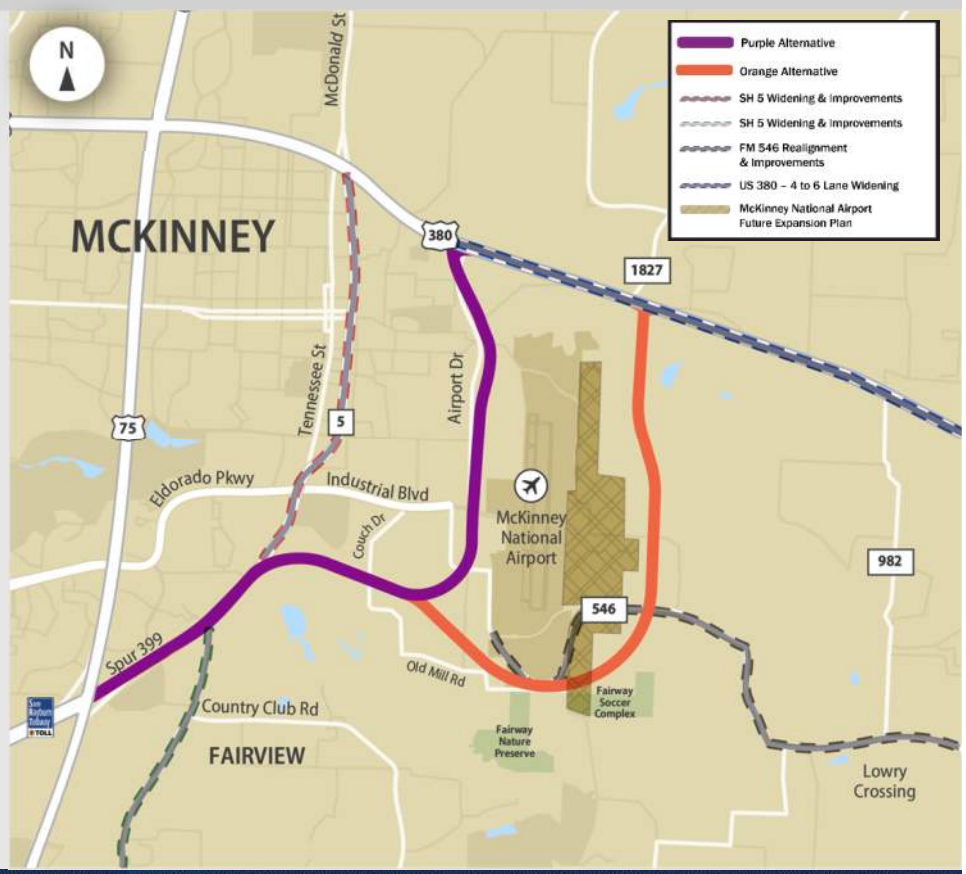


# Environmental Consideration – Induced Growth, Foreseeable & Cumulative Effects

| SCREENING/ EVALUATION CATEGORY | FORESEEABLE AND CUMULATIVE EFFECTS |
|---|---|
| Purple Alternative | To be determined |
| Orange Alternative | To be determined |

SPUR 399 EFFECTS + OTHER ROADWAY PROJECT EFFECTS + OTHER NON ROADWAY PROJECT EFFECTS

REASONABLY FORESEEABLE AND CUMULATIVE EFFECTS

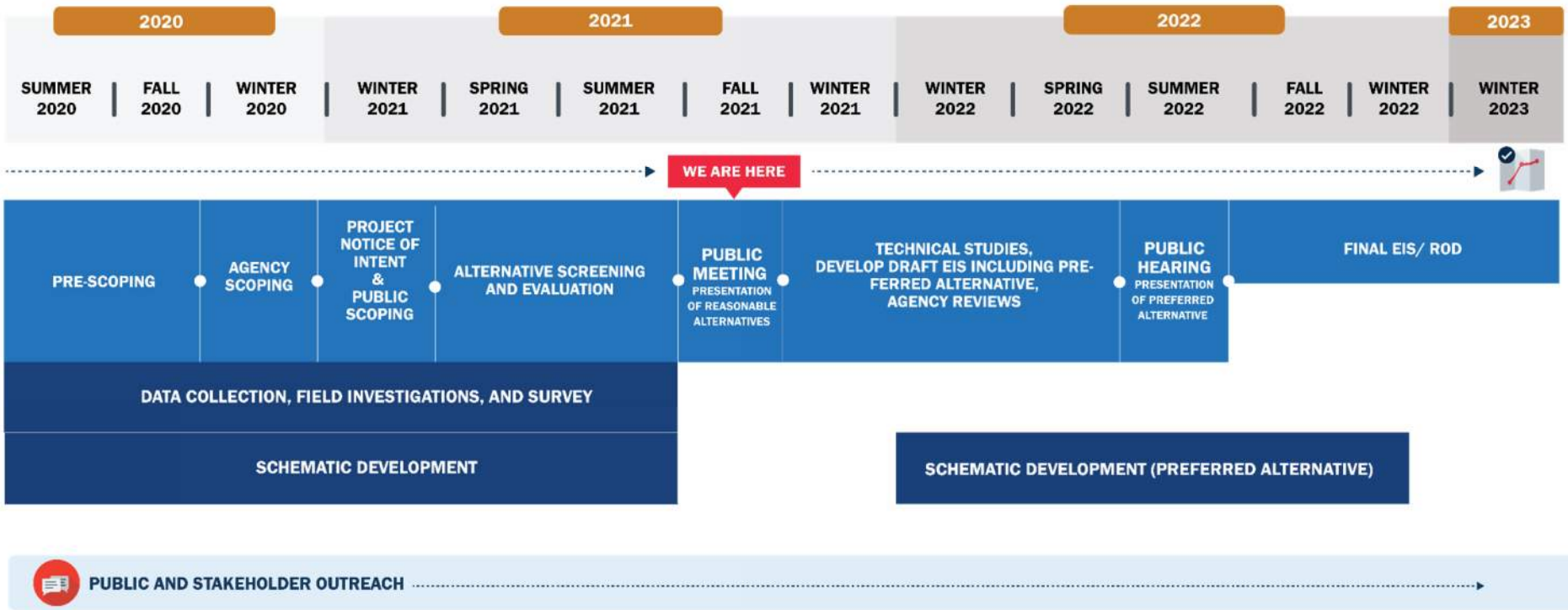


# Public & Stakeholder Input Considerations

| LOCAL GOVERNMENT/AGENCY | ALTERNATIVE PREFERENCE/POSITION SUMMARY | RECEIVED BY TxDOT |
|---|---|---|
| City of McKinney | Supports eastward extension of Spur 399 as a freeway<br><br>Strongly opposed to a freeway west of the Airport | Feasibility Study - multiple letters and resolution |
| Town of Fairview | Support the freeway option on the east side of the Airport if it were shifted approx. 2,000 feet north | Feasibility Study – joint letter with City of McKinney |
| Collin County | Support for the northern extension of the Airport's runway as it would allow for a Spur 399 extension to the east of the Airport | Feasibility Study - resolution |
| North Texas Municipal Water District | Oppose alternatives impacting their existing or planned facilities | Feasibility Study – letter |
| Texas Parks and Wildlife Department | Prefers alignment utilizing existing transportation corridors and the least impact to floodplains, wetlands, streams, and habitat for wildlife and aquatic species | EIS - letter submitted during Agency Scoping |

***The Preferred Alternative is not selected through a voting process. TxDOT will consider and respond to all comments in a Public Meeting Summary.***

# EIS Timeline



# Project Development

PROJECT DEVELOPMENT

**US 380 FEASIBILITY STUDY COLLIN COUNTY**

**CORRIDOR IDENTIFIED**

*Corridor separated into 5 independent projects*

★ **SPUR 399 EXTENSION US 75 TO US 380**

CSJ: 0364-04-051

**1 OF 5 PROJECTS**

**2 YEARS**

**ENVIRONMENTAL IMPACT STATEMENT AND DESIGN SCHEMATIC**

**2 TO 4 YEARS**

**FINAL DESIGN, CONSTRUCTION PLANS, COST ESTIMATES, AND UTILITIES COORDINATION**

**3 TO 4 YEARS**

**PHASED CONSTRUCTION**

*CONSTRUCTION CANNOT BEGIN UNTIL FULL FUNDING IS SECURED. THE PROPOSED EXTENSION IS CURRENTLY PARTIALLY FUNDED.*

**WE ARE HERE**

**PREFERRED ALTERNATIVE FINALIZED/ ROD ISSUED**

## How to Submit Your Comments

PROVIDE INPUT

### Comment Form

Fill out at the Public Meeting or online at
www.keepitmovingdallas.com/Spur399PublicMeeting

### Email

Stephen.Endres@txdot.gov

### Mail

TxDOT Dallas District
Attn: Stephen Endres, P.E.
4777 E US Highway 80
Mesquite, TX 75150

### Voicemail

(833) 933-0440

***COMMENTS MUST BE SUBMITTED BY NOVEMBER 5, 2021***

**PROJECT CONTACT:** For general comments about the presentation or project, please contact TxDOT project manager, Stephen Endres, P.E. at Stephen.Endres@txdot.gov

## Thank You!

# THANK YOU!

***For taking the time to learn more about Spur 399 Extension improvements from US 75 to US 380.***

***Your input will help shape the future of the project.***

# E2 Presentation Script

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

**CSJs: 0364-04-051, 0047-05-058, 0047-10-002**
**October 21, 2021**

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

Welcome to the Public Meeting for the Spur 399 Extension project from US 75 to US 380. TxDOT appreciates your interest in the project and thanks you for your participation. This Public Meeting has been convened to provide updates on the project status and schedule, present our comparison of Reasonable Alternatives, answer questions, and gather your feedback.

## SLIDE 2: Project Development - 5 Independent Projects

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

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

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

## SLIDE 3: TxDOT NEPA Assignment

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

developing this EIS under an agreement with the federal government. An EIS is prepared when it is anticipated that a proposed project could significantly affect the quality of the human and natural environment. There are three categories of analysis that TxDOT can complete as a part of NEPA, of which an EIS is the most rigorous. NEPA requires TxDOT, as part of the EIS process, to evaluate viable alternatives as well as others developed by TxDOT. While TxDOT eliminated some routes during the Feasibility Study process, TxDOT is required by NEPA to reevaluate those alternatives.

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

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

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

After the EIS process was initiated, TxDOT hosted a Virtual Agency Scoping Meeting in late 2020 and Virtual Public Scoping Meeting in early 2021. We gathered input on the project's Purpose and Need, Range of Alternatives, Methodology and Level of Detail for Analyzing Alternatives, and Coordination Plan. We received 169 comments, many of which referenced impacts to homes, parks, farmland, and historic properties; impacts and benefits to future development; effects to environmental resources; impacts to major employers and their employees; and high-level feedback from agencies regarding evaluation and review processes, and applicable regulations. TxDOT received more than 40 comments regarding a farmstead owned by the Enloe Family. The property includes a farmhouse as well as active agricultural lands said to be historic by the family. TxDOT will perform an intensive survey of the properties.

## SLIDE 5: Purpose and Need

The project's purpose is to improve north-south mobility and improve connectivity. The project is needed because of reduced mobility and connectivity between the eastern portion of Collin County and destinations south of McKinney such as the DFW metroplex. Therefore, the alternative that TxDOT selects as its Preferred Alternative must improve north-south mobility and improve connectivity. It must also provide capacity to support regional growth.

## SLIDE 6: Proposed Project – Reasonable Build Alternatives

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

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

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

## SLIDE 8: Project Tasks – Developing Schematic Design

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

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

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

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

## SLIDE 10: Analysis of Alternatives

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

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

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

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

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

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

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

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

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

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

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

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

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

## SLIDE 13: Environmental Consideration – Displacements

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

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

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

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

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

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

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

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

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

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

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

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

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

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

TxDOT must also consider how the environment in the project area could be affected by the Spur 399 project together with other current and future reasonably foreseeable local and regional transportation projects, and other non-roadway projects. This assessment of cumulative impacts is still under evaluation as it is typically conducted closer to the conclusion of the study process. Examples of other transportation projects that may be considered are the other US 380 improvement projects, SH 5 improvements and expansion, and the FM 546 realignment and expansion. Other non-roadway projects that would be considered are future utility/waterline projects, McKinney National Airport expansion, and Encore Wire's facility expansion. Existing and future North Texas Municipal Water District waterlines and lift stations would likely be impacted to a greater degree by the Purple Alternative than the Orange Alternative. The Purple Alternative would displace the Amazon Delivery Station and would also impact the operations and future expansion plans of at least two other major employers and taxpayers, Encore Wire and Blue Mountain Equipment. These businesses could consider relocation because of the impacts that the Purple Alternative would have to their operations and future expansion plans.

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

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

## SLIDE 16: Public & Stakeholder Input Considerations

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

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

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

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

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

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

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

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

## SLIDE 17: EIS Timeline

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

## SLIDE 18: Project Development

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

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

## SLIDE 19: How to Submit Your Comments

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

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

## SLIDE 20: Thank You!

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

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

# E3 Frequently Asked Questions

# Spur 399 Extension from US 75 to US 380 Frequently Asked Questions

CSJ: 0364-04-051, 0047-05-058, 0047-10-002
October 21, 2021 Public Meeting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# Spur 399 Extension from US 75 to US 380 Frequently Asked Questions

## 1. What is the status of the project?

TxDOT completed the US 380 Collin County Feasibility Study in March 2020 and separated the study area into five independent project segments. In each of these segments, TxDOT has started the process to complete more in-depth environmental study, public involvement, and schematic design. The following are the five Collin County projects being studied:

- Blue segment - CSJ 0135-11-024: US 380 from West of CR 26 (Denton County line) to Coit Road
- Red segment - CSJs 0135-02-065 and 0135-03-053: US 380 from Coit Road to FM 1827
- Purple segment - CSJs 0364-04-0510047-05-058, 0047-10-002: Spur 399 from US 75 to US 380
- Gold segment - CSJ 0135-04-036: US 380 from FM 1827 to CR 560
- Green segment - CSJ 0135-05-028: US 380 from CR 560 to CR 699 (Hunt County line)

**THE RECOMMENDED ALIGNMENT HAS BEEN BROKEN INTO 5 PROJECTS OF INDEPENDENT UTILITY**

These projects are advancing at different paces depending on the needs and availability of funding.

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

# Spur 399 Extension from US 75 to US 380 Frequently Asked Questions

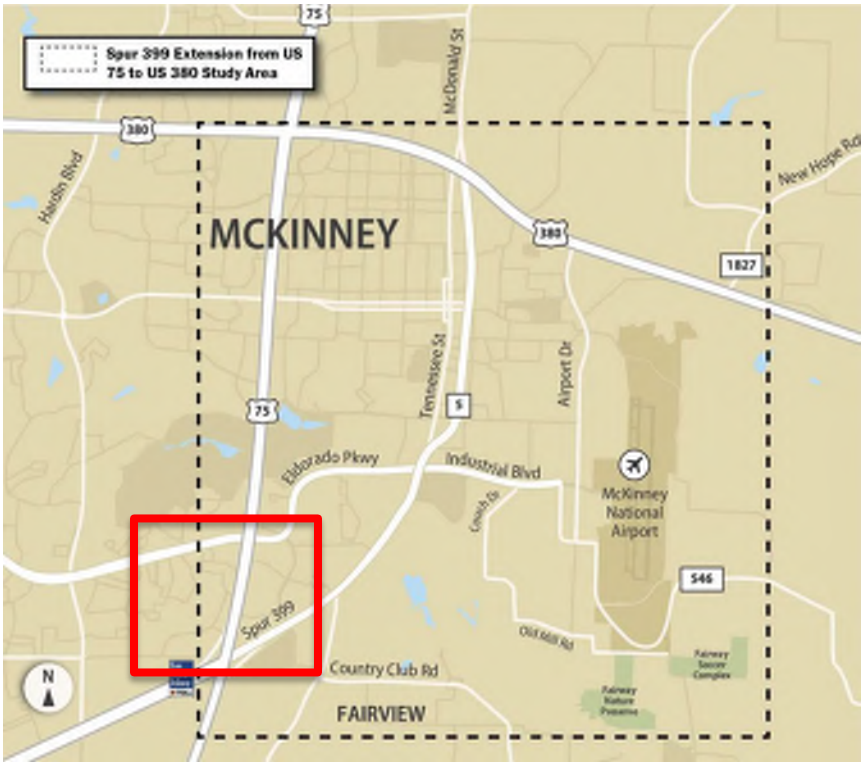
In 2020, TxDOT began the Spur 399 Environmental Impact Statement (EIS) and schematic design project. TxDOT hosted an Agency Scoping Meeting in late 2020 and a Public Scoping Meeting in early 2021. TxDOT gathered input on the draft Purpose and Need, Range of Alternatives, Methodology and Level of Detail for Analyzing Alternatives, and Coordination Plan. After the Public Scoping meeting, TxDOT started developing the schematic design and a more detailed environmental study for the proposed alternatives. TxDOT is currently hosting an in-person and virtual Public Meeting to provide updates on the project status and schedule, present its comparison of Reasonable Alternatives, answer questions, and gather feedback.

## 2. Didn't TxDOT already announce a final alignment?

No. TxDOT announced a Recommended Alignment at the end of its Collin County Feasibility Study. That recommendation was based on the data collected during the Feasibility Study and with the information that was available at the time. For TxDOT to name a final alignment (also referred to as a Preferred Alternative), the project must undergo a more in-depth environmental study and development of a schematic design.

## 3. Where is Spur 399 today?

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




## 4. Why is TxDOT studying this area again?

The National Environmental Policy Act (NEPA) requires that federal agencies assess the environmental effects of projects prior to making decisions. NEPA also requires TxDOT, as part of the EIS process, to evaluate viable alternatives as well as others developed by TxDOT.

## 5. Why is this project needed?

The project is needed because of reduced mobility and connectivity between the eastern portion of Collin County and destinations south of McKinney. The purpose of the proposed action is to improve north-south mobility and connectivity of travelers from eastern Collin County to destinations south of McKinney, including the Dallas metroplex. The Purpose and Need Memorandum is available here for review.

## 6. What is the schedule for this project?

TxDOT's goal is to complete the development of the EIS and schematic design within two years.

After TxDOT evaluates input received at the Public Meeting, TxDOT will compile technical reports and develop a Draft EIS which will include identifying a Preferred Alternative and conducting agency reviews. At that time, TxDOT will also continue to further develop the schematic design of the Preferred Alternative. The public will have the opportunity to provide input on the Draft EIS and Preferred Alternative at a Public Hearing. After the Public Hearing, TxDOT will finalize the EIS and anticipates obtaining a Record of Decision (ROD) in early 2023. A ROD is the official approval of an EIS.

## 7. What is an Environmental Impact Statement?

An EIS is a multi-year environmental review process that provides rigorous analysis of proposed alternatives and their environmental impacts. During the development of the EIS, TxDOT gathers more field data, completes a more detailed evaluation and schematic design, and completes even more coordination with agencies, stakeholders, and the public. An EIS is prepared when it is anticipated that a proposed project could significantly affect the quality of the human and natural environment. There are three categories of analysis that TxDOT can complete as a part of NEPA, of which an EIS is the most rigorous.

## 8. What is the difference between the in-person and virtual Public Meeting?

TxDOT is conducting both an in-person and online virtual Public Meeting. The same information will be available at both the in-person and virtual meetings. The in-person meeting will be held at 6 p.m. on October 21, 2021 and be an open house format where the public may come and go at their convenience. A pre-recorded video will be available for viewing. TxDOT staff will be available to answer questions and take comments. The virtual meeting can be viewed beginning Thursday, Oct. 21, 2021 at 6 p.m. through Friday, Nov. 5, 2021 at 11:59 p.m. The virtual Public Meeting materials will be posted to the project website at www.keepitmovingdallas.com/Spur399PublicMeeting and will consist of a pre-recorded video presentation that includes both audio and video components (the same video from the in-person meeting), along with other

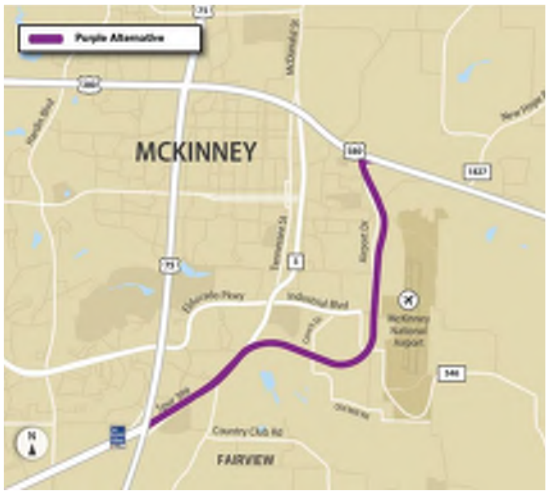
exhibits. The virtual Public Meeting is not a live event. More information about the meetings including meeting location and how to submit comments can be found here.

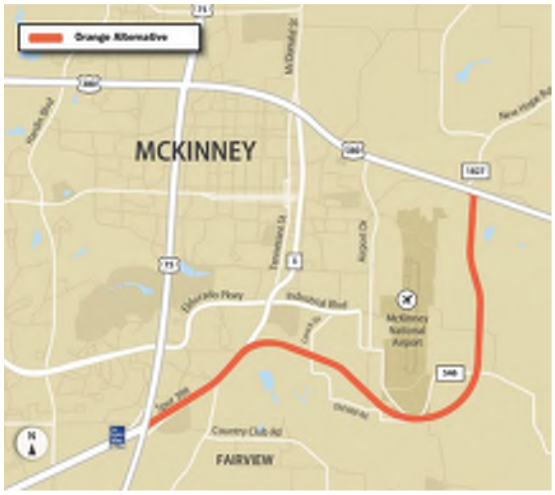
## 9. What are the proposed project alternatives?

TxDOT is currently considering a No-Build Alternative and two Build Alternatives within the southeastern portion of McKinney, near the McKinney National Airport. The project area also includes or is near portions of the town of Fairview and the cities of Lowry Crossing and New Hope. Spur 399 currently is a limited-access spur highway that connects the Sam Rayburn Tollway (SRT) and the US 75 interchange to SH 5 in the southern part of McKinney.

The No-Build Alternative means no new improvements would be constructed. The No-Build Alternative serves as a baseline for comparison of the two Build Alternatives and is required by the National Environmental Policy Act (NEPA).

The proposed action would involve the construction of a new location freeway that would extend the existing Spur 399 from US 75 to US 380. The two Build Alternatives share a common segment from US 75 to approximately 500 feet west of Couch Drive/Old Mill Road. Typical sections showing what the freeway could look like will be available at the in-person Public Meeting and on the Public Meeting website here.




The alternatives range in total length from approximately 4.8 miles for the Purple Alternative to approximately 6.5 miles for the Orange Alternative. Both alternatives would connect the existing Spur 399 to US 380.

The proposed roadway would accommodate a six to eight-lane freeway with one-way frontage roads on both sides. Connectivity to the existing and planned roadway network would be provided through grade-separated interchanges at major arterial roadway crossings. TxDOT did the following in select areas to minimize impacts to the project:

- Removed frontage roads in constrained areas
- Elevated the freeway on bridges or lowered it below grade

Modifications to the alternatives may continue as the project progresses.

## 10. What factors will be considered in the EIS?

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

## 11. What engineering tasks will TxDOT complete?

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

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

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

- displacements

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

## 12. What kinds of traffic analysis have been completed?

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

## 13. Could public input or input from local governments change TxDOT's Recommended Alignment or influence TxDOT's selection of the Preferred Alternative?

Public and stakeholder input is one of the many things that TxDOT must consider when making its final decision. The Preferred Alternative will not be selected based on input from the public or a city alone. TxDOT does prefer to work with local governments to find ways to address mobility issues in their areas. TxDOT will continue to work with local governments as it progresses through the EIS process and the evaluation of alternatives.

## 14. Will noise be evaluated during the EIS?

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

## 15. Why did TxDOT propose Spur 399 Extension alignments during the Feasibility Study?

The Feasibility Study was initially focused along the existing US 380 corridor across Collin County followed by development of new location alignments that could draw traffic away from US 380 and other congested roadways within the county. Alignments were also developed to try to address the magnitude of growth occurring in Collin County communities. One such new roadway was the Spur 399 Extension.

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

Maps of alternatives TxDOT is considering can be viewed at www.keepitmovingdallas.com/Spur399PublicMeeting. TxDOT must consider the number of displacements for each alternative and has been working to try and reduce the number of displacements for each alternative. However, TxDOT is required to comply with state and federal design standards. TxDOT is evaluating displacements to residences, businesses, and any other structures such as outbuildings and a wastewater facility.

TxDOT is required to treat those displaced by the project fairly, consistently, and equitably. Information about relocation assistance is available on the TxDOT website. It is important to note that a final alternative has not been chosen by TxDOT and there still might be schematic design changes to the project that could change the number or types of displacements on a property. TxDOT anticipates that its Preferred Alternative will be presented at the Public Hearing in Summer 2022.

## 17. What will the impact be to farmland?

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

## 18. How will historic properties be impacted?

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

During the Public Scoping comment period, TxDOT did receive more than 40 comments regarding a farmstead owned by the Enloe family. The property includes a farmhouse as well as active agricultural lands said to be

historic by the family. TxDOT intends to conduct an intensive survey for the Enloe Farm property and archeological surveys within the proposed right-of-way following the Public Meeting.

## 19. Who can I contact at TxDOT about the project?

Mr. Stephen Endres, P.E.
Project Manager – TxDOT Dallas District
4777 E. US Highway 80
Mesquite, Texas 75150
Phone: (214) 320-4469
Email: stephen.endres@txdot.gov

TxDOT's normal business hours are 8:00 a.m. – 5:00 p.m. (central time), Monday through Friday.

# E4 Glossary of Terms

# Spur 399 Extension from US 75 to US 380 Glossary of Terms

**CSJ's: 0364-04-051 ,0047-05-058, 0047-10-002**
**October 21, 2021**

## Glossary of Terms and Acronyms

Adverse Effects

Substantial unfavorable impacts, both individual or cumulative, to humans or the environment. Includes social and economic impacts, which may include, but are not limited to the following:

- Bodily impairment, infirmity, illness, or death;
- Air, noise, and water pollution and soil contamination;
- Destruction or disruption of human-made or natural resources, aesthetic values, community cohesion or a community's economic vitality, and the availability of public and private facilities and services;
- Vibration;
- Adverse employment impacts;
- Displacement of persons, businesses, farms, or nonprofit organizations;
- Increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community; and
- Denial of, reduction in, or significant delay in the receipt of, benefits of TxDOT programs, policies, or activities.

Air Quality

Measure of how clean or polluted the air is in the project vicinity.

American Association of State Highway and Transportation Officials (AASHTO)

Nonprofit, nonpartisan association representing highway and transportation departments in Texas and across the nation that is tasked with setting the technical standards for highway system development.

American Community Survey (ACS)

Nationwide survey that collects and produces information on social, economic, housing, and demographic characteristics about our nation's population every year.

Americans with Disabilities Act (ADA)

A civil rights law that mandates an equal opportunity for individuals with disabilities and prohibits accessibility discrimination to jobs, public accommodations, government services, public transportation, and telecommunications.

**Annual Daily Traffic (ADT)**

A measure of traffic volume that is the total number of vehicles on a roadway for a year, divided by 365 days.

**Area of Influence (AOI)**

The geographic area within a project or plan that may cause environmental, ecological, or human health impacts. The size of the area generally depends on the scale and nature of the project or plan.

**Arterial**

Roads serving major traffic movements (high-speed and high volume) for travel between major points.

**Attainment/Nonattainment Area**

A geographic area that meets or exceeds national air quality standards set by the U.S. Environmental Protection Agency is an attainment area; an area that does not meet this standard is called a nonattainment area.

**Bicycle and Pedestrian Accommodations**

Facilities or roads designed considering the needs of bicycle users and pedestrians. Accommodations can range from separated bike lanes (bicycles only) to shared lanes (motorized vehicles and bikes use the same facility or road).

**Candidate Species**

Any species whose status is being reviewed by the U.S. Fish and Wildlife Service (USFWS) to determine whether it warrants listing under the Endangered Species Act.

**Capacity**

Ability of a road to accommodate a moving stream of people or vehicles in a given time period.

**Categorical Exclusion (CE)**

A categorical exclusion refers to a project which involves no significant environmental impacts. They are actions that do not induce significant impacts to planned growth or land use for the area; do not require the relocation of significant numbers of people; do not have a significant impact on any natural, cultural, recreational, historic or other natural resource; do not involve significant air, noise or water quality impacts; do not have significant impacts on travel patterns; or do not otherwise, either individually or cumulatively have any significant environmental impact. Note: This environmental classification does not apply to the Spur 399 Extension project.

**Cemetery**

Any areas where human burials occur.

**Chapter 26**

Chapter in the Texas Parks and Wildlife Code (PWC) established to protect parks, recreational and scientific areas, wildlife refuges, and historic sites from being used or taken by the state or

local agencies for public projects. Similar to Section 4(f) of the Department of Transportation Act of 1966 in its requirements, except that Texas law requires a public hearing for any use or taking of protected land.

**Code of Federal Regulations (CFR)**

Regulations issued by executive branch agencies that provide additional detail for compliance with laws in the US Code (See also US Code).

**Community Cohesion**

Level of social connection within a community, typically characterized by shared reliance on community facilities that contribute to an overall social support network. Examples of project impacts that can impact community cohesion include splitting or isolating areas, and separation from services.

**Community Facility**

A physical feature provided – either by the municipality as a public service or by a private entity – in the community for the benefit of community members (e.g., schools, places of worship, community centers, post office, or library).

**Community Impacts Assessment (CIA)**

A process used to evaluate the effects of a transportation action on a community and its quality of life that involves understanding and documenting the existing and anticipated social environment of a community with and without the proposed action.

**Conformity**

The process of determining that federal actions, such as transportation projects, conform to the State Implementation Plan (SIP). The Clean Air Act prohibits federal agencies from providing funding or approving any activity that does not conform to an applicable SIP. State transportation conformity rules codified in the Texas Administrative Code only applies to projects in Environmental Protection Agency (EPA) designated nonattainment or maintenance areas for ozone, carbon monoxide, nitrogen dioxide, or particulate matter because these are considered transportation related pollutants. Conformity applies to both Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) projects and to projects considered regionally significant by the Metropolitan Planning Organization (MPO).

**Control Section Job Numbers (CSJ)**

Numbers assigned to all on-system public highways in Texas. The CSJ is a unique, identifying nine-digit number created and used by TxDOT for projects.

**Coordination Plan**

The plan and schedule for coordinating public and agency participation developed as a part of the Environmental Impact Statement (EIS) Scoping process.

**Cumulative Effects**

Impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions.

**De Minimis Impact**

A minimal impact resulting in no adverse effects to historic properties, publicly owned parks, recreation areas, wildlife or waterfowl refuges.

**Disability**

Conditions an individual has that have an impact on basic functioning and limit participation. These include difficulty in hearing, vision, cognitive abilities, ambulatory abilities, self-care capabilities, and independent living capabilities (American Community Survey).

**Displacement**

Occurs when the right-of-way needed for a highway project functionally impairs or requires the removal of a residential or commercial property. Some of the ways that TxDOT determines if a property will be displaced are the following:

- Direct impacts to a structure due to construction or right-of-way acquisition;
- Direct impacts to a parcel of land that would make a residence unlivable or a business inoperable.

**Draft Environmental Impact Statement (Draft EIS or DEIS)**

A draft report that provides a detailed description of the project, the Purpose and Need, Reasonable Alternatives, the affected environment, and presents analysis of the anticipated beneficial and adverse environmental effects of the alternatives.

**Elderly**

Persons aged 65 and older according to the American Community Survey.

**Emergent Wetland**

A wetland in which plants are rooted and grass-like plants stand above the water surface.

**Endangered Species**

Any species that is in danger of extinction throughout all or a significant portion of its range.

**Environmental Assessment (EA)**

An Environmental Assessment determines whether or not a federal action has the potential to cause significant environmental effects. Generally, the EA includes a brief discussion of the following:

- Purpose and Need of the proposed action
- Alternatives being considered

- Environmental impacts of the proposed action
- A listing of agencies and persons consulted.

If it is determined that the project will not have significant environmental impacts, then a Finding of No Significant Impact (FONSI) will be issued. Note: This environmental classification does not apply to the Spur 399 Extension project. If the EA determines that environmental impacts of a proposed action will be significant, an Environmental Impact Statement is prepared.

**Environmental Compliance Oversight System (ECOS)**

File of Record under state and federal law for environmental aspects of department sponsored projects.

**Environmental Impact Statement (EIS)**

A document prepared for a project when it is anticipated that a proposed project could significantly affect the quality of the human and natural environment. An EIS requires both a draft and final statement and extensive public involvement.

**Environmental Justice (EJ)**

The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

**Environmental Justice Community**

A readily identifiable group of persons living in geographic proximity that have historically been neglected by environmental protections and may have direct exposure to environmental hazards due to race, color, national origin, or income. TxDOT defines these communities as minority and/or low-income populations.

**Environmental Mitigation**

Strategies, policies, programs, actions, and activities that, over time, will serve to avoid, minimize, or mitigate impacts to environmental resources.

**Executive Order (EO)**

A signed, written, and published directive from the President of the United States that manages operations of the federal government, including protection of natural resources (e.g., wetlands, invasive species, or floodplains) and environmental justice (e.g., Limited English Proficiency (LEP) populations, minority, or low-income populations).

**Farmland Impacts**

Activities that would convert farmland to nonagricultural purposes.

**Farmland Protection Policy Act (FFPA)**

Passed by Congress in 1981, the FPPA is intended to minimize the impact Federal programs (including state highway construction projects) have on the unnecessary and irreversible conversion of farmland to nonagricultural uses.

**Feasibility Study**

A planning tool used by TxDOT during the early stages of project development to help determine if the project should move on to more advanced phases of project development such as more in-depth environmental analysis, public involvement, schematic design and right-of-way mapping. The reason this type of study is done is to identify high level or critical elements of engineering, impacts to stakeholders and the public, and the economic feasibility of potential new roadways or improvements to existing roadways. Feasibility studies are not intended to result in detailed design, environmental analysis, or cost estimates.

**Federal Highway Administration (FHWA)**

A branch of the US Department of Transportation that administers the Federal-Aid highway program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.

**Final Environmental Impact Statement (Final EIS or FEIS)**

A document that addresses the comments on the Draft Environmental Impact Statement (DEIS) and identifies the Preferred Alternative. It follows a formal comment period and receipt of comments from the public and other agencies on the DEIS.

**Floodplain**

An area that is subject to natural flooding from an adjoining waterway. A 100-year floodplain, referring to a statistical probability, is an area that has a one percent chance of experiencing a flood in any given year.

**Floodway**

Part of the floodplain otherwise leveed and reserved for emergency diversion of water during floods.

**Forested wetland**

Wetlands that are dominated by woody vegetation 20 feet or taller.

**Frontage Road**

Roadway lanes alongside limited access freeways that provide property access and connect mainlanes to cross streets. Also known as access or service roads.

**Grade-Separated Interchange**

Grade separation is a method of aligning a junction of two or more roadways at different heights (grades) so that they will not disrupt the traffic flow when they cross each other. Grade separated interchanges generally consist of a combination of roads and bridges (overpasses or flyovers).

**Greenway**

Any natural or landscaped course for pedestrian or bicycle passage, often along natural corridors, such as riverfronts or along a railroad right-of-way converted to recreational use.

**Hazardous Materials**

Any toxic substance or explosive, corrosive, combustible, poisonous, or radioactive material that poses a risk to the public's health, safety, or property, particularly when transported in commerce.

**Historic Properties**

Buildings, structures, objects, sites or districts with historical or archeological significance that are listed in, or eligible for listing in, the National Register of Historic Places.

**Impacts**

A term to describe the positive or negative effects upon the natural or built environments as a result of an action (e.g., project).

**Indirect Effects**

Impacts caused by a project or plan but realized later in time or farther in distance. May include induced growth and development as well as environmental impacts on air, water, and other natural systems, including ecosystems.

**Individual Permit (IP)**

One of several types of permits issued by the US Army Corps of Engineers (USACE) that is required when a proposed project will impact discharges into waters of the United States or involve work in navigable waters. The individual permit is required when projects have more than minimal impacts, involve a more comprehensive public interest review, and require additional environmental criteria evaluation.

**Induced Displacement**

An induced displacement occurs when the right-of-way needed for construction of a highway project would functionally impair use of the property. For example, loss of parking spaces or removal of driveways or service roads to access a home or business.

**Induced Growth Effect**

Impact of a project or plan on economic or land development or population growth due to increased access or mobility.

**Interchange**

A system of interconnecting roadways in conjunction with one or more grade separations that provides for the movement of traffic between two or more roadways or highways on different levels.

**Land Use**

Refers to the manner in which portions of land or the structures on them are used or designated for use in a plan (e.g., commercial, residential, retail, or industrial).

**Level of Service (LOS)**

A measure of the quality of vehicle traffic flow and congestion based on performance measures like vehicle speed, density, and congestion.

**Limited (or Controlled) Access**

Restricted entry to a transportation facility (or roadway) based upon facility congestion levels or operational condition. For example, a limited access roadway normally would not allow direct entry or exit to private driveways or fields from the roadway.

**Limited English Proficiency (LEP)**

Individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English.

**Low-Income Population**

Person whose median household income is at or below the Department of Health and Human Services poverty guidelines for a family of four for the current year. The 2021 poverty guideline is $26,500 for a family of four. A low-Income population is a readily identifiable group of low-income persons living in geographic proximity.

**Methodology and Level of Detail for Analyzing Alternatives**

A document that provides detail about how alternatives will be analyzed. It lists the resources and issues that will be evaluated in the Environmental Impact Statement and to which level of detail they will be evaluated.

**Minority**

A person meeting any of the following criteria:

- Black: a person having origins in any of the Black racial groups of Africa
- Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race
- Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent

- American Indian and Alaskan Native: a person having origins in any of the original people of North America, South America, and Central America, who maintains cultural identification through tribal affiliation or community recognition
- Native Hawaiian and Other Pacific Islander: a person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands

**Minority Population**

Any readily identifiable groups of minority persons living in geographic proximity. TxDOT defines minority populations as groups with a percentage of minority persons approaching or exceeding 50% of a census block population and where the project area geographies may have minority populations that are meaningfully greater than an appropriate unit of geographic assessment. The appropriate unit of geographic assessment may be a governing body's jurisdiction, a neighborhood census tract, or other similar unit.

**Mitigation**

A means to avoid, minimize, rectify, or reduce an impact, and in some cases, to compensate for an impact.

**Mobility**

The ability to move or be moved from place to place effectively and efficiently.

***Mobility2045* Metropolitan Transportation Plan (MTP)**

*Mobility2045* is the name of the current Metropolitan Transportation Plan (MTP) adopted by North Central Texas Council of Governments (NCTCOG) on June 14, 2018. *Mobility 2045* guides the expenditure of federal and state transportation funds based on regional goals. The plan makes recommendations for all travel modes through a suite of policies, programs, and projects designed to improve regional mobility and increase efficiency, safety, and system capacity in NCTCOG's 12-county Metropolitan Planning Area through the year 2045.

**National Ambient Air Quality Standards (NAAQS)**

Federal standards that set allowable concentrations and exposure limits for various pollutants. The EPA established these standards pursuant to section 109 of the Clean Air Act. Air quality standards have been established for the following six criteria pollutants: ozone (or smog), carbon monoxide, particulate matter, nitrogen dioxide, lead, and sulfur dioxide.

**National Environmental Policy Act (NEPA)**

Federal law that requires that any project using Federal funding or requiring Federal approval, including transportation projects, examine the effects of proposed and alternative choices on the environment before a Federal decision is made. For this project NEPA requires TxDOT, as part of the

Environmental Impact Statement (EIS) process, to evaluate all viable alternatives considered and eliminated during the Feasibility Study, as well as others developed by TxDOT.

**National Register of Historic Places**

Authorized by the National Historic Preservation Act of 1966, the National Park Service's National Register of Historic Places is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources.

**Navigable Airspace**

The airspace at or above the minimum altitudes of flight that includes the airspace needed to ensure safety in the takeoff and landing of aircraft.

**No-Build Alternative**

Option that is considered to construct no new improvements and serves as a baseline for the comparison of build alternatives.

**Noise Abatement**

Any positive action taken to reduce the impact of traffic noise on an activity area. Examples of types of noise abatement measures include:

- Construction of noise walls/barriers (most common)
- Managing traffic
- Relocating the roadway
- Acquiring undeveloped property to serve as a buffer zone between the highway and the area affected by traffic noise

Noise abatement measures would be proposed for locations that meet federal and state feasibility and reasonableness criteria, which includes optimizing and analyzing noise reduction, cost, and constructability of noise walls in impacted areas.

**North Central Texas Council of Governments (NCTCOG)**

Voluntary association of, by and for local governments, established to assist in regional planning including in the areas of transportation planning, environment and development, demographic research, and more. NCTCOG serves a 16-county region of North Central Texas, which is centered around the two urban centers of Dallas and Fort Worth. NCTCOG has over 230 member governments including 16 counties, numerous cities, school districts, and special districts.

**Notice of Intent (NOI)**

Published notice that an Environmental Impact Statement (EIS) will be prepared pursuant to the National Environmental Policy Act. The NOI includes the proposed action, the scoping process, and the name and address of a person to whom comments may be sent.

**Preferred Alternative**

The alternative that TxDOT concludes would best accomplish the project's Purpose and Need and considers the factors in the alternatives analysis.

**Prime Farmland**

Prime farmland, as defined by the U.S. Department of Agriculture, is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and is available for these uses.

**Project Sponsor**

The agency that accepts responsibility for preparing the environmental review document or documentation and performing any related tasks. A TxDOT district, division, office, region or a municipality, county, group of adjoining counties, regional mobility authority, local government corporation, or transportation corporation may be a project sponsor. Private entities and other types of local government entities may not serve as project sponsors.

**Public Hearing**

A hearing, held after public notice, to solicit public input in determining a Preferred Alternative for or with respect to, any changes to a project. All testimony given at a public hearing will be made a part of the hearing record.

**Public Meeting**

A meeting, held after public notice, where TxDOT presents and gathers input on Reasonable Alternatives, schematic designs, and findings of the environmental studies.

**Public Scoping Meeting**

A meeting, held after public notice, where TxDOT presents and gathers input from the public on Scoping documents. A scoping meeting has six essential purposes:

- Explain the process for an Environmental Impact Statement, also called an EIS
- Present alternatives to be studied in the EIS
- Provide the project's Purpose and Need
- Share what TxDOT will consider during the project
- Present the schedule and project steps
- Gather public input

**Purpose and Need Memorandum**

A document that explains why TxDOT is developing a project and provides the reason that improvements are needed.

**Range of Alternatives**

All alternatives being considered by TxDOT for this project with the primary purpose of determining a Preferred Alternative.

**Reasonable Alternatives**

Alternative that best meet the projects' Purpose and Need.

**Record of Decision (ROD)**

Official approval for an Environmental Impact Statement (EIS) that states the decision (selected alternative), other alternatives considered, and mitigation adopted for the selected alternative.

**Regulatory Agency**

A Federal or State agency that has responsibility for implementing legislation (the acts and regulations) of the government. May be empowered to issue or deny permits.

**Regulatory Floodway**

The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. Communities must regulate development in these floodways to ensure that there are no increases in upstream flood elevations.

**Residential Displacements**

Project-induced impact to a residential dwelling including single-family homes, duplexes, apartments, and mobile homes, due to loss of access or direct impact to the structure or land. Always considered "potential" subject to final design.

**Resource Agency**

A Federal or State agency or commission that has jurisdictional responsibilities for managing or administering a resource.

**Right-of-Entry Agreement**

An agreement between a landowner or authorized designee granting TxDOT or its representatives a right-of-entry upon property to conduct certain activities most generally including environmental investigations and land surveying.

**Right-of-Way (ROW)**

A general term denoting land, property or interest therein, usually in a strip, acquired for or devoted to a highway for construction of the roadway. Right-of-way is the entire width of land between the public boundaries or property lines of a highway.

**Riparian Area**

Area of land along waterways with unique soil and vegetation characteristics strongly influenced by the presence of water. These areas may provide habitat for a large diversity of plants and animals,

including endangered and threatened species, and serve as migration route stopping points. They also help control pollution by and help to reduce floodwater velocity.

Section 106

Section of the National Historic Preservation Act that requires federal agencies to consider the effects of projects they carry out, approve, or fund on historic properties.

Section 303(d)

Under Section 303(d) of the Clean Water Act, states, territories, and authorized tribes must report the status of the state's waters to Environmental Protection Agency. The law requires these entities to establish priority rankings for waters listed in the report and to develop total maximum daily loads for impaired waters which do not set or meet standards implemented by the reporting entity which for this project is the Texas Commission on Environmental Quality.

Section 4(f)

Section of the U.S. Department of Transportation Act of 1966 that requires projects that receive funding or approval by any agency to avoid impacts to certain properties including public parks and recreation lands, wildlife and waterfowl refuges, and significant historic and archeological sites. Documentation and approval by the federal lead agency is required when a project cannot avoid these properties.

Section 6(f)

Section of the Land and Water Conservation Fund (LWCF) Act of 1965 that requires coordination with the National Park Service on projects which propose to use land from parks and recreational lands that received LWCF Act funds.

Schematic

An engineering drawing or diagram. Below is further clarification of the different types of drawings and level of design that TxDOT will provide during the development of the Environmental Impact Statement (EIS) for this project:

- TxDOT is presented a *Route Map* for the Public Scoping Meeting and during the US 380 Collin County Feasibility Study. It shows only the roadway alignment with proposed right-of-way limits.
- TxDOT is presenting *Conceptual Schematic Design* at the Public Meeting. It will show customized typical sections for different locations, ramp locations and interchange configurations, drainage design, and bicycle and pedestrian accommodations.
- TxDOT will present *Geometric Schematic Design* at the Public Hearing. It will show refined typical sections for different locations, ramp locations and interchange configurations, drainage design, and bicycle and pedestrian accommodations.

- TxDOT will complete *Final Design* after the EIS is completed. At this phase, TxDOT also develops construction plans, costs estimates, and conducts detailed utility coordination.

**Scoping**

Scoping occurs at the beginning of the Environmental Impact Statement (EIS) process. It is an open process involving the public and federal, state, and local agencies. The purpose of Scoping is to help determine a range of issues, alternatives, and potential environmental impacts to be considered in the EIS. Input from the public and agencies is vital to the development of the EIS and will be used in determining an appropriate scope and content.

**Shared Use Path**

A bikeway physically separated from motor vehicle traffic that may also be used by other non-motorized users.

**Spur 399**

An existing limited-access spur highway approximately 0.5 miles in length that connects SH 121 and US 75 and SH 5. Spur 399 begins where SH 121 branches off the Sam Rayburn Tollway to merge with US 75 in the southern part of McKinney.

**Stakeholder**

Individuals and organizations involved in or affected by the transportation planning process. Stakeholders include Federal, State, and local officials, Metropolitan Planning Organizations (MPOs), transit operators, freight companies, shippers, users of the transportation infrastructure, and the general public.

**State Species of Greatest Conservation Need (SGCN)**

Native plants or animals designated as SGCN are generally those that are declining or rare and in need or attention to recover or to prevent the need to list under state or federal regulation.

**Statewide Important Farmland**

Land that does not meet the criteria for prime or unique farmland is considered to be "farmland of statewide importance" for the production of food, feed, fiber, forage, and oilseed crops. Generally, this land includes areas of soils that nearly meet the requirements for prime farmland and that economically produce high yields of crops when treated and managed according to acceptable farming methods. Farmland of statewide importance may include tracts of land that have been designated for agriculture by state law.

**Texas Commission on Environmental Quality (TCEQ)**

The environmental agency for the State of Texas which has regulatory oversight of public health and natural resources. TCEQ programs are focused on clean air, clean water, and the safe management of

waste. TCEQ often performs environmental reviews as a "participating agency" and may review and comment on actions subject to NEPA.

**Threatened Species**

Any species which is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range.

**Title VI**

Title VI of the Civil Rights Act of 1964 prohibits discrimination in any program receiving Federal assistance.

**Traffic Noise (Highway)**

Sound from highway traffic, commonly measured in decibels and expressed as dB, is generated primarily from a vehicle's tires, engine and exhaust. When a traffic noise impact occurs, noise abatement measures must be considered (see also Noise Abatement).

**Travel Demand Modeling**

A computer model used to estimate travel behavior and travel demand for a specific future time frame, based on a number of assumptions. Traditionally, an approach known as the "four-step process" has been used for regional transportation planning analysis. As its name implies, this process has four basic phases:

1. Trip generation (the number of trips to be made);
2. Trip distribution (where those trips go);
3. Mode choice (how the trips will be divided among the available modes of travel); and
4. Trip assignment (predicting the route trips will take).

**Travel Lanes**

Marked lanes delineating the intended path of travel for vehicles along a corridor. Mainlanes are the primary travel lanes as opposed to frontage road lanes.

**TxDOT Civil Rights Division (CIV)**

TxDOT Division that promotes diversity and inclusion opportunities within the agency's programs and operations related to equal opportunity, affirmative action, and non-discrimination, and oversees the department's Disadvantaged Business Enterprise (DBE), Small Business Enterprise (SBE), and Historically Underutilized Business (HUB) programs and activities.

**TxDOT Environmental Affairs Division (ENV)**

The TxDOT Division that is responsible for central coordination and oversight of all TxDOT environmental activities. It is also a liaison with state and federal resource agencies, the public, and other groups.

**Typical Section**

An exhibit that shows usual roadway (or bridge) cross sectional features including lane and shoulder widths; typical right-of-way limits; typical barrier location; median width and curb location.

**Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act)**

The Uniform Act provides relocation payments and advisory assistance for displacees who are displaced by highway construction on the Federal-Aid Highway System (see also Displacee).

**U.S. Army Corps of Engineers (USACE)**

Engineer formation of the United States Army that has three primary mission areas: engineer regiment, military construction, and civil works. Its most visible civil works missions include planning, designing, building, and operating locks and dams. Other civil engineering projects include the following:

- Flood control, beach nourishment, and dredging for waterway navigation
- Design and construction of flood protection systems through various federal mandates
- Design and construction management of military facilities
- Environmental regulation and ecosystem restoration

**USACE Flowage Easement**

Privately owned land on which the USACE has acquired certain perpetual rights. These rights include the right to flood in connection with the operation of a reservoir, the right to prohibit construction or maintenance of structures for human habitation, and the right to approve all other structures.

**United States Code (USC)**

The U.S. Code is a consolidation and codification by subject matter of the general and permanent laws of the United States. It contains the official text of an Act of Congress upon enactment of a law. It is divided by broad subjects into 53 titles and published by the Office of the Law Revision Counsel of the U.S. House of Representatives. The U.S. Code does not include regulations issued by executive branch agencies, decisions of the Federal courts, treaties, or laws enacted by State or local governments.

**U.S. Department of Transportation (USDOT)**

The agency that is responsible for planning and coordinating federal transportation projects as well as setting safety regulations for all major modes of transportation.

**Waters of the US (WOTUS)**

Waters which are currently used, were used, or may be used, for interstate or foreign commerce, including waters subject to tidal effect and wetlands. These include all interstate lakes, rivers,

streams, mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, natural ponds, or tributaries.

**Wetland**

Land saturated by water that supports oxygen-free processes, with soil and vegetation adapted for life in water. They are beneficial in storing floodwaters, filtering pollutants, and serving as a carbon sink. Wetlands are federally protected to avoid impacts when possible and be replaced when impacts are unavoidable.

**Wetland Delineation**

Establishes the boundary of and provides a detailed description of land that is inundated or saturated by surface or groundwater at a frequency and duration to support a prevalence of hydrophytic vegetation typically adapted for life in saturated soil conditions. Examples include swamps, marshes, bogs, and similar areas (location) and physical limits (size) of a wetland for purposes of federal, state, and local regulations.

# E5 Schematic Viewing Guide

# Spur 399 Extension Schematic Viewing Guide

**What is a Schematic?**

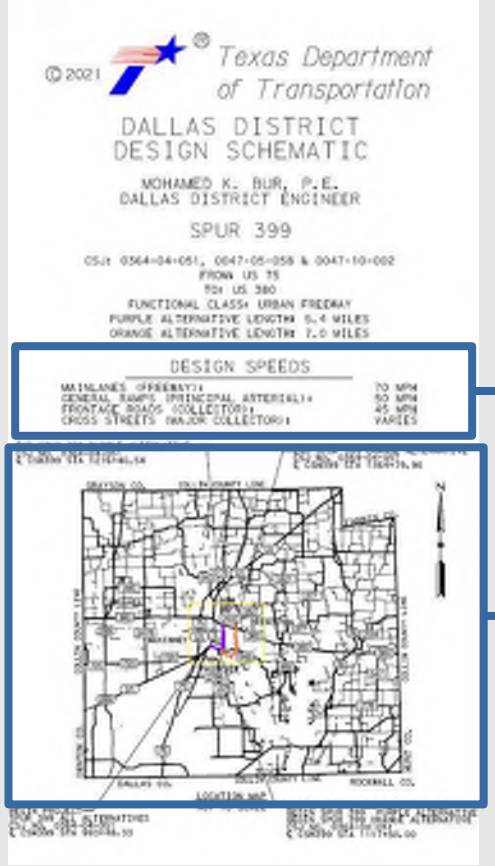
A schematic is a layout that includes the basic information necessary for proper review and evaluation of a proposed roadway improvement. Among other items, a schematic includes:

- Project location and limits
- Traffic volumes, both existing and projected
- Proposed main lanes, ramps, frontage roads, bridges, and crossroads
- Horizontal and vertical alignments with curves, elevation, grades, and vertical clearances
- Existing and proposed bicycle and pedestrian accommodations

**The following slides provide helpful information on what is included in a schematic. The slides are in the order of how to view a schematic starting on the left side at the top and moving down and to the right across the page.**

**Additional slides zoom in to provide more detailed information on what is included in the plan view.**

# Spur 399 Extension Schematic Viewing Guide



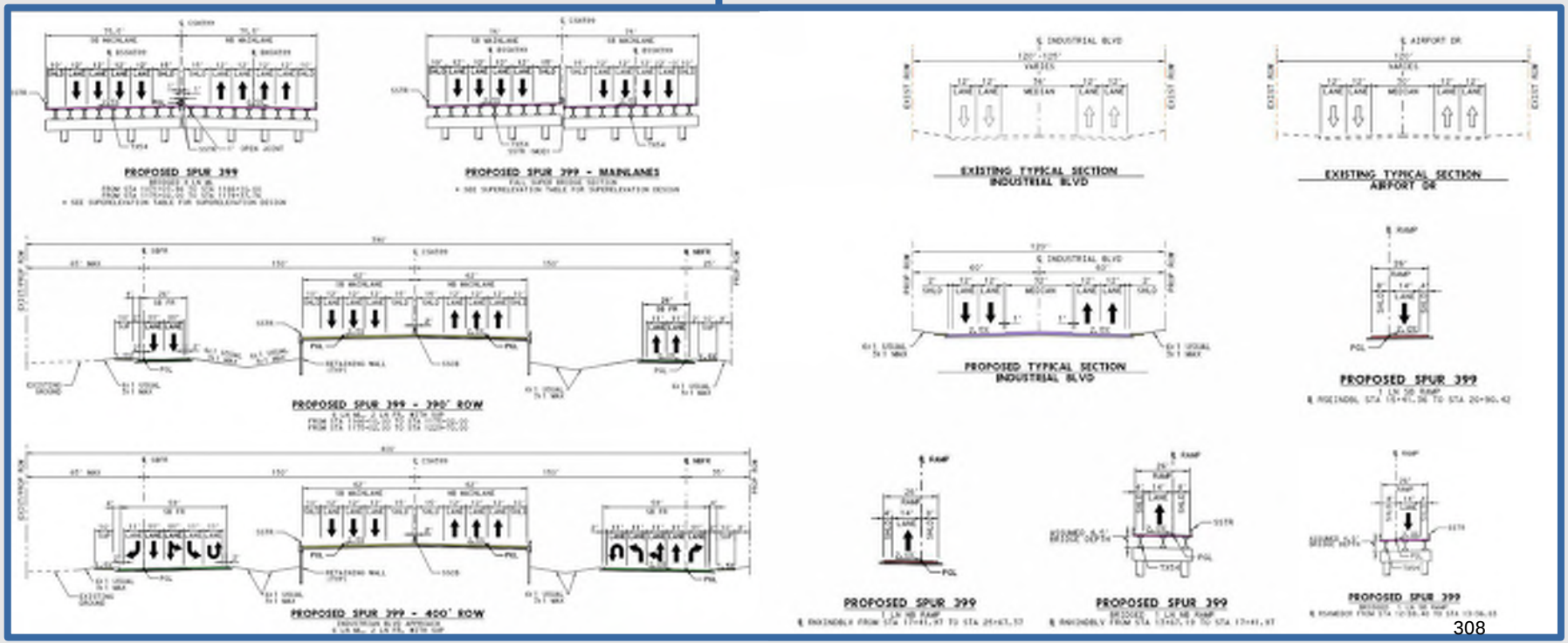

**Design Speed**
Roadway speed used to determine design criteria and constraints. This is NOT the speed limit for the roadway

**Location Map**
Displays the project location and limits for the roadway plans shown on the roll

# Spur 399 Extension Schematic Viewing Guide

**Typical Section**

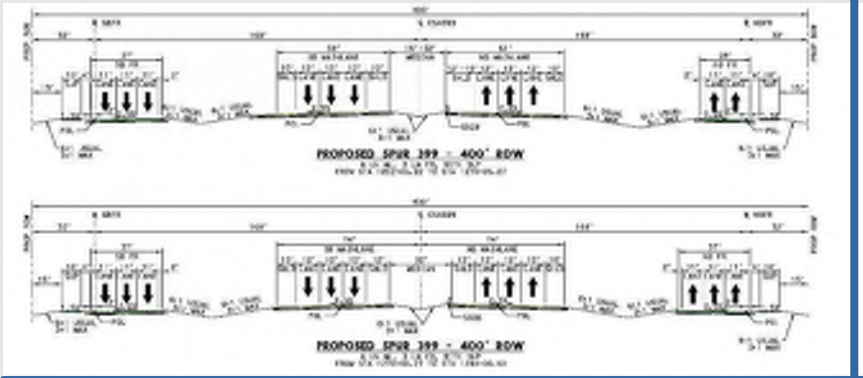
Existing or proposed roadway layouts that display lanes, medians, and buffer zone widths (area between roadway and shared use path)

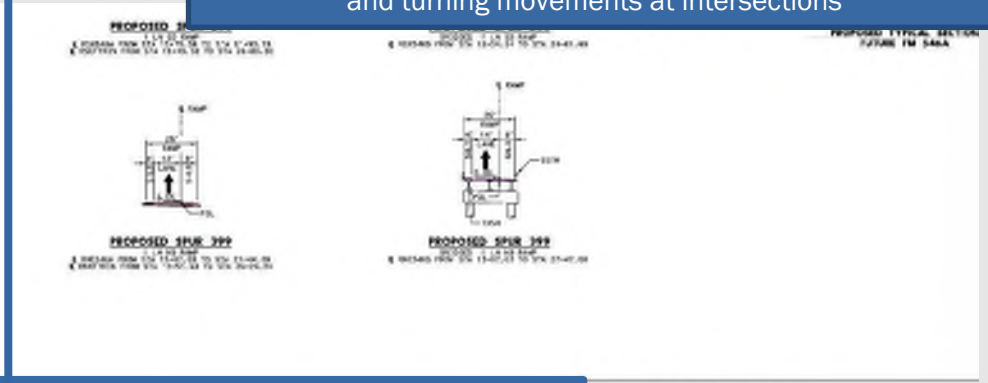


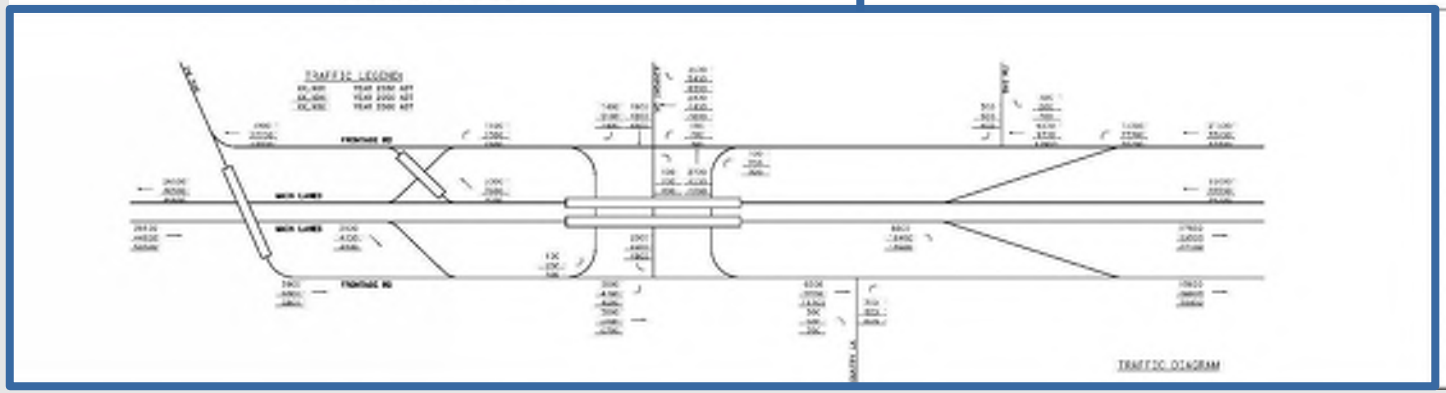
# Spur 399 Extension Schematic Viewing Guide

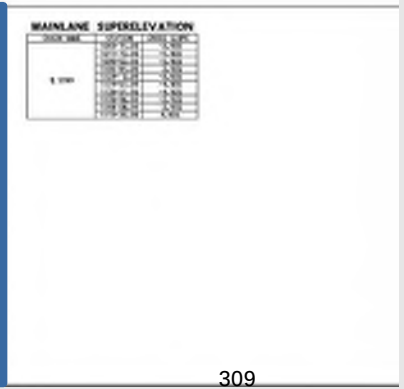
**Traffic Diagrams**

Traffic projections in opening and future design years for thru and turning movements at intersections

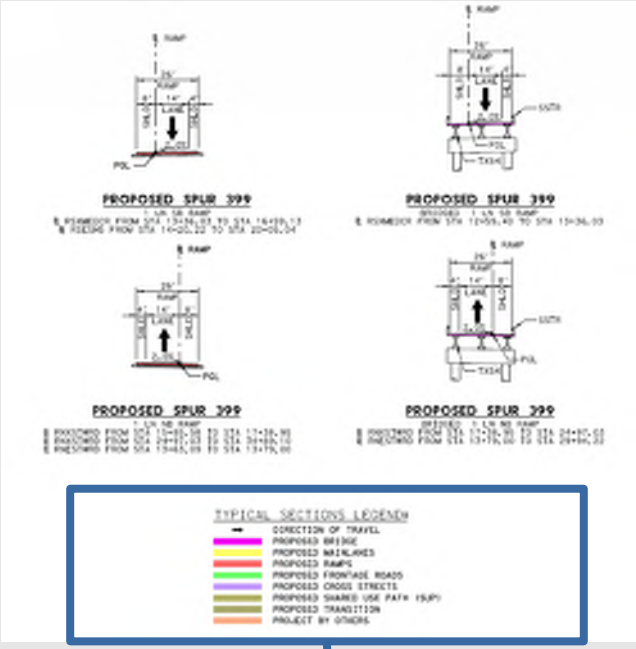


# Spur 399 Extension Schematic Viewing Guide

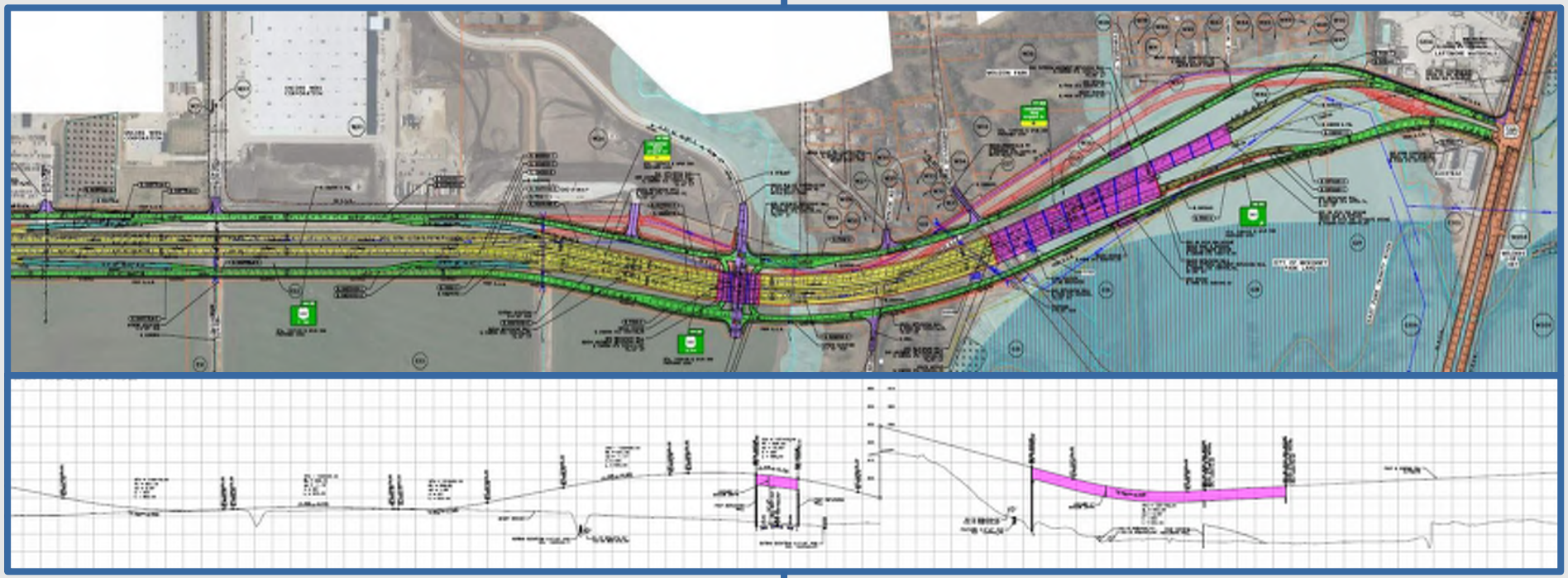



**Typical Section Legend**
Legend, or key, for various elements on the roadway plans

**Schematic Legend**
Legend, or key, for various elements on the roadway plans

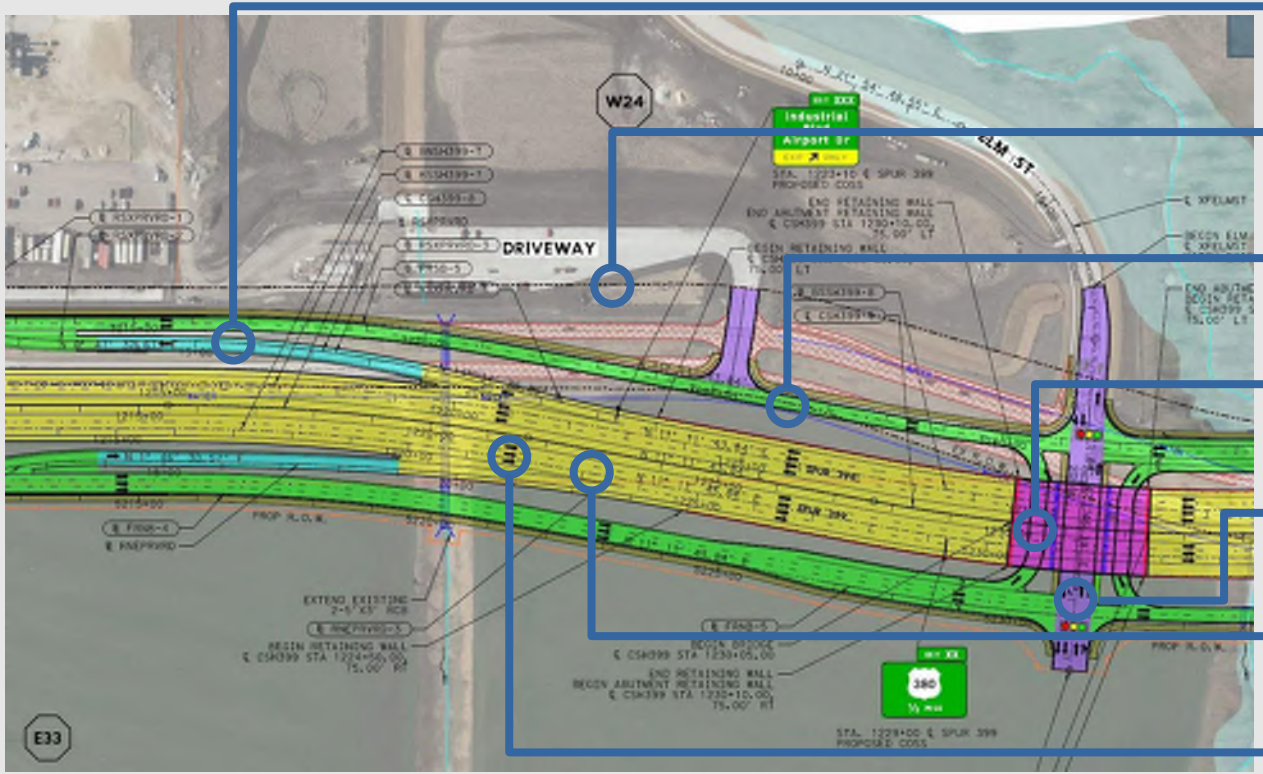
# Spur 399 Extension Schematic Viewing Guide

**Plan View**
Two-dimensional bird's eye view of roadway plans



**Profile View**
Two-dimensional view of roadway hills and valleys

# Spur 399 Extension Schematic Viewing Guide




**Ramp**

PROPOSED RAMPS

**Shared Use Path (SUP)**

PROPOSED SHARED USE PATH (SUP)

**Frontage Road**

PROPOSED FRONTAGE ROADS

**Bridge**

PROPOSED BRIDGE

**Cross Street**

PROPOSED CROSS STREETS

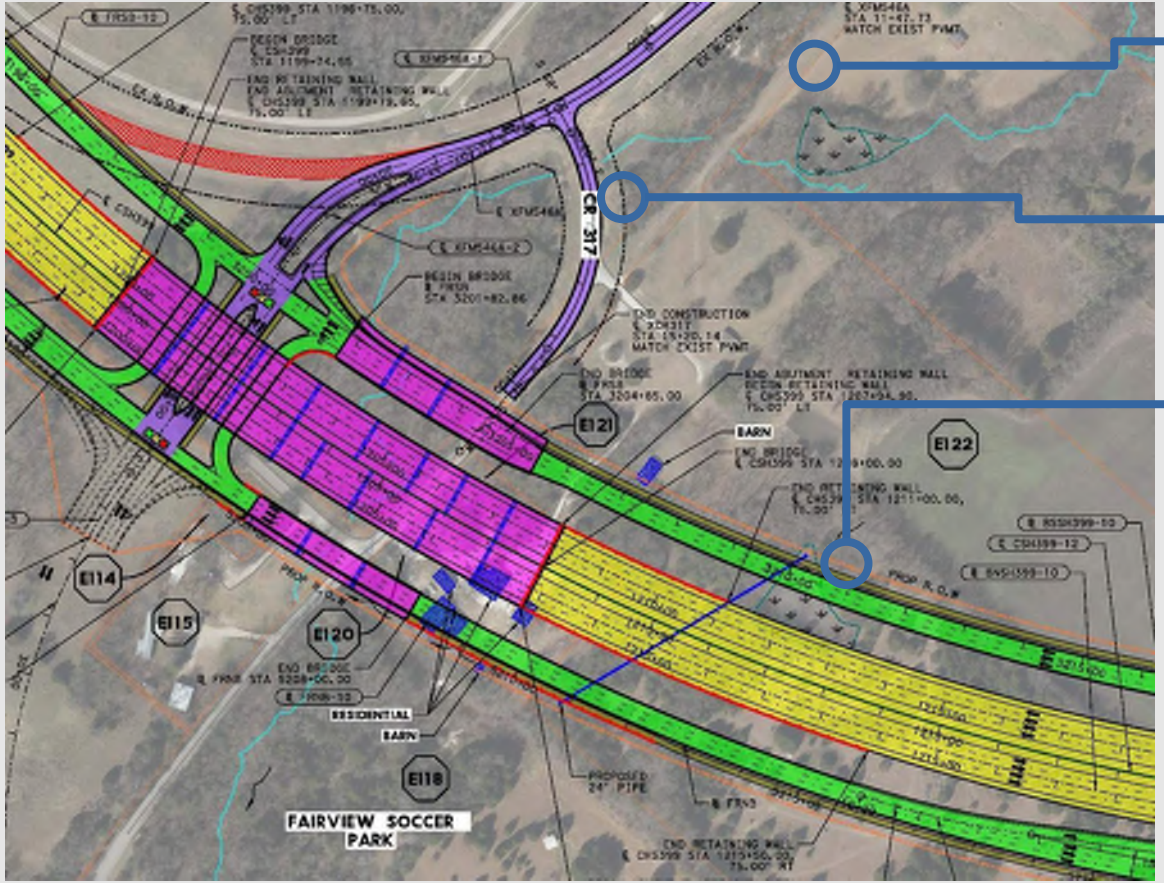
**Main Lanes**

PROPOSED MAINLANES

**Direction of Travel**

DIRECTION OF TRAVEL

# Spur 399 Extension Schematic Viewing Guide




**Existing Property Line**

EXISTING PROPERTY LINES

**Existing Right-of-Way**

EXISTING ROW

**Proposed Right-of-Way**

PROPOSED ROW

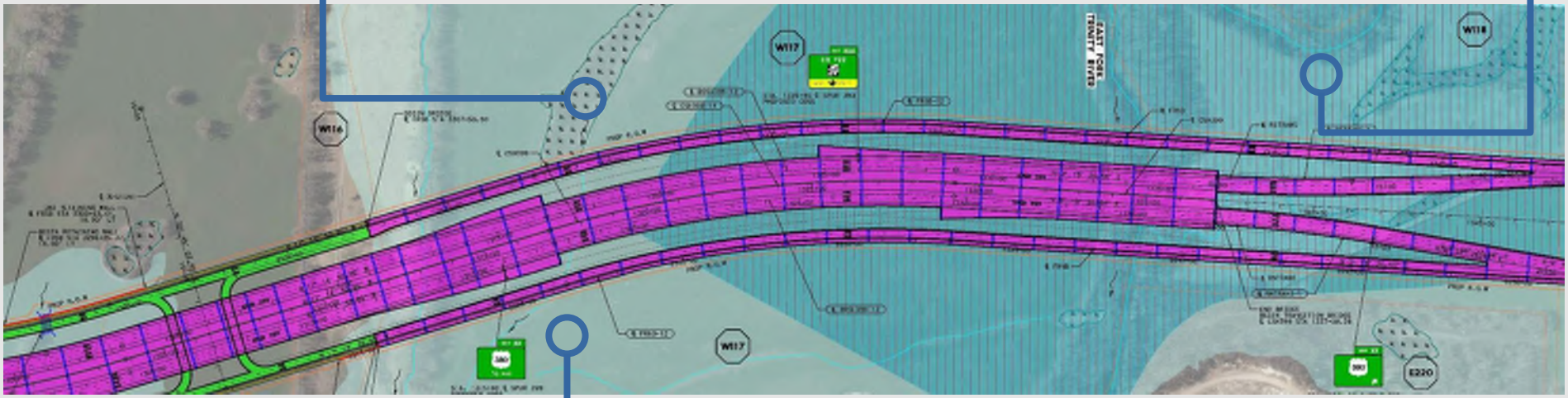
# Spur 399 Extension Schematic Viewing Guide

**Existing Wetlands (NWI)**

EXISTING WETLANDS

**Existing Floodway**

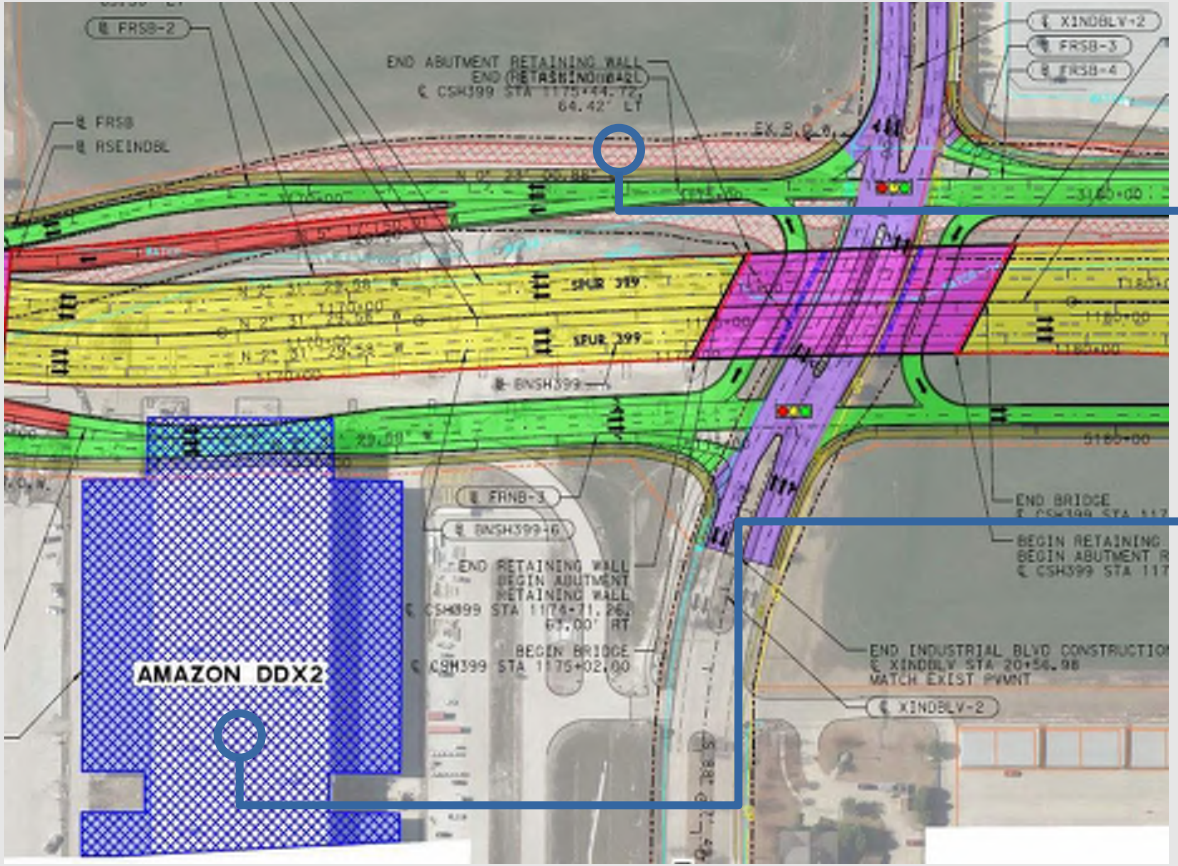
EXISTING FLOODWAY




**Existing 100 Year Floodplain**

EXISTING 100-YR FLOODPLAIN

# Spur 399 Extension Schematic Viewing Guide




**Roadway Removal**
Occurs when right-of-way requires removal of an existing roadway

ROADWAY REMOVAL

**Building Displacement**
Occurs when right-of-way physically impacts a structure

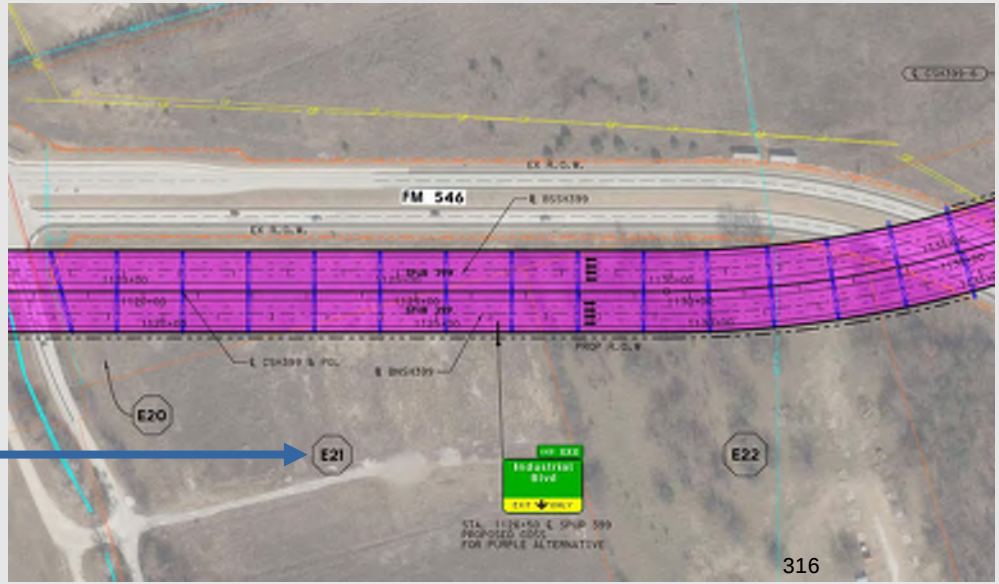
BUILDING DISPLACEMENT

# Spur 399 Extension Schematic Viewing Guide

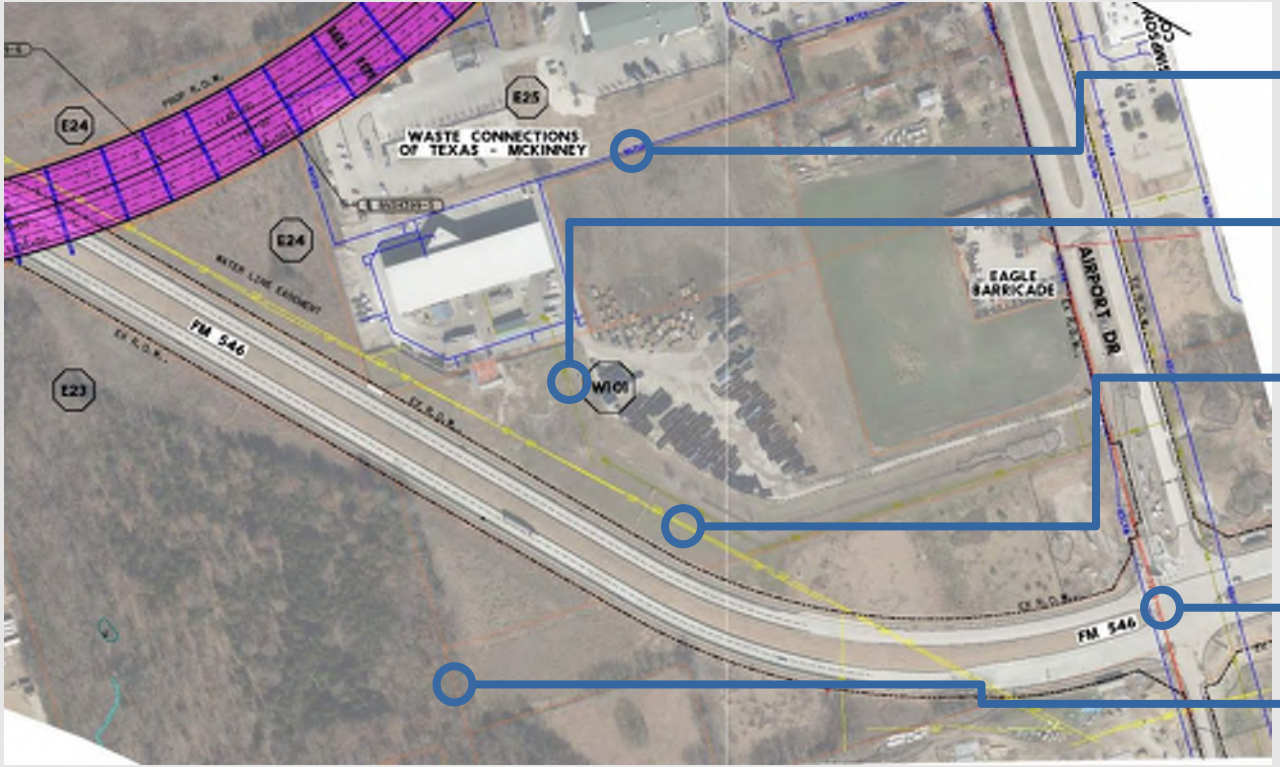
## PROPERTY OWNER DATA

| ID | OWNER'S NAME | ADDRESS |
|---|---|---|
| [illegible] | MCKINNEY ECONOMIC DEVELOPMENT CORPORATION | 5900 S LAKE FOREST DR STE 110 |
| E18 | MCKINNEY CITY OF | PO BOX 517 |
| E19 | MCKINNEY CITY OF | PO BOX 517 |
| [illegible] | MCKINNEY NATIONAL INDUSTRIAL PARK LLC | 20475 STATE HIGHWAY 249 STE 100 |
| E21 | MCKINNEY NATIONAL INDUSTRIAL PARK LLC | 20475 STATE HIGHWAY 249 STE 100 |
| [illegible] | MCKINNEY ISD | 1 DUVALL ST |
| E 3 | MCKINNEY NATIONAL INDUSTRIAL PARK LLC | 20475 STATE HIGHWAY 249 STE 100 |
| E 4 | MCKINNEY NATIONAL INDUSTRIAL PARK LLC | 20475 STATE HIGHWAY 249 STE 100 |
| E 5 | TROIANI FAMILY INVESTMENTS LTD | 1910 N COLLEGE ST |
| E 6 | RUDD PAULA F | 15076 COUNTY ROAD 614 |
| E 7 | MOTSENBOCKER DARYL R | 661 OAKMONT CT |
| E 8 | SIMPSON MANUFACTURING CO INC | 5956 W LAS POSITAS BLVD |
| E 9 | SFG LM MCKINNEY LLC | 3280 PEACHTREE RD NE STE 2700 |
| E 0 | ENCORE WIRE CORPORATION | 1329 MILLWOOD RD |
| E 01 | IESI TX CORP | 3903 BELLAIRE BLVD |
| E 02 | MONTGOMERY JIMMY R & SUSAN K | 1229 OLD MILL RD |
| E 03 | MONTGOMERY JIMMY RAY & SUSAN KAY | 1229 OLD MILL RD |
| W 6 | MCKINNEY NATIONAL INDUSTRIAL PARK LLC | 20475 STATE HIGHWAY 249 STE 100 |
| W 7 | MCKINNEY HORIZONS LP | 2600 ELDORADO PKWY STE 115 |
| W 8 | CROOKED CREEK INC | 808 HIGHWAY 34 W |
| W 9 | MCKINNEY HORIZONS LP | 2600 ELDORADO PKWY STE 115 |
| W 0 | ENCORE WIRE LIMITED & | PO BOX 1149 |
| W 01 | IESI TX CORP | 3903 BELLAIRE BLVD |

**Property Owner Data**
ID corresponds to location of property



# Spur 399 Extension Schematic Viewing Guide




## Utilities

**Water Lines**

WATER — EXISTING WATER

**Sewer Lines**

WWL — EXISTING SANITARY SEWER

**Gas Lines**

GP — EXISTING GAS

**Electric Lines**

ELEC — EXISTING ELECTRIC

**Telephone Lines**

TELE — EXISTING TELEPHONE

# E6 Exhibit Boards

TEXAS DEPARTMENT OF TRANSPORTATION

# WELCOME

## SPUR 399 EXTENSION FROM US 75 TO US 380

**DALLAS DISTRICT**

PUBLIC MEETING

THURSDAY, OCTOBER 21, 2021

TEXAS DEPARTMENT OF TRANSPORTATION

**NEPA PROCESS**
National Environmental Policy Act

**TxDOT is developing an EIS under an agreement with the Federal government.**

# TxDOT'S NEPA ASSIGNMENT

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 9, 2019, and executed by the Federal Highway Administration (FHWA) and TxDOT.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido, llevado a cabo por TxDOT - en virtud de 23 U.S.C. 327 y un Memorando de Entendimiento fechado el 9 de diciembre del 2019, y ejecutado por la FHWA y TxDOT.

PROJECT PURPOSE & NEED

## PURPOSE

IMPROVE NORTH-SOUTH MOBILITY

IMPROVE CONNECTIVITY

## NEED

The project is needed because of reduced mobility and connectivity between the eastern portion of Collin County and destinations south of McKinney.

TEXAS DEPARTMENT OF TRANSPORTATION

# ALTERNATIVES ANALYSIS MATRIX

- EXEMPLARY: Highly Meets Criteria
- GOOD: Mostly Meets Criteria
- ADEQUATE OR NEUTRAL: No Change
- INADEQUATE: Sometimes Meets Criteria
- POOR: Does Not Meet Criteria

## SPUR 399 EXTENSION - US 75 TO US 380

**CSJs 0364-04-051, 0047-05-058, 0047-10-002**

### SCREENING/EVALUATION CATEGORY

*The No-Build Alternative, constructing no new improvements, is also being considered and data will be included in the Environmental Impact Statement (EIS) documents.

| | | PURPLE ALTERNATIVE<br>Alternative west of the airport | ORANGE ALTERNATIVE<br>Alternative east of the airport | KEY TAKEAWAYS |
|---|---|---|---|---|
| Purpose & Need | Improve Mobility and Connectivity | ◕ | ● | Both alternatives would offer acceptable Levels of Service ratings, better connect the arterial network, and enhance connectivity between eastern Collin County and the Dallas metroplex. The Orange Alternative also better connects US 380 and US 75 to the area on the east side of the McKinney National Airport and areas planned for future development. |
| | Provide Capacity to Support Regional Growth | ◕ | ● | The Orange Alternative better supports future regional growth by providing approximately 18% more north-south roadway capacity than the Purple Alternative. This is because the Orange Alternative provides a new location freeway in addition to the existing Airport Drive, whereas (for the most part) the Purple Alternative would remove the existing Airport Drive and provides only a freeway. The Orange Alternative better serves regional northbound and southbound traffic by offering more options and an expanded network vehicle volume throughput. |
| Engineering | Total Alternative Length Along Centerline | 4.8 miles | 6.25 miles | The Purple Alternative is shorter than the Orange Alternative. |
| | Major Utility Conflicts | 3 major utility conflicts | 1 major utility conflict | For this project, TxDOT considers major utility conflicts to be transmission lines and pumping stations from gas, power, electric, water and wastewater utilities. The Orange Alternative would have 2 fewer major utility conflicts. |
| | Total Bridge Length (miles) | 2.2 miles | 2 miles | The Orange Alternative would have 0.2 fewer miles in bridged sections. |
| | Number of New Grade-Separated Interchanges | 2 new interchanges | 3 new interchanges | The Purple Alternative would have 1 fewer new grade-separated interchange. |
| | Amount of New Right-of-Way (ROW) Required (acres) | 117 acres | 233 acres | The Orange Alternative would require approximately twice the amount of acres of new ROW needed for construction compared to what the Purple Alternative would require for construction. |
| | Airport Access, Airport ROW, and Airspace | ◑ | ● | Airspace considerations, runway safety areas, aircraft approach, and departure profiles would not be directly affected by either alternative. The Purple Alternative offers 1 main point of access to the Airport from the proposed freeway frontage roads on the west side of the Airport. The Purple Alternative does not provide access to the east side of the Airport and proposed Airport improvements. The Orange Alternative offers 2 main points of access - one on Airport Drive on the west side of the Airport and one from the freeway frontage roads on the east side of the Airport. |
| | Total Project Cost | $601M | $706M | Total project cost includes planning, engineering, and design; roadway construction; right-of-way; and utility relocations. TxDOT will continue to work with those major businesses impacted and displaced by the alternatives to better understand the cost of damages and/or business interruption. |

TEXAS DEPARTMENT OF TRANSPORTATION

# ALTERNATIVES ANALYSIS MATRIX

- ● EXEMPLARY: Highly Meets Criteria
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## SPUR 399 EXTENSION - US 75 TO US 380

**CSJs 0364-04-051, 0047-05-058, 0047-10-002**

| SCREENING/EVALUATION CATEGORY<br>*The No-Build Alternative, constructing no new improvements, is also being considered and data will be included in the Environmental Impact Statement (EIS) documents. | | PURPLE ALTERNATIVE<br>Alternative west of the airport | ORANGE ALTERNATIVE<br>Alternative east of the airport | KEY TAKEAWAYS |
|---|---|---|---|---|
| Environmental | Residential Displacements | 0 displacements | 8 displacements | The Orange Alternative would have 8 residential displacements on five parcels. More research is needed to determine if all displacements are occupied. |
| | Business Displacements | 1 displacement | 3 displacements | Impacts are still being evaluated. Possible induced displacements could occur because of access and property development restrictions. |
| | Other Displacements | North Texas Municipal Water District's McKinney Wastewater Lift Station, 1 barn or outbuilding | 7 barns or outbuildings | There would be major business displacements for both alternatives. The Purple Alternative would displace a newly opened Amazon Delivery Station. The Orange Alternative would displace the newly constructed McKinney Airport Center, which in the future could house multiple businesses and would have to be counted as such by TxDOT. Impacts are still being evaluated. |
| | Land Use | Would be closer than the Orange Alternative to residential developments and manufactured home communities<br><br>Would impact existing businesses and industrial development such as Encore Wire, one of the largest employers and taxpayers in McKinney<br><br>May restrict future growth along Airport Drive corridor<br><br>Possible redevelopment could occur | Fewer existing businesses and industrial areas<br><br>Land north and east of the Airport are dominated by large open fields, undeveloped tracts, and scattered residences<br><br>Could provide for more development on the east side of the Airport | |
| | Farmland Impacts | 131 acres Prime Farmland<br>24 acres Statewide Important Farmland | 153 acres Prime Farmland<br>16 acres Statewide Important Farmland | The Purple Alternative impacts fewer acres of Prime Farmland. The Orange Alternative impacts fewer acres of Statewide Important Farmland. Prime Farmland is land that has the best combination of physical and chemical characteristics for producing food. Statewide Important Farmland is identified as such by the state or local agency. Constructing the Orange Alternative would separate Enloe family-owned farm properties. |
| | Community Demographics, Services, and Facilities | ◑ Closer to community facilities, low-income and minority neighborhoods present primarily west of Airport Drive<br><br>Could be perceived as a barrier between the communities and adjacent existing and future parks | ● | Neither alternative directly impacts a community facility or low-income and minority neighborhoods. |
| | Visual and Aesthetic Impacts | ◑ Changes resulting from construction of the Purple Alternative would be most noticeable to those living in nearby neighborhoods | ◑ Fewer residences in the area of the Orange Alternative, however, its construction could have greater impacts because it would be a new roadway | Construction of both of the alternatives would change the existing visual environment caused by new location roadways, new grade-separated interchanges, new safety streetlighting, and signage. |
| | Archeological Sites, Cemeteries, and Historic Properties | To be determined. Initial results show no direct impact or adverse effect to cemeteries or historic properties that are eligible for inclusion or listed in the National Register of Historic Places (NRHP). TxDOT intends to conduct archeological surveys within the proposed right-of-way following the Public Meeting. | To be determined. Initial results show no direct or adverse effect to cemeteries. TxDOT is continuing to review the potential NRHP-eligibility of properties adjacent to and within the proposed right-of-way. TxDOT intends to conduct an intensive survey for the Enloe Farm property and archeological surveys within the proposed right-of-way following the Public Meeting. | |

TEXAS DEPARTMENT OF TRANSPORTATION

# ALTERNATIVES ANALYSIS MATRIX

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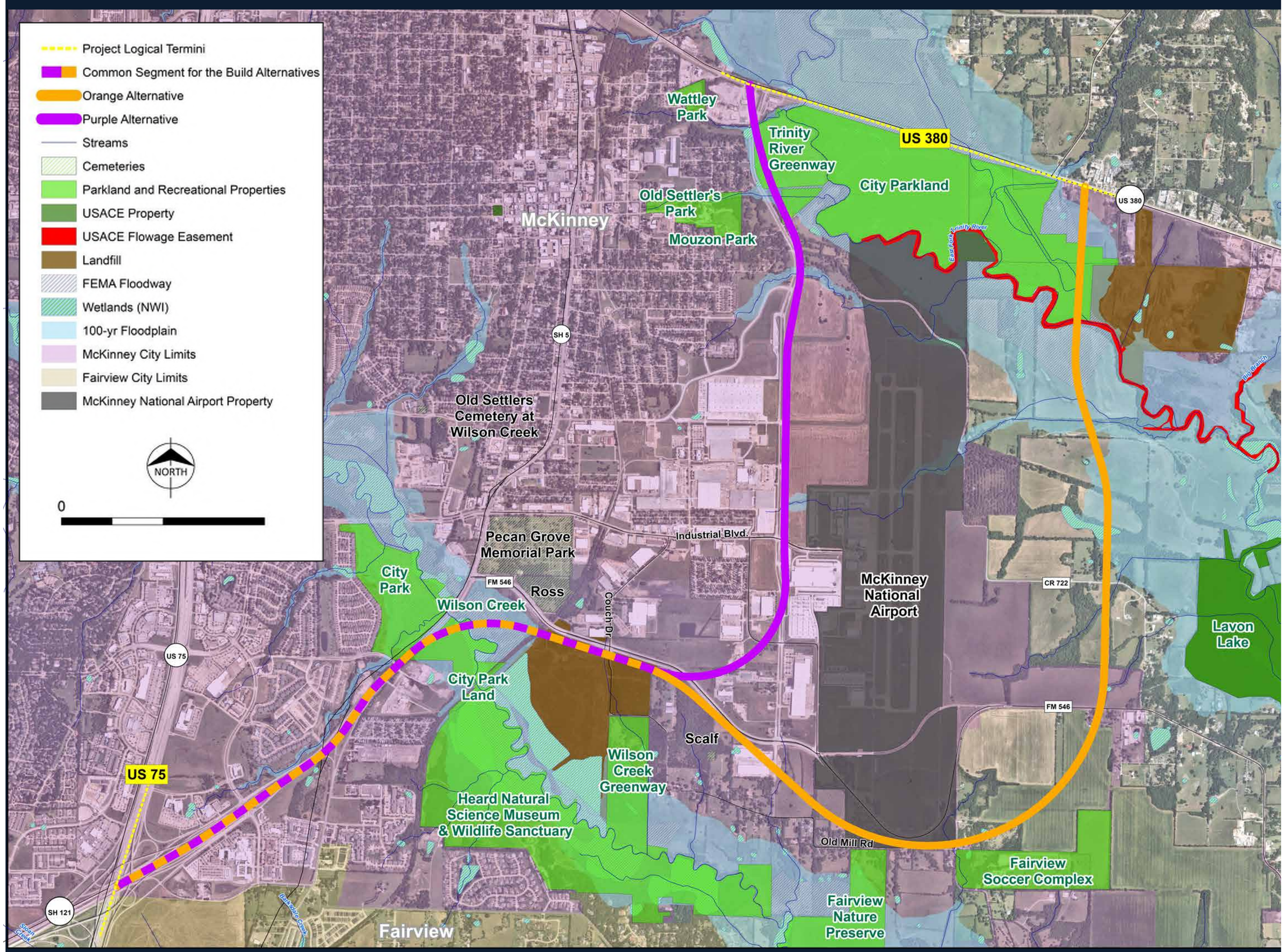
## SPUR 399 EXTENSION - US 75 TO US 380

**CSJs 0364-04-051, 0047-05-058, 0047-10-002**

| SCREENING/EVALUATION CATEGORY<br>*The No-Build Alternative, constructing no new improvements, is also being considered and data will be included in the Environmental Impact Statement (EIS) documents. | | PURPLE ALTERNATIVE<br>Alternative west of the airport | ORANGE ALTERNATIVE<br>Alternative east of the airport | KEY TAKEAWAYS |
|---|---|---|---|---|
| Environmental | Protected Lands/Parks (Section 4(f), Section 6(f), Chapter 26 properties) | Wilson Creek Greenway/City of McKinney<br>Future Parkland/City of McKinney<br>Trinity River Greenway/City of McKinney | Wilson Creek Greenway/City of McKinney<br>Future Parkland/City of McKinney<br>Fairview Soccer Park | Both alternatives affect the Wilson Creek Greenway and future parks being planned by the City of McKinney. The Purple Alternative also affects the Trinity River Greenway. The Orange Alternative also affects a small portion of the Fairview Soccer Park property. |
| | Water Features, Section 303(d) Waters, Floodplains (100-year) and Floodways within Proposed ROW | 100-year Floodplain = 77.47 acres<br>Regulatory Floodway = 37.35 acres | 100-year Floodplain = 86.85 acres<br>Regulatory Floodway = 43.29 acres | The Orange Alternative impacts more 100-year floodplain and regulatory floodway than the Purple Alternative. Both alternatives could potentially affect the following:<br>*Emergent wetlands *Forested wetlands *East Fork of the Trinity River<br>*Wilson Creek (listed section 303(d) waters) *Several unnamed streams/tributaries *Farm ponds, ditches, swales |
| | Impacts to Vegetation, Habitats, and Species | Areas near the Purple Alternative are more urban in character and have less native vegetation that would be affected. | Areas near the Orange Alternative have more native vegetation, including grasslands, wooded corridors along streams, and land used for agriculture that would be affected. | Coordination is ongoing with the Texas Parks & Wildlife Department and the US Fish & Wildlife Service to obtain concurrence on the type of effect the project may have on habitats in the project area and on their use by federal and state-protected species including freshwater mussels, migratory birds, and other resident wildlife. |
| | Hazardous Materials | 20 sites with potential to affect the project | 16 sites with potential to affect the project | The Orange Alternative has 4 fewer sites with any potential to affect the project than the Purple Alternative. |
| | Air Quality | To be determined | To be determined | Air quality is a measure of how clean or polluted the air is in the project vicinity. Any impacts would likely be similar since the EPA designated Collin County as marginal non-attainment for the 2015 ozone National Ambient Air Quality Standard (NAAQS). The proposed project is also forecasted to carry fewer than 140,000 vehicles per day in 2045, the threshold triggering detailed air quality analyses. TxDOT will evaluate how the project impacts air quality after the Public Meeting and provide results at the Public Hearing. Studies will be conducted to determine if the project is compliant with regional and federal air quality standards. Studies will consider fuel types and usage, new vehicle technologies, vehicle idling and traffic congestion, and air emissions during construction. |
| | Traffic Noise | To be determined | To be determined | Traffic Noise Analysis will be conducted after TxDOT assesses public input from this meeting for any feasible changes that can be made to the schematic design. Existing sound level measurements will be collected at noise sensitive areas adjacent to the alternatives. Noise modeling software will also predict what noise would be expected in 2050. Noise abatement measures are evaluated if traffic noise impacts are identified. Results will be presented at the Public Hearing. |
| | Induced Growth | To be determined | To be determined | Induced growth involves identifying what likely land use changes and development could occur in the project area as a result of the improved mobility and connectivity the proposed project would provide. Typically, induced development could be the development of gas stations, truck stops, and hotels in the vicinity of the new roadway. As an example, should the Orange Alternative be constructed, the new roadway along the proposed Airport expansion could attract new intermodal freight hubs or distribution centers that need highway and airport access. Induced growth or development can have both positive and negative effects – it can be a positive for tax base and employment growth but negative for things like impacts to air quality, traffic noise, and natural resources. |
| | Reasonably Foreseeable and Cumulative Effects | To be determined | To be determined | TxDOT must also consider how the environment in the project area could be affected by the Spur 399 project, together with other current and future reasonably foreseeable local and regional transportation projects, and other non-roadway projects. Assessment of cumulative impacts is still under evaluation as it is typically conducted closer to the conclusion of the study process. Examples of transportation projects that may be considered are the other US 380 improvement projects, SH 5 improvements and expansion, and FM 546 realignment and expansion. Other non-roadway projects that would be considered are future utility/waterline projects, McKinney National Airport expansion, and Encore Wire's facility expansion. |
| Public Input | Input/Comments/Feedback/ Acceptance | During the Feasibility Study, McKinney was strongly opposed to a freeway west of the Airport. During EIS agency scoping, Texas Parks and Wildlife Department noted a preference for an alignment utilizing existing transportation corridors and the least impact to floodplains, wetlands, streams, and habitat for wildlife and aquatic species. | McKinney and Fairview supported an option on the east side of the Airport shifted approximately 2,000 feet north of the proposed Feasibility Study alignment. Collin County provided a resolution during the Feasibility Study in support for the northern extension of the Airport's runway as it would allow for a Spur 399 extension to the east of the Airport. | Information shown is only for positions provided by local governments and agencies in the project area. It is important to note that since the schematic design for the alternatives are only now being made available for the public, many of the local governments and agencies will require time to review information before providing official positions or resolutions. |

TEXAS DEPARTMENT OF TRANSPORTATION

# SPUR 399 EXTENSION EIS ENVIRONMENTAL CONSTRAINTS



TEXAS DEPARTMENT OF TRANSPORTATION

# EIS TIMELINE

| 2020 | | | 2021 | | | | | 2022 | | | | | 2023 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SUMMER 2020 | FALL 2020 | WINTER 2020 | WINTER 2021 | SPRING 2021 | SUMMER 2021 | FALL 2021 | WINTER 2021 | WINTER 2022 | SPRING 2022 | SUMMER 2022 | FALL 2022 | WINTER 2022 | WINTER 2023 |

WE ARE HERE

PRE-SCOPING

AGENCY SCOPING

PROJECT NOTICE OF INTENT & PUBLIC SCOPING

ALTERNATIVE SCREENING AND EVALUATION

PUBLIC MEETING
PRESENTATION OF REASONABLE ALTERNATIVES

TECHNICAL STUDIES, DEVELOP DRAFT EIS INCLUDING PRE-FERRED ALTERNATIVE, AGENCY REVIEWS

PUBLIC HEARING
PRESENTATION OF PREFERRED ALTERNATIVE

FINAL EIS/ ROD

DATA COLLECTION, FIELD INVESTIGATIONS, AND SURVEY

SCHEMATIC DEVELOPMENT

SCHEMATIC DEVELOPMENT (PREFERRED ALTERNATIVE)

PUBLIC AND STAKEHOLDER OUTREACH

TEXAS DEPARTMENT OF TRANSPORTATION

# PROJECT DEVELOPMENT

US 380
FEASIBILITY STUDY
COLLIN COUNTY

CORRIDOR IDENTIFIED

*Corridor separated into 5 independent projects*

★ SPUR 399 EXTENSION US 75 TO US 380

CSJ: 0364-04-051

1 OF 5 PROJECTS

2 YEARS

ENVIRONMENTAL IMPACT STATEMENT AND DESIGN SCHEMATIC

2 TO 4 YEARS

FINAL DESIGN, CONSTRUCTION PLANS, COST ESTIMATES, AND UTILITIES COORDINATION

3 TO 4 YEARS

PHASED CONSTRUCTION

*CONSTRUCTION CANNOT BEGIN UNTIL FULL FUNDING IS SECURED. THE PROPOSED EXTENSION IS CURRENTLY PARTIALLY FUNDED.*

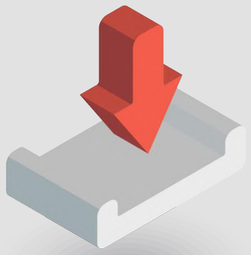
WE ARE HERE

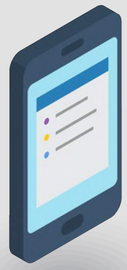
PREFERRED ALTERNATIVE FINALIZED/ ROD ISSUED

TEXAS DEPARTMENT OF TRANSPORTATION

# HOW TO PROVIDE INPUT

**Comment forms must be submitted by November 5, 2021 to be included in EIS documentation.**





| Comment Form | Email | Mail | Voicemail |
|---|---|---|---|
| Fill out at the Public Meeting or online at www.keepitmovingdallas.com/Spur399PublicMeeting | Stephen.Endres@txdot.gov | TxDOT Dallas District<br>Attn: Stephen Endres, P.E.<br>4777 E US Highway 80<br>Mesquite, TX 75150 | (833) 933-0440 |

## PROJECT CONTACT:

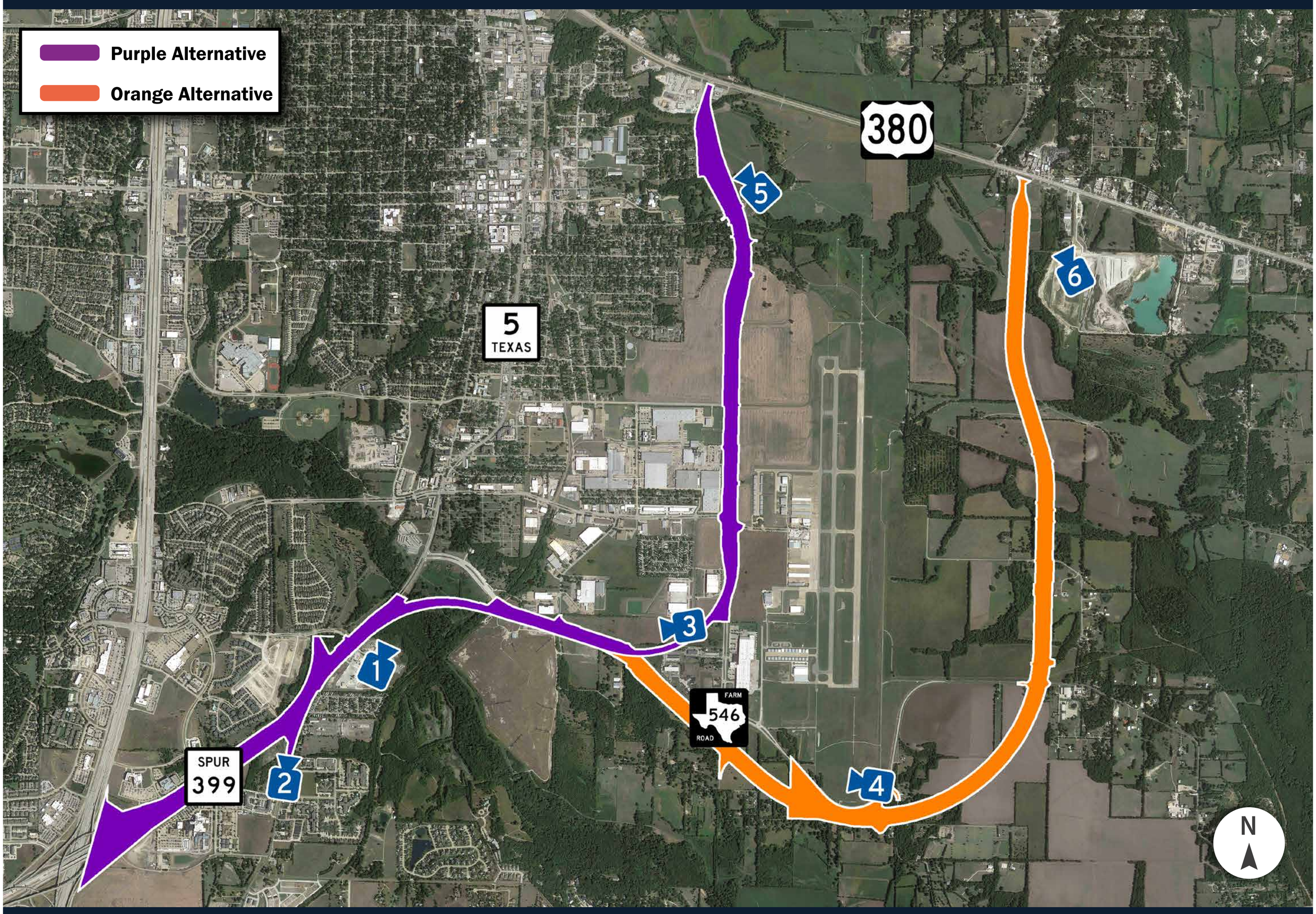
**Stephen Endres, P.E.**
*TxDOT Project Manager*

*Email:*
**Stephen.Endres@txdot.gov**

*Phone:*
***(214) 320-4469***

TEXAS DEPARTMENT OF TRANSPORTATION

# WHAT A FUTURE FREEWAY COULD LOOK LIKE



TEXAS DEPARTMENT OF TRANSPORTATION

# PURPLE & ORANGE ALTERNATIVE LOOKING NORTH FROM STEWART ROAD

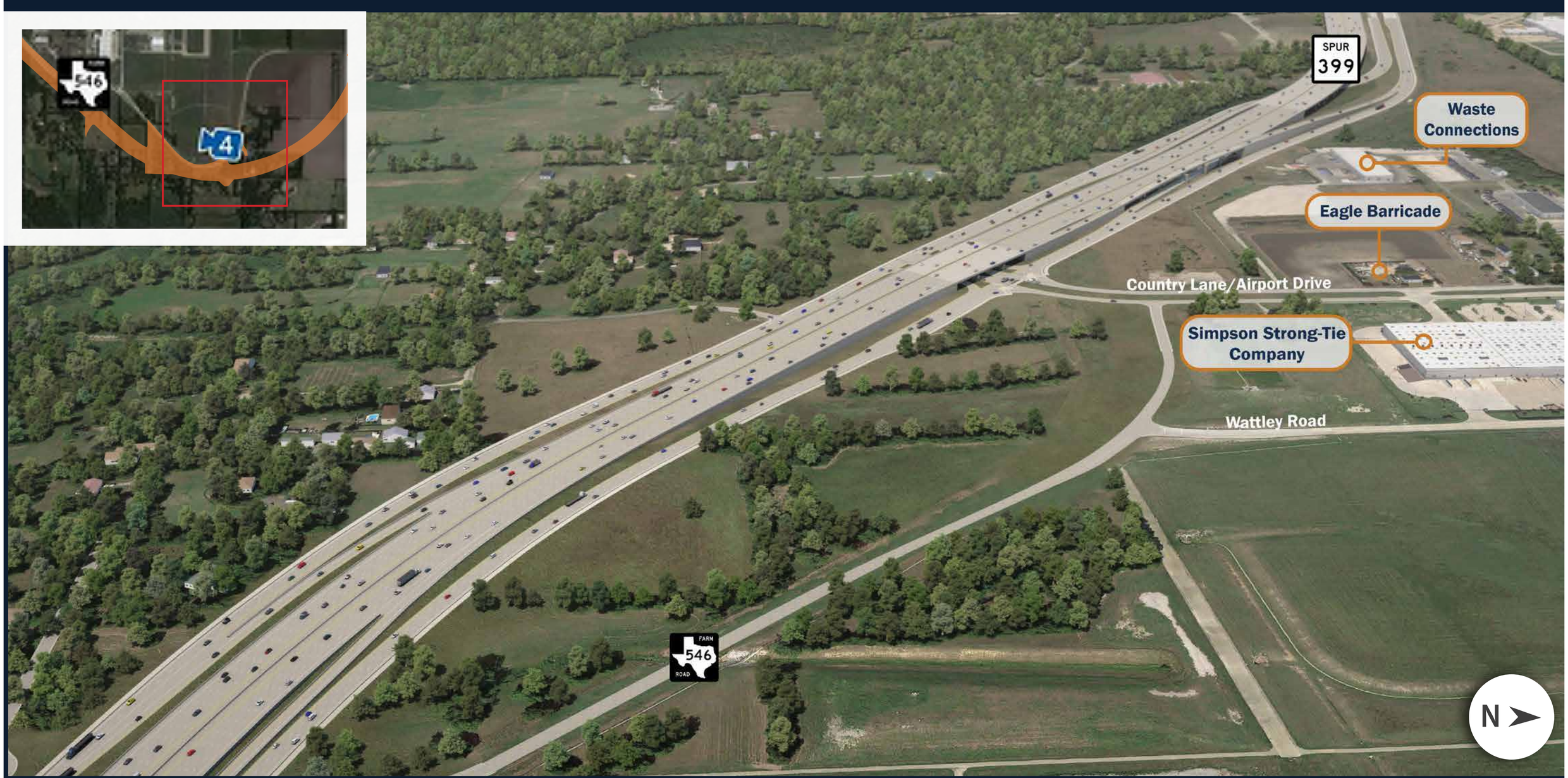
# PURPLE & ORANGE ALTERNATIVE LOOKING NORTH FROM SH 5

THESE ILLUSTRATIVE RENDERINGS ARE CONCEPTUAL AND SUBJECT TO CHANGE.

TEXAS DEPARTMENT OF TRANSPORTATION

# PURPLE ALTERNATIVE LOOKING WEST TOWARDS FM 546

# ORANGE ALTERNATIVE LOOKING WEST AT AIRPORT DRIVE

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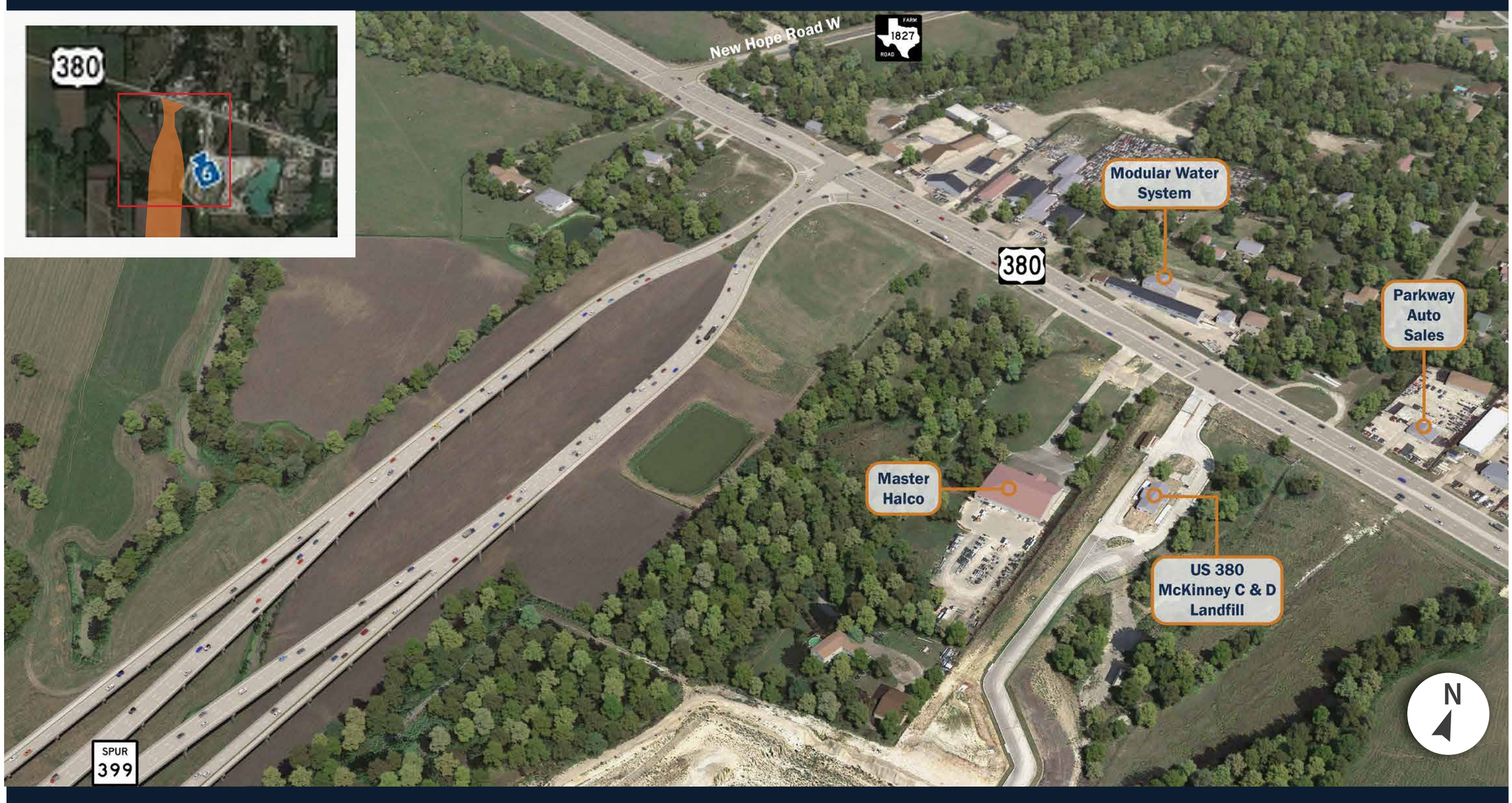
TEXAS DEPARTMENT OF TRANSPORTATION

# PURPLE ALTERNATIVE LOOKING WEST AT US 380/SPUR 399 INTERSECTION

# ORANGE ALTERNATIVE LOOKING WEST AT US 380/SPUR 399 INTERSECTION

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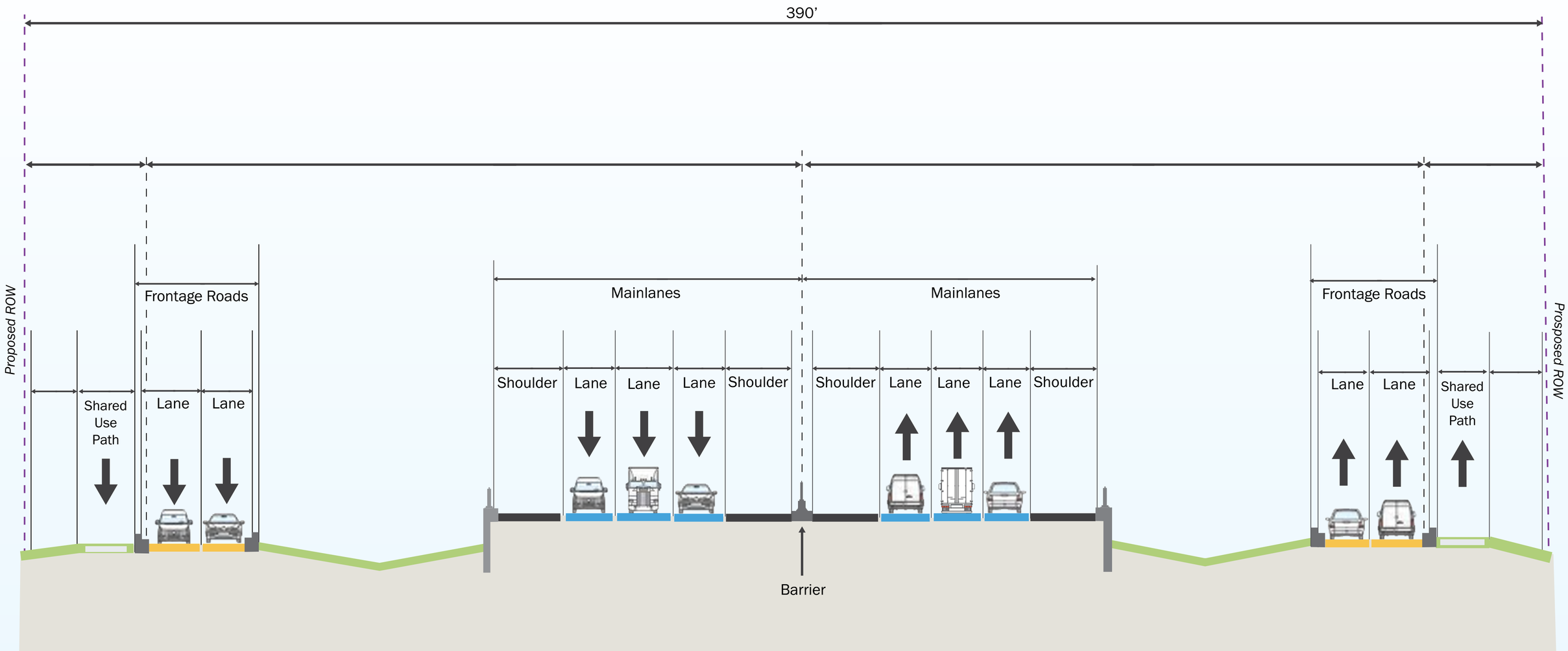
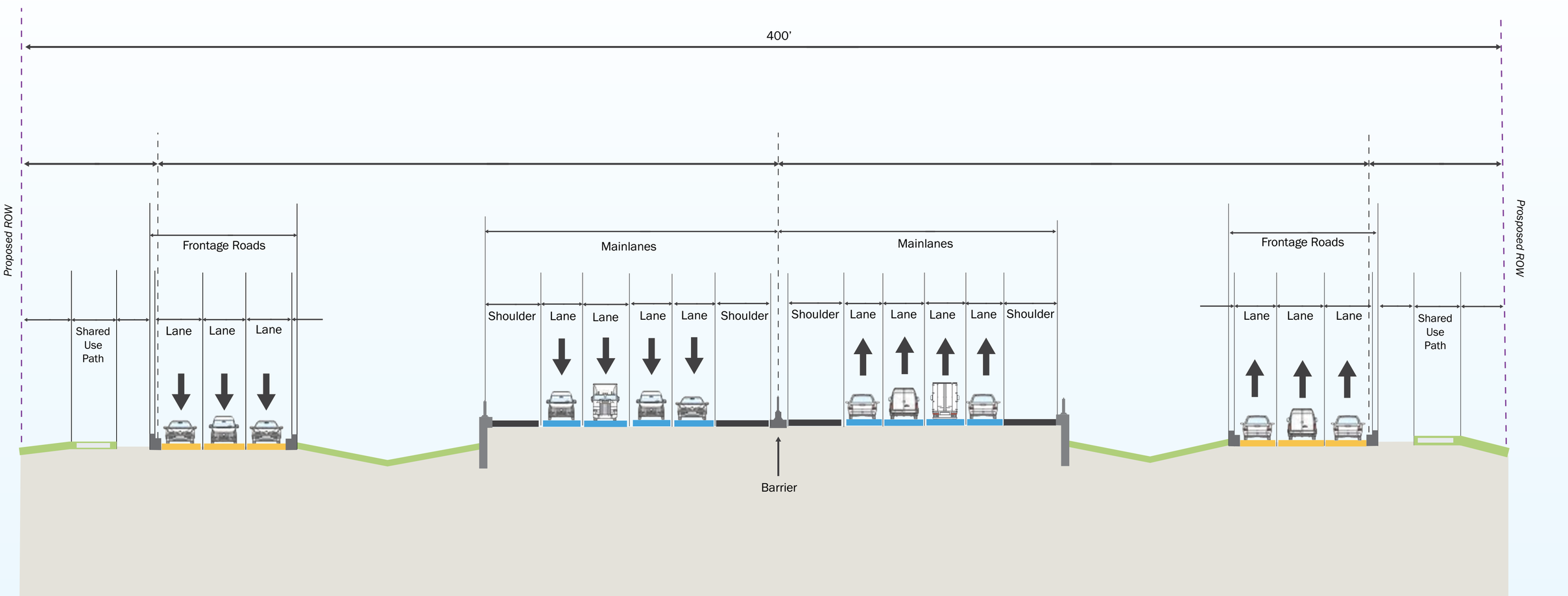
TEXAS DEPARTMENT OF TRANSPORTATION

# 6-LANE TYPICAL SECTION



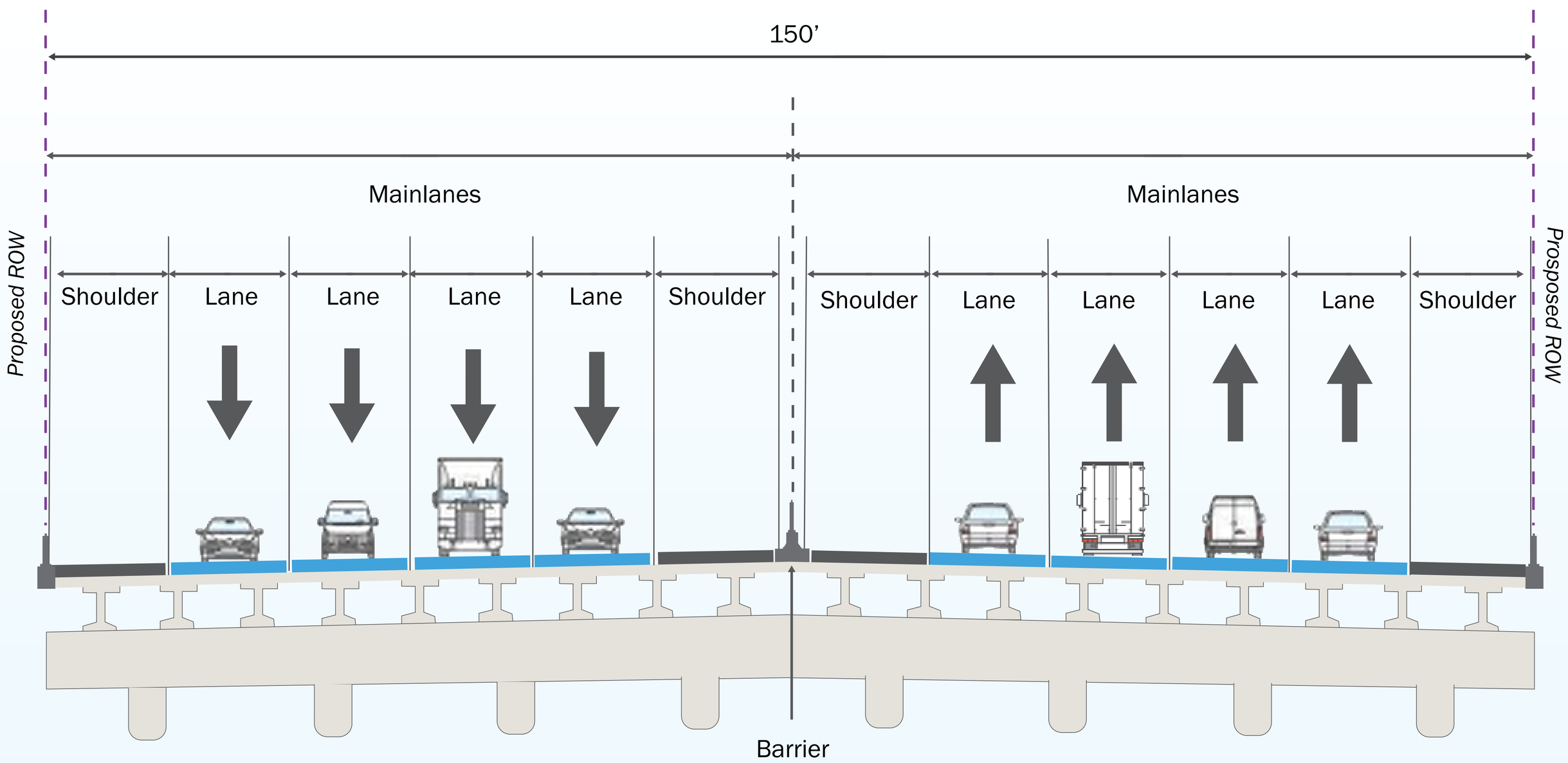

# 8-LANE TYPICAL SECTION




*RIGHT-OF-WAY (ROW) WIDTHS MAY VARY IN SOME LOCATIONS AND IS SUBJECT TO CHANGE.

TEXAS DEPARTMENT OF TRANSPORTATION

# BRIDGE
# TYPICAL SECTION




*RIGHT-OF-WAY (ROW) WIDTHS MAY VARY IN SOME LOCATIONS AND IS SUBJECT TO CHANGE.

# THANK YOU!

***FOR TAKING THE TIME TO LEARN MORE ABOUT THE SPUR 399 EXTENSION PROJECT FROM US 75 TO US 380. YOUR INPUT WILL HELP SHAPE THE FUTURE OF THE PROJECT.***

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## TxDOT WILL PRESENT THE PREFERRED ALTERNATIVE AT A PUBLIC HEARING.

## RIGHT-OF-WAY (ROW) INFORMATION

***Each alternative being studied will require new ROW and relocations and displacements will result.***

***Information about the process for state purchase of ROW and relocation assistance is available at the ROW table (in-person meeting) and at www.keepitmovingdallas/Spur399PublicMeeting***

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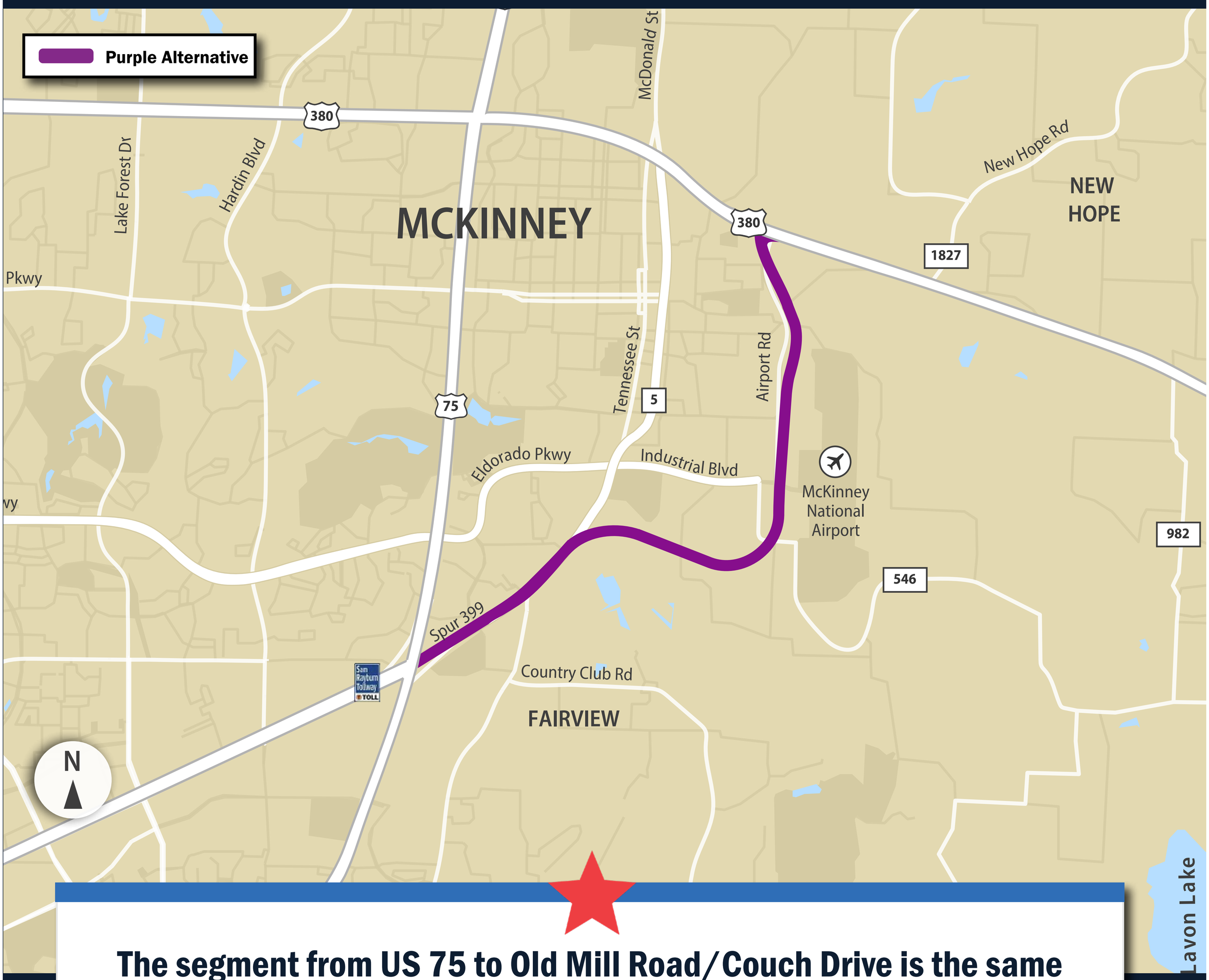
## ★ HAVE QUESTIONS, NEED ASSISTANCE? ★

*For general comments about the presentation or project, please contact TxDOT project manager, Stephen Endres, P.E. at*

***Phone: (214) 320-4469 | Email: Stephen.Endres@txdot.gov***

TEXAS DEPARTMENT OF TRANSPORTATION

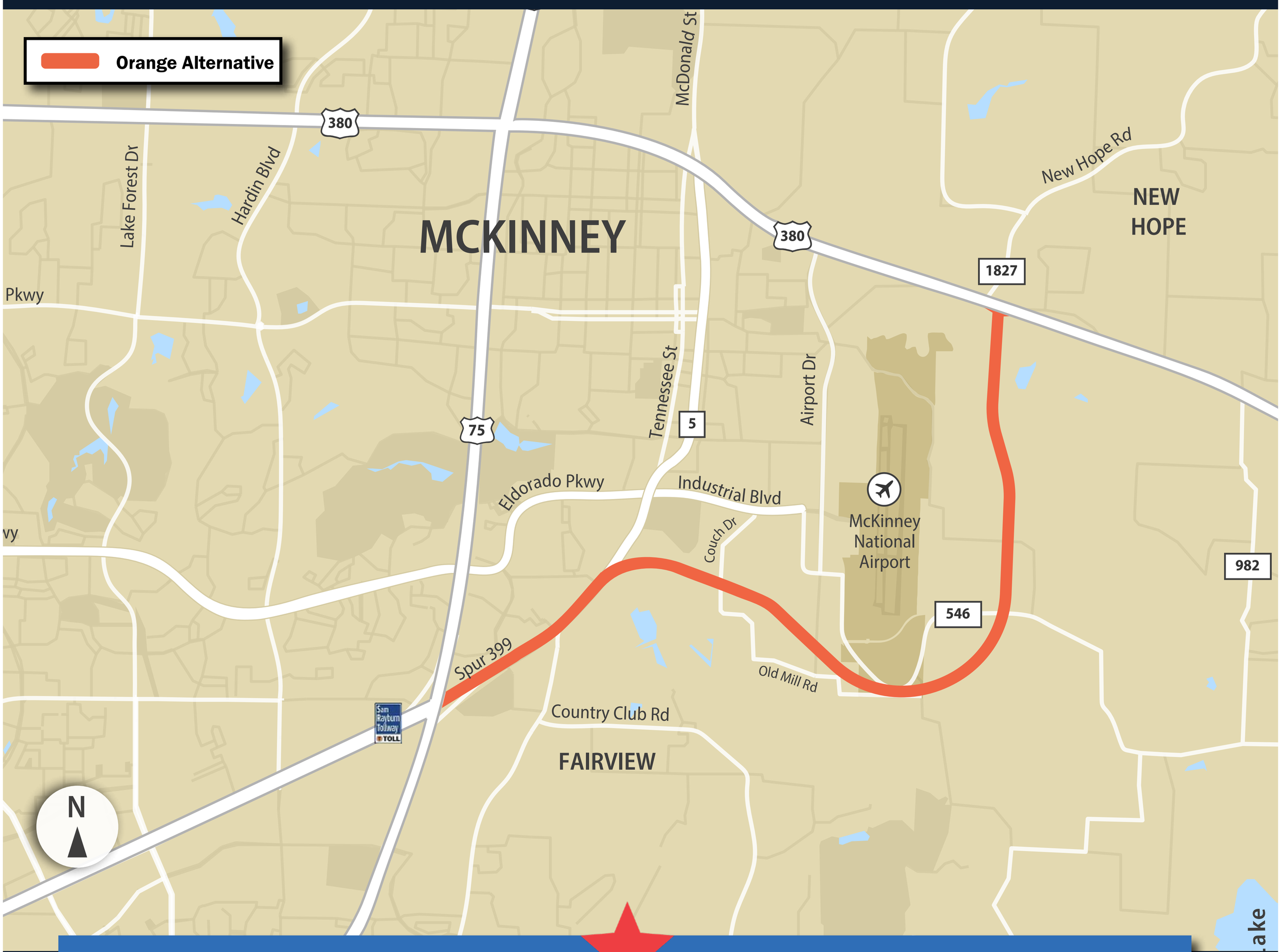
# PURPLE ALTERNATIVE




**The segment from US 75 to Old Mill Road/Couch Drive is the same for both the Orange and Purple Alternative.**

TEXAS DEPARTMENT OF TRANSPORTATION

# ORANGE ALTERNATIVE




**The segment from US 75 to Old Mill Road/Couch Drive is the same for both the Orange and Purple Alternative.**

TEXAS DEPARTMENT OF TRANSPORTATION

# COMMENT STATION

TEXAS DEPARTMENT OF TRANSPORTATION

# RIGHT-OF-WAY

# REGISTRATION

# E7 Virtual Public Meeting Website

## (*Keep It Moving Dallas*)

**Virtual Public Meeting for Spur 399 Extension in Collin County**

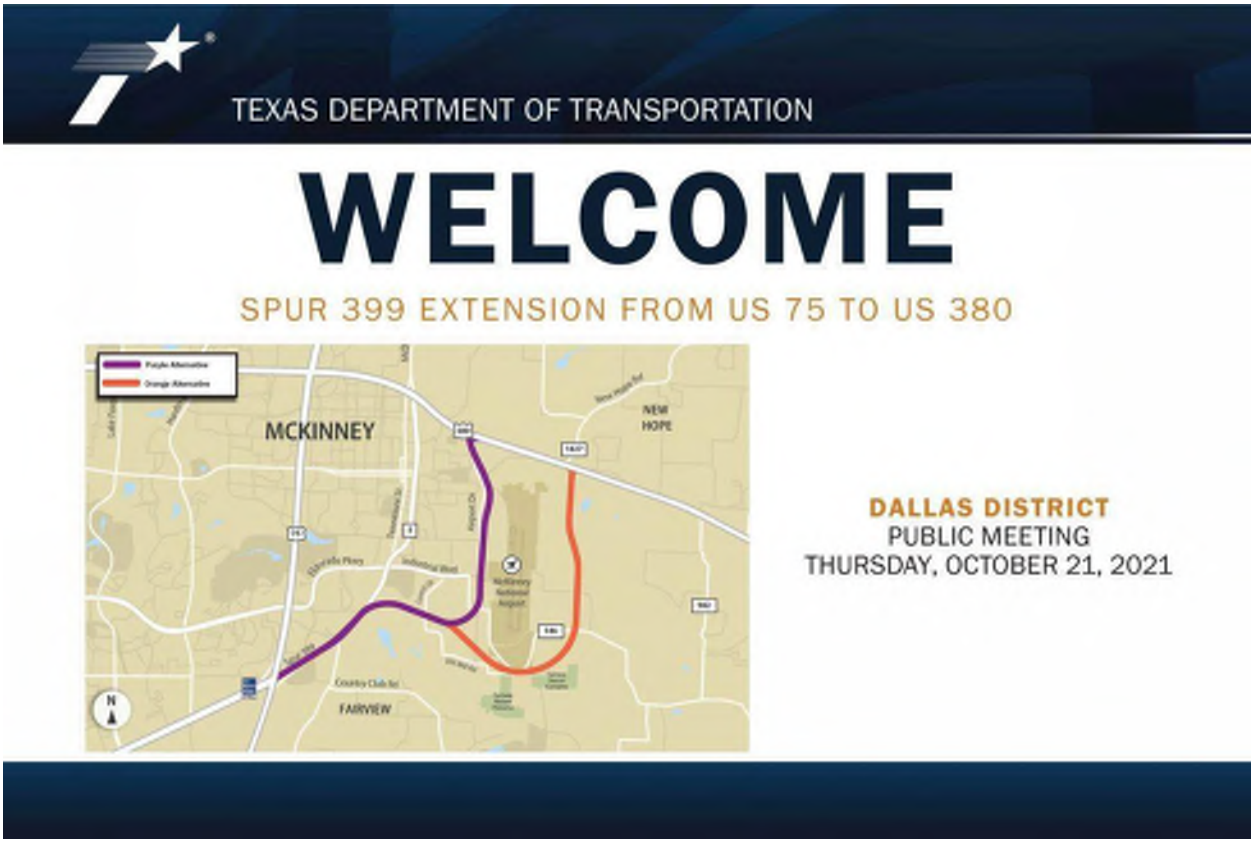
**Spur 399 from US 75 to US 380**

**Collin County, Texas**

**CSJs 0364-04-051, 0047-05-058, 0047-10-002**

**October 21, 2021**

The Spur 399 virtual public meeting begins on Thursday, October 21, 2021 at 6 PM and will remain online through the comment period deadline of Friday, November 5, 2021. During this time, please review the project materials and other information provided on this site to learn about the proposed project and provide your comments.



The Texas Department of Transportation (TxDOT) is preparing an Environmental Impact Statement (EIS) for the proposed Spur 399 Extension project in Collin County from US 75 south of McKinney to US 380 east of McKinney. Two new location build alternatives, located on the east and west sides of the McKinney National Airport, are under study. The proposed project would provide a 6 to 8-lane freeway with frontage roads.

Please view the video presentation and exhibits below for a summary of the status of the proposed project and the environmental studies currently underway. Schematics providing more detailed views of the project alternatives are also provided for your review, along with an interactive map.

## PRESENTATION

The presentation slides and script are also available in PDF format here:

Presentation slides

Script

## FREQUENTLY ASKED QUESTIONS AND GLOSSARY OF TERMS

Frequently Asked Questions

Glossary of Terms

## EXHIBITS

*You may click on any of the project exhibits below to view them at full size.*

TEXAS DEPARTMENT OF TRANSPORTATION

NEPA PROCESS
National Environmental Policy Act

**TxDOT is developing an EIS under an agreement with the Federal government.**

# TxDOT'S NEPA ASSIGNMENT

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 9, 2019, and executed by the Federal Highway Administration (FHWA) and TxDOT.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido, llevado a cabo por TxDOT - en virtud de 23 U.S.C. 327 y un Memorando de Entendimiento fechado el 9 de diciembre del 2019, y ejecutado por la FHWA y TxDOT.

PROJECT PURPOSE & NEED

## PURPOSE

IMPROVE NORTH-SOUTH MOBILITY

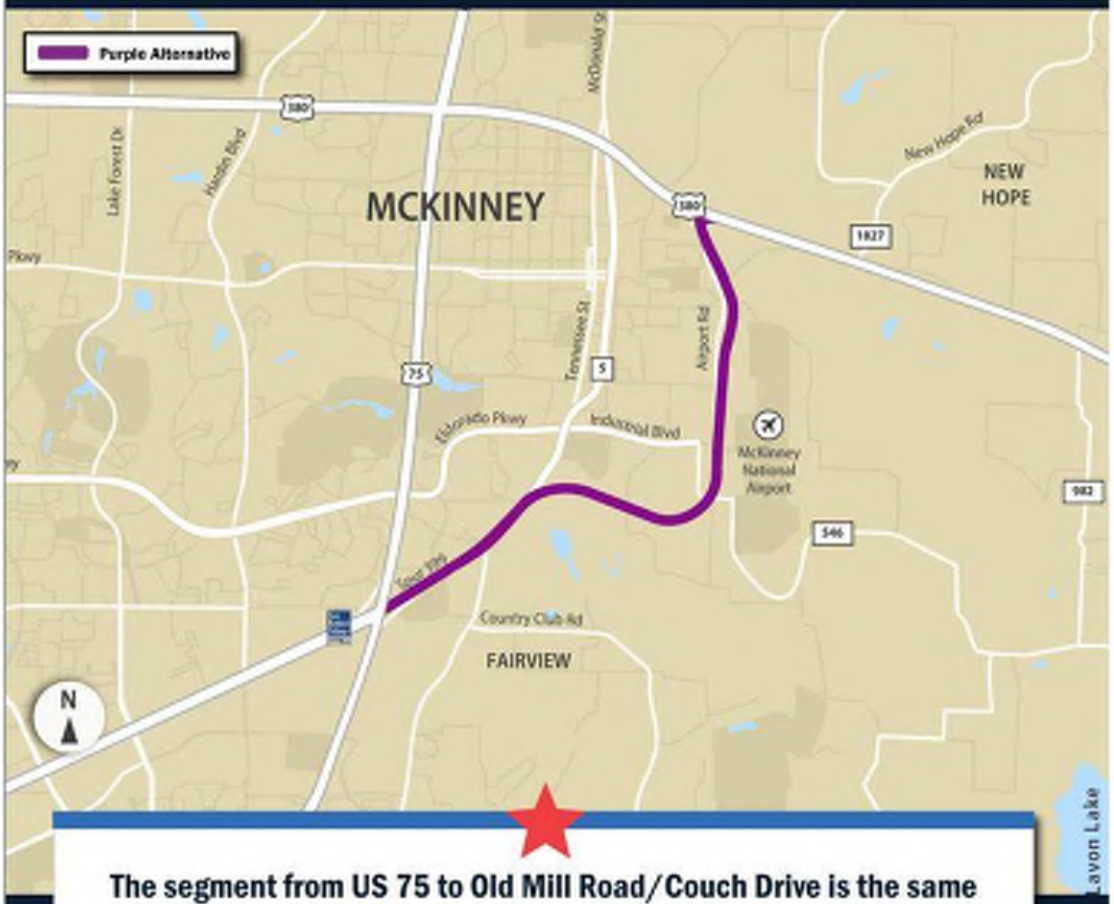
IMPROVE CONNECTIVITY

## NEED

The project is needed because of reduced mobility and connectivity between the eastern portion of Collin County and destinations south of McKinney.

TEXAS DEPARTMENT OF TRANSPORTATION

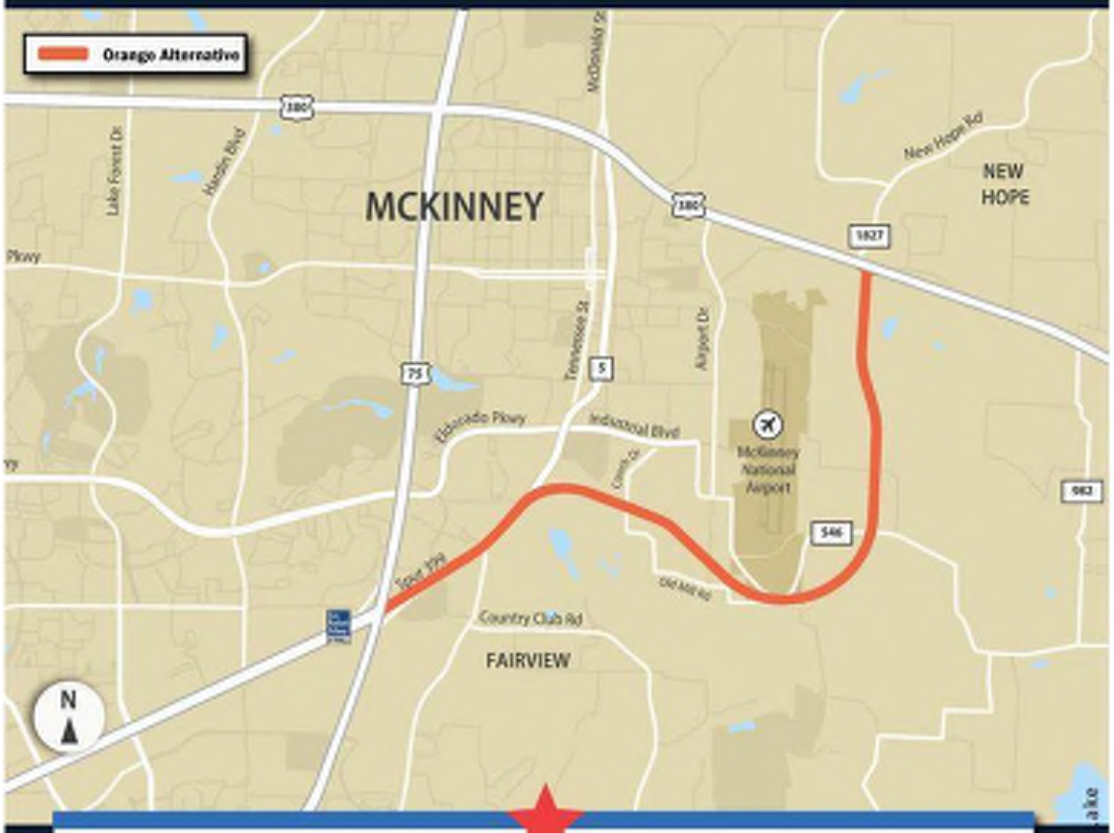
# PURPLE ALTERNATIVE




**The segment from US 75 to Old Mill Road/Couch Drive is the same for both the Orange and Purple Alternative.**

TEXAS DEPARTMENT OF TRANSPORTATION

# ORANGE ALTERNATIVE




**The segment from US 75 to Old Mill Road/Couch Drive is the same for both the Orange and Purple Alternative.**

TEXAS DEPARTMENT OF TRANSPORTATION

# ALTERNATIVES ANALYSIS MATRIX

- EXEMPLARY: Highly Meets Criteria
- GOOD: Mostly Meets Criteria
- ADEQUATE OR NEUTRAL: No Change
- INADEQUATE: Sometimes Meets Criteria
- POOR: Does Not Meet Criteria

**SPUR 399 EXTENSION** - US 75 TO US 380 — **CSJs 0364-04-051, 0047-05-058, 0047-10-002**

| SCREENING/EVALUATION CATEGORY | | PURPLE ALTERNATIVE (Alternative west of the airport) | ORANGE ALTERNATIVE (Alternative east of the airport) | KEY TAKEAWAYS |
|---|---|---|---|---|
| Purpose & Need | Improve Mobility and Connectivity | ◕ | ● | Both alternatives would offer acceptable Levels of Service ratings, better connect the arterial network, and enhance connectivity between eastern Collin County and the Dallas metroplex. The Orange Alternative also better connects US 380 and US 75 in the area on the east side of the McKinney National Airport and area planned for future development. |
| | Provide Capacity to Support Regional Growth | ◕ | ● | The Orange Alternative better supports future regional growth by providing approximately 50% more northsouth roadway capacity than the Purple Alternative. This is because the Orange Alternative provides a new frontier freeway in addition to the existing Airport Drive, whereas for the most part, the Purple Alternative would improve the existing Airport Drive and provides only a freeway. The Orange Alternative better serves regional northbound and southbound traffic by offering more options and an expanded roadway vehicle volume throughput. |
| Engineering | Total Alternative Length Along Footprint | 4.8 miles | 4.25 miles | The Purple Alternative is shorter than the Orange Alternative. |
| | Major Utility Conflicts | 3 major utility conflicts | 1 major utility conflict | For this project, TxDOT considers major utility conflicts to be transmission lines and pumping stations from gas, power, electric, water and wastewater utilities. The Orange Alternative would have 2 fewer major utility conflicts. |
| | Total Bridge Length (miles) | 2.2 miles | 2 miles | The Orange Alternative would have 0.2 fewer miles in bridged sections. |
| | Number of New Grade-Separated Interchanges | 3 new interchanges | 3 new interchanges | The Purple Alternative would have 1 fewer new grade-separated interchange. |
| | Amount of New Right-of-Way (ROW) Required (acres) | 157 acres | 230 acres | The Orange Alternative would require approximately twice the amount of acres of new ROW needed for construction compared to what the Purple Alternative would require for construction. |
| | Airport Access, Airport ROW, and Airspace | ◑ | ● | Airspace considerations, runway safety areas, aircraft approach, and departure profiles would not be directly affected by either alternative. The Purple Alternative offers 1 main point of access to the Airport from the proposed freeway frontage roads on the west side of the Airport. The Purple Alternative does not provide access to the east side of the Airport and proposed Airport improvements. The Orange Alternative offers 2 main points of access, one on Airport Drive on the west side of the Airport and one from the freeway frontage roads on the east side of the Airport. |
| | Total Project Cost | $602M | $750M | Total project cost includes planning, engineering, and design; roadway construction; right-of-way; and utility relocations. TxDOT will continue to work with those major businesses impacted and displaced by the alternatives to better understand the cost of damages and or business interruption. |

TEXAS DEPARTMENT OF TRANSPORTATION

ALTERNATIVES ANALYSIS MATRIX

- EXEMPLARY: Highly Meets Criteria
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SPUR 399 EXTENSION - US 75 TO US 380 — CSJs 0364-04-051, 0047-05-058, 0047-10-002

| SCREENING/EVALUATION CATEGORY | | PURPLE ALTERNATIVE (Alternative west of the airport) | ORANGE ALTERNATIVE (Alternative east of the airport) | KEY TAKEAWAYS |
|---|---|---|---|---|
| Environmental | Residential Displacements | 0 displacements | 0 displacements | The Orange Alternative would have 0 residential displacements on the parcels. More research is needed to determine if all displacements are occupied. |
| | Business Displacements | 1 displacement | 3 displacements | Impacts are still being evaluated. Possible induced displacements could occur because of access and property development restrictions. |
| | Other Displacements | North Texas Municipal Water District's McKinney Wastewater (PS) Station, 1 barn or outbuilding | 1 barn or outbuildings | There would be major business displacements for both alternatives. The Purple Alternative would displace a newly opened Arcadia Delivery Station. The Orange Alternative would displace the newly constructed McKinney Airport Center, which in the future could house multiple businesses and would have to be counted as such by TxDOT. Impacts are still being evaluated. |
| | Land Use | Would be closer than the Orange Alternative to residential developments and manufactured home communities.<br>Would impact existing businesses and industrial development, such as Encore Wire, one of the largest employers and taxpayers in McKinney.<br>May restrict future growth along Airport Drive corridor<br>Possible redevelopment could occur | Fewer existing businesses and industrial areas<br>Land north and east of the Airport are dominated by large open fields, undeveloped areas, and scattered residences<br>Could provide for more development on the east side of the Airport | |
| | Farmland Impacts | 131 acres Prime Farmland<br>14 acres Statewide Important Farmland | 159 acres Prime Farmland<br>18 acres Statewide Important Farmland | The Purple Alternative impacts fewer acres of Prime Farmland. The Orange Alternative impacts fewer acres of Statewide Important Farmland. Prime Farmland is land that has the best combination of physical and chemical characteristics for producing food. Statewide Important Farmland is identified as such by the state or local agency. Constructing the Orange Alternative would expande Collin County owned farm properties. |
| | Community Demographics, Services, and Facilities | ◑ Closer to community facilities, businesses and minority neighborhoods present primarily west of Airport Drive<br>Could be perceived as a barrier between the community and adjacent existing and future parks | ● Fewer residences in the area of the Orange Alternative, however, its construction could have greater impacts because it would be a new roadway | Neither alternative directly impacts a community facility or low-income and minority neighborhoods. |
| | Visual and Aesthetic Impacts | ◑ Changes resulting from construction of the Purple Alternative would be more noticeable to those living in nearby neighborhoods | ◑ Fewer residences in the area of the Orange Alternative, however, its construction could have greater impacts because it would be a new roadway | Construction of both of the alternatives would change the existing visual and aesthetic environment created by new location roadways, new grade-separated interchanges, new safety streetlights, and signage. |
| | Archeological Sites, Cemeteries, and Historic Properties | In the determined, initial results where no direct impacts or adverse effect to cemeteries or historic properties that are eligible for inclusion or listed in the National Register of Historic Places (NRHP). TxDOT intends to conduct archeological survey within the proposed right-of-way following the Public Meeting. | In the determined, initial results where no direct or adverse effect to cemeteries. TxDOT is continuing to review the potential NRHP eligibility of properties adjacent to and within the proposed right-of-way. TxDOT intends to conduct an intensive survey for the Schoolhouse property and archeological surveys within the proposed right-of-way following the Public Meeting. | |

TEXAS DEPARTMENT OF TRANSPORTATION

# ALTERNATIVES ANALYSIS MATRIX

| | |
|---|---|
| ● | EXEMPLARY: Highly Meets Criteria |
| ◕ | GOOD: Mostly Meets Criteria |
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| ○ | POOR: Does Not Meet Criteria |

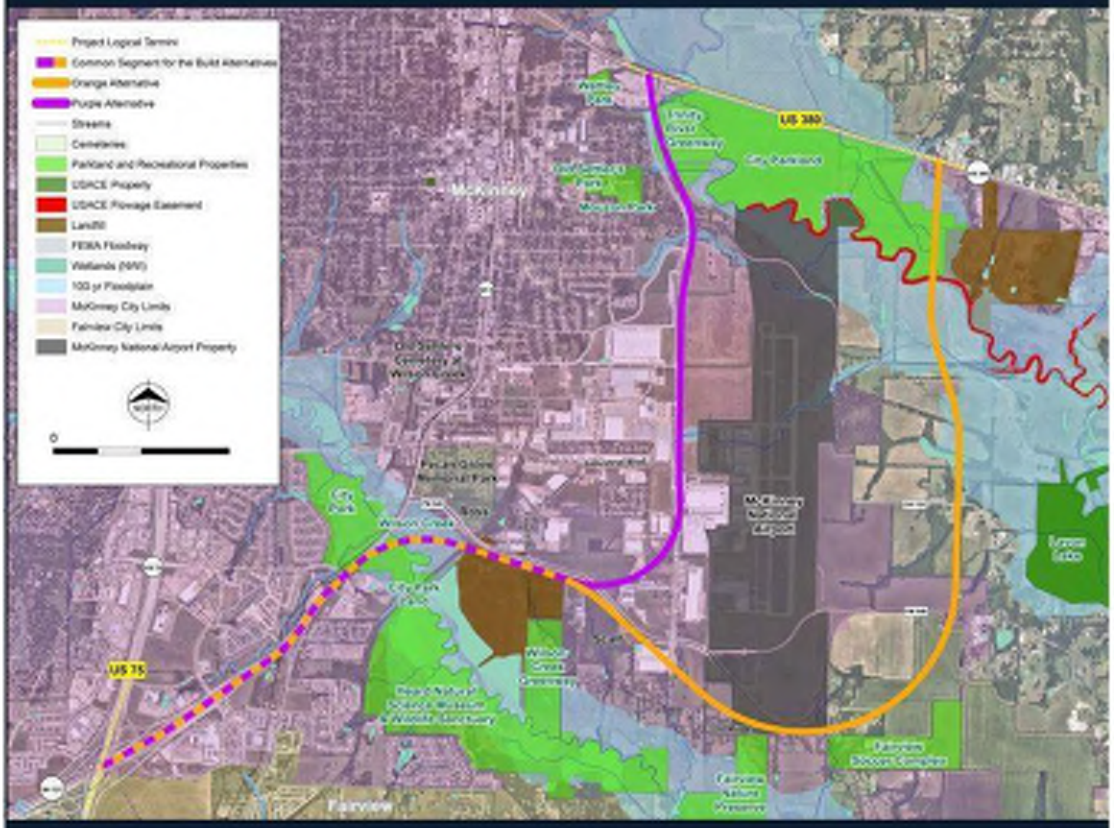
## SPUR 399 EXTENSION - US 75 TO US 380

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

| SCREENING/EVALUATION CATEGORY | | PURPLE ALTERNATIVE | ORANGE ALTERNATIVE | KEY TAKEAWAYS |
|---|---|---|---|---|
| Environmental | Potential Lands: Parks (Section 4(f), Section 6(f), Chapter 26 properties) | Wilson Creek Greenway/City of McKinney<br>Future Parkland/City of McKinney<br>Trinity Trail Greenway/City of McKinney | Wilson Creek Greenway/City of McKinney<br>Future Parkland/City of McKinney<br>Fairview Soccer Park | Both alternatives affect the Wilson Creek Greenway and future parks being planned by the City of McKinney. The Purple Alternative also affects the Trinity Trail Greenway. The Orange Alternative also affects a small portion of the Fairview Soccer Park property. |
| | Water Features, Section 303(d) Waters, Floodplains (100-year) and Floodways within Proposed ROW | ◕ 100-year Floodplain = 77.47 acres<br>Regulatory Floodway = 27.33 acres | ◑ 100-year Floodplain = 90.05 acres<br>Regulatory Floodway = 43.20 acres | The Orange Alternative impacts more 100-year floodplain and regulatory floodway than the Purple Alternative. Both alternatives could potentially affect the following:<br>*Emergent wetlands *Forested wetlands *East Fork of the Trinity River<br>*Wilson Creek (listed section 303(d) water) *Several unnamed streams/tributaries *Farm ponds, ditches, swales |
| | Impacts to Vegetation, Habitats, and Species | ◕ Areas near the Purple Alternative are more urban in character and have less native vegetation that would be affected. | ◑ Areas near the Orange Alternative have more native vegetation, including grasslands, wooded corridors along streams, and farmland for agriculture that would be affected. | Coordination is ongoing with the Texas Parks & Wildlife Department and the US Fish & Wildlife Service to obtain concurrence on the type of effect the project may have on habitats in the project area and on their use by federal and state protected species including freshwater mussels, migratory birds, and other resident wildlife. |
| | Hazardous Materials | 29 sites with potential to affect the project | 33 sites with potential to affect the project | The Orange Alternative has 4 fewer sites with any potential to affect the project than the Purple Alternative. |
| | Air Quality | To be determined | To be determined | Air quality is a measure of how clean or polluted the air is in the project vicinity. Any impacts would likely be similar since the DFW designated Collin County as marginal non-attainment for the 2015 ozone National Ambient Air Quality Standard. Nitrogen. The proposed project is also forecasted to carry fewer than 140,000 vehicles per day in 2045, the threshold triggering detailed air quality analysis. TxDOT will evaluate how the project impacts air quality after the Public Hearing and provide results at the Public Hearing. Studies will be conducted to determine if the project is compliant with regional and federal air quality standards. Studies will consider fuel types and usage, new vehicle technologies, vehicle idling and traffic congestion, and air emissions during construction. |
| | Traffic Noise | To be determined | To be determined | Traffic Noise Analysis will be conducted after TxDOT assesses public input from the meeting for any feasible changes that can be made to the selected design. Existing ground level measurements will be collected at noise sensitive areas adjacent to the alternatives. Noise modeling software will also predict what noise would be expected in 2045. Noise abatement measures are evaluated if traffic noise impacts are identified. Results will be presented at the Public Hearing. |
| | Induced Growth | To be determined | To be determined | Induced growth involves identifying what likely land use changes and development could occur in the project area as a result of the proposed mobility and connectivity the proposed project would provide. Typically, induced development could be the development of gas stations, truck stops, and hotels at the exits of the new roadway. As an example, should the Orange Alternative be constructed, the new roadway along the proposed Airport expansion could attract new distribution centers that need highway and airport access. Induced growth or development can have both positive and negative effects – it can be a positive for businesses and employment growth but negative for changes that impacts air quality, traffic noise, and natural resources. |
| | Reasonably Foreseeable and Cumulative Effects | To be determined | To be determined | TxDOT must also consider how the environment in the project area could be affected by the Spur 399 project, together with other current and future reasonably foreseeable local and regional transportation projects, and other non-transport projects. Assessment of cumulative impacts is still under evaluation as it is typically conducted later in the continuation of the study process. Examples of transportation projects that may be considered are the other US 380 improvement projects, SH 5 improvements and expansion, and FM 545 realignment and expansion. Other non-roadway projects that would be considered are future utility/waterline projects, McKinney National Airport expansion, and Frisco Work Activity expansion. |
| Public Input | Input/Comments/Feedback/ Acceptance | During the Feasibility Study, McKinney was strongly opposed to a freeway west of the Airport. Quality of life agency scoping, Texas Parks and Wildlife Department noted a preference for an alignment utilizing existing transportation corridors and the least impact to floodplains, wetlands, streams, and habitat for wildlife and aquatic species. | McKinney and Fairview supported an option on the east side of the Airport shifted approximately 2,000 feet north of the proposed Feasibility Study alignment. Collin County provided a resolution during the Feasibility Study in support for the northern extension of the Airport's runway as it would allow for a Spur 399 extension to the east of the Airport. | Information shown is only for positions provided by local governments and agencies in the project area. It is important to note that since the alternative design for the alternatives are only now being made available for the public, many of the local government and agencies will require time to review information before providing official positions or resolutions. |

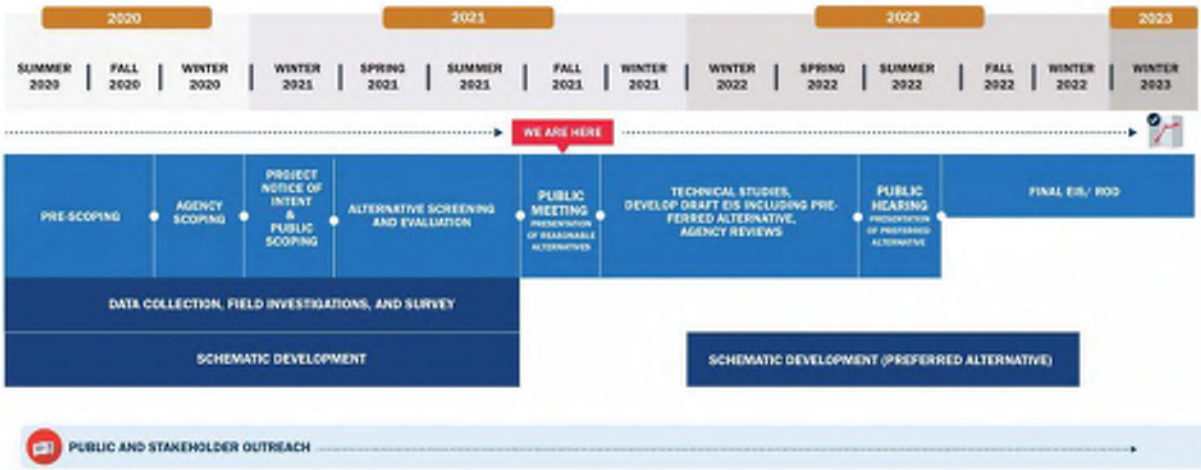
TEXAS DEPARTMENT OF TRANSPORTATION

# SPUR 399 EXTENSION EIS ENVIRONMENTAL CONSTRAINTS



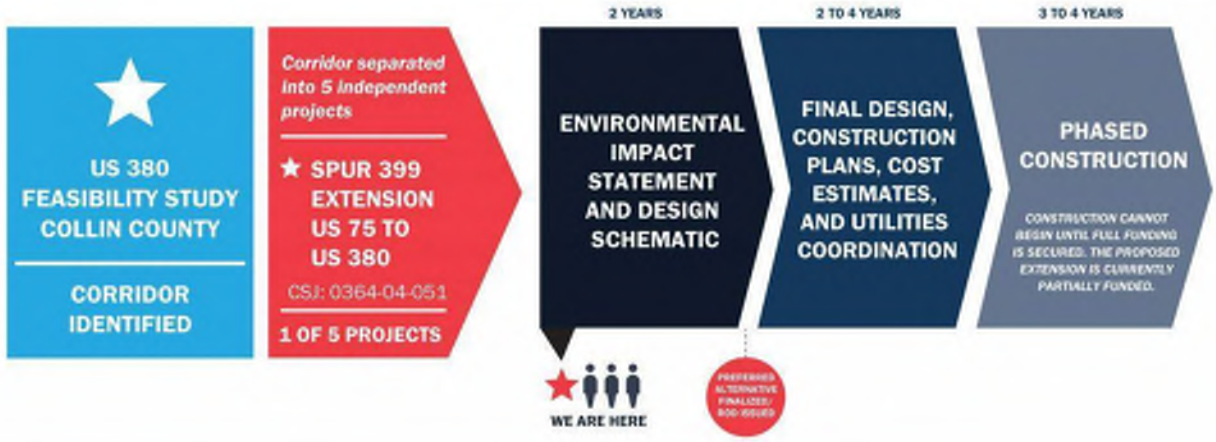
TEXAS DEPARTMENT OF TRANSPORTATION

# EIS TIMELINE



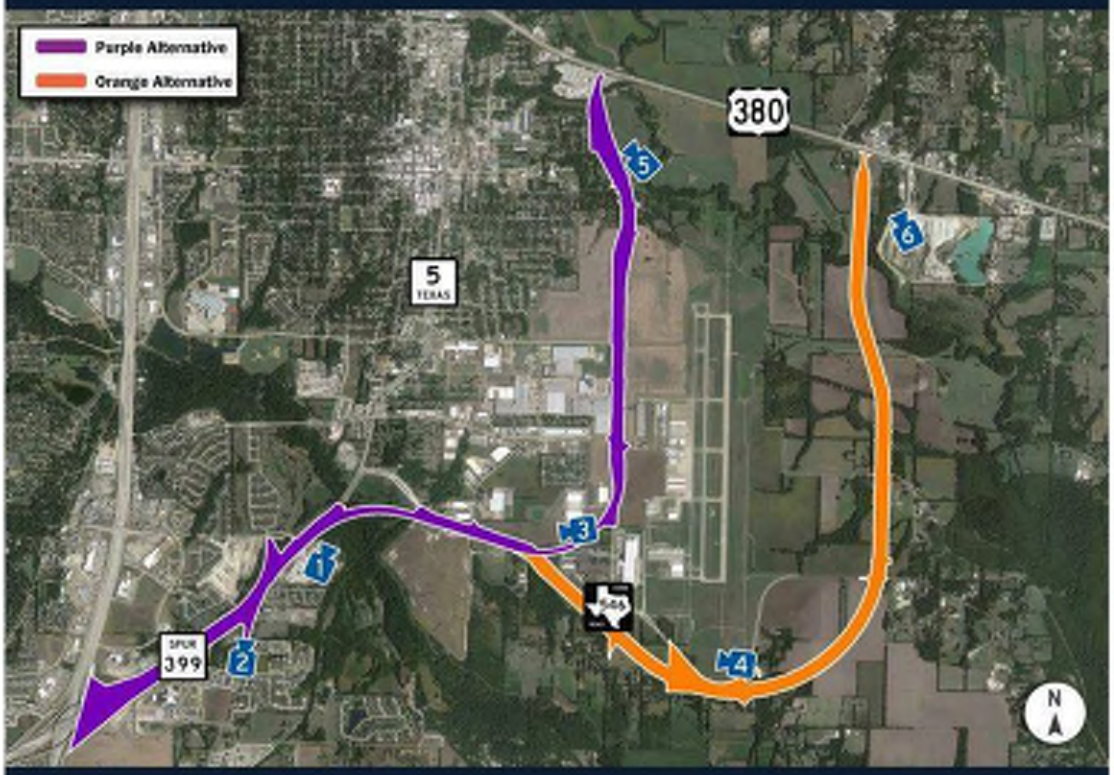

TEXAS DEPARTMENT OF TRANSPORTATION

# PROJECT DEVELOPMENT



TEXAS DEPARTMENT OF TRANSPORTATION

# WHAT A FUTURE FREEWAY COULD LOOK LIKE



TEXAS DEPARTMENT OF TRANSPORTATION

## PURPLE & ORANGE ALTERNATIVE LOOKING NORTH FROM STEWART ROAD

## PURPLE & ORANGE ALTERNATIVE LOOKING NORTH FROM SH 5

THESE ILLUSTRATIVE RENDERINGS ARE CONCEPTUAL AND SUBJECT TO CHANGE.

TEXAS DEPARTMENT OF TRANSPORTATION

## PURPLE ALTERNATIVE LOOKING WEST TOWARDS FM 546

## ORANGE ALTERNATIVE LOOKING WEST AT AIRPORT DRIVE

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TEXAS DEPARTMENT OF TRANSPORTATION

## PURPLE ALTERNATIVE LOOKING WEST AT US 380/SPUR 399 INTERSECTION

## ORANGE ALTERNATIVE LOOKING WEST AT US 380/SPUR 399 INTERSECTION

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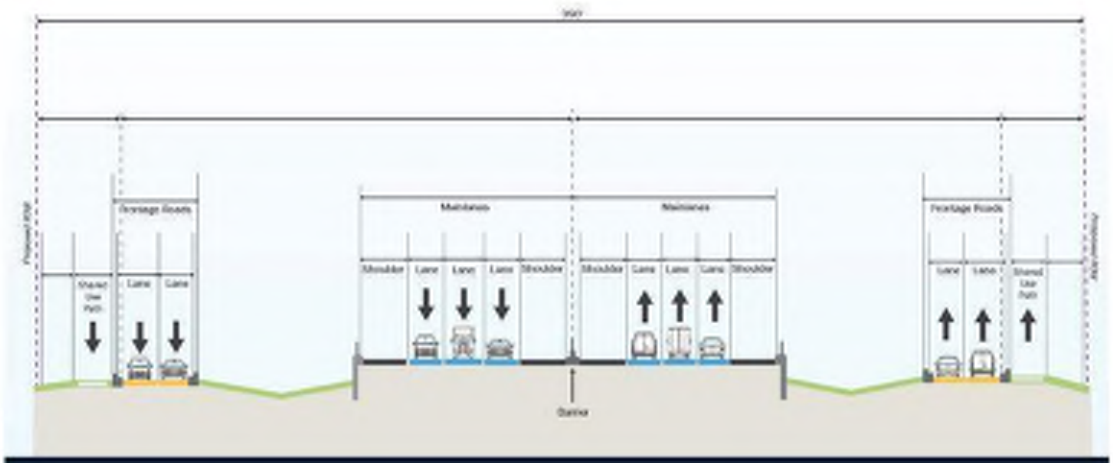
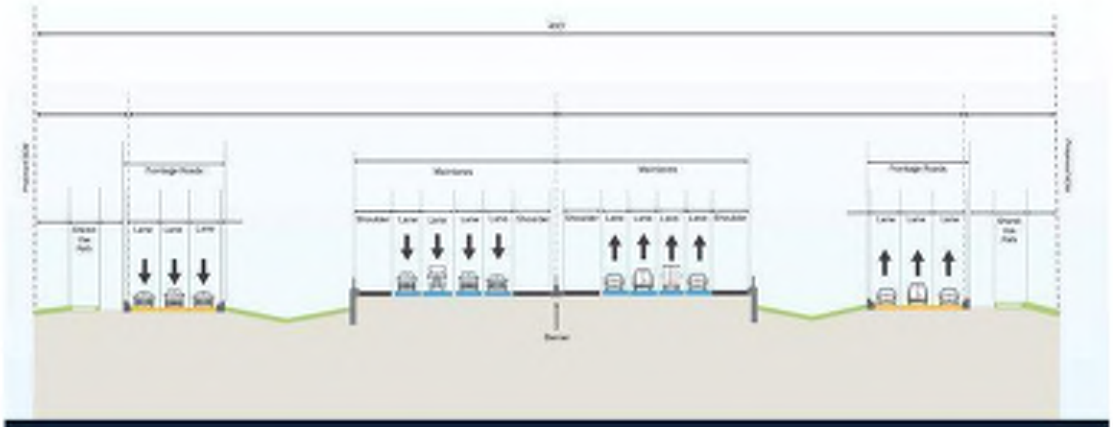
TEXAS DEPARTMENT OF TRANSPORTATION

# 6-LANE TYPICAL SECTION



# 8-LANE TYPICAL SECTION



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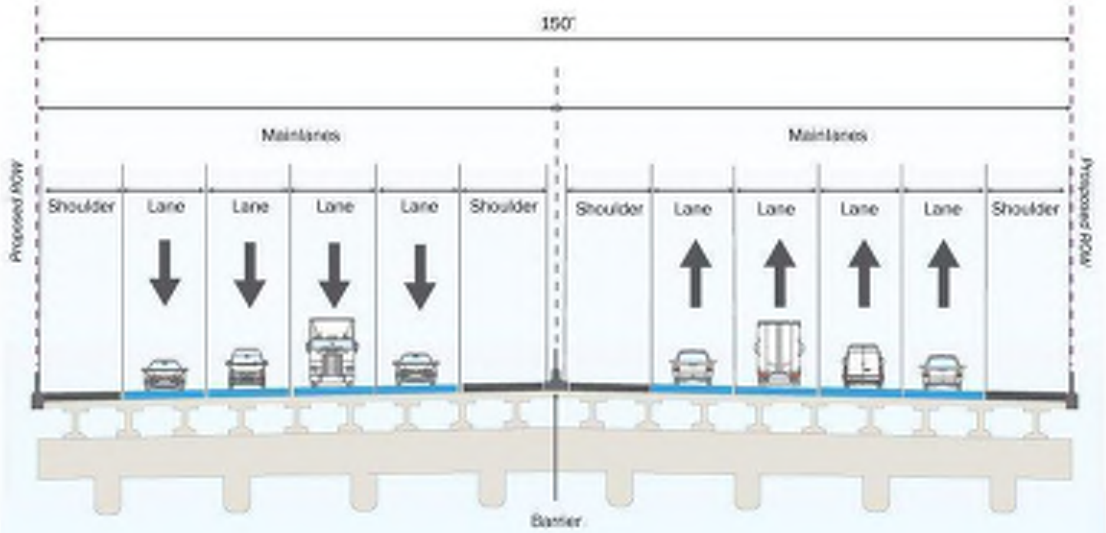
TEXAS DEPARTMENT OF TRANSPORTATION

# BRIDGE TYPICAL SECTION

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## Schematic Roll Plots

Click the links below to view the project schematics. A schematic viewing guide is also provided.

Schematic – Plan View

Schematic – Profile View

Schematic Viewing Guide

## INTERACTIVE MAP

Click HERE to view the Interactive Map

## RIGHT-OF-WAY (ROW) INFORMATION

Information about the process for state purchase of ROW and relocation assistance may be found in the following pamphlets:

Relocation Assistance: ENGLISH

Relocation Assistance:  SPANISH

State Purchase of ROW: ENGLISH

State Purchase of ROW: SPANISH

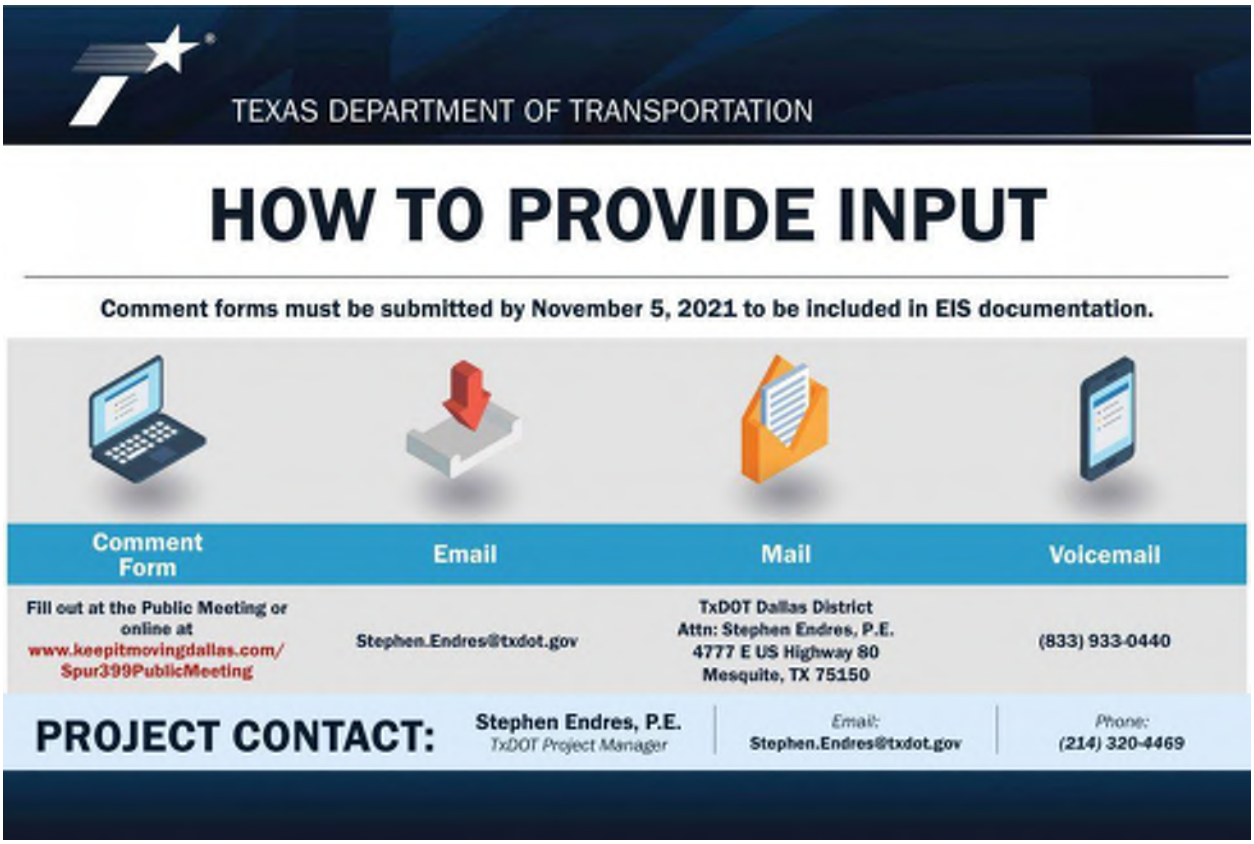
## HOW TO PROVIDE COMMENTS ON THE SPUR 399 EXTENSION

*The deadline for providing comments is Friday, November 5, 2021.*

Your comments are important.

TxDOT will consider and respond to all comments in a Public Meeting Summary, which will be posted to the project website.

The Preferred Alternative is not selected through a voting process.




**COMMENT ONLINE**: CLICK HERE TO COMMENT NOW!

**COMMENT VIA EMAIL OR MAIL**: The PDF Comment Form may be completed on the computer or printed and handwritten and can be submitted by email or mail. Click the links below for the PDF Comment Form.

PDF Comment Form: ENGLISH

PDF Comment Form: SPANISH

**EMAIL COMMENTS** to Stephen.Endres@txdot.gov

**MAIL COMMENTS** to:

TxDOT Dallas District Office
Attention: Stephen Endres, P.E.
4777 East US Highway 80
Mesquite, TX 75150-6643

**VERBAL COMMENTS**: Call (833) 933-0440 and leave your comment on the voicemail. For the official documentation, please clearly state your name and address before your verbal comment. You will be able to record a 3-minute long verbal comment. Your comment will be transcribed and included in the meeting documentation.

## QUESTIONS?

Contact the TxDOT project manager, Stephen Endres, P.E., to ask questions about the project at Stephen.Endres@txdot.gov or (214) 320-4469.

# THANK YOU!

*FOR TAKING THE TIME TO LEARN MORE ABOUT THE SPUR 399 EXTENSION PROJECT FROM US 75 TO US 380. YOUR INPUT WILL HELP SHAPE THE FUTURE OF THE PROJECT.*

## TxDOT WILL PRESENT THE PREFERRED ALTERNATIVE AT A PUBLIC HEARING.

### RIGHT-OF-WAY (ROW) INFORMATION

***Each alternative being studied will require new ROW and relocations and displacements will result.***

***Information about the process for state purchase of ROW and relocation assistance is available at the ROW table (in-person meeting) and at www.keepitmovingdallas/Spur399PublicMeeting***

### HAVE QUESTIONS, NEED ASSISTANCE?

*For general comments about the presentation or project, please contact TxDOT project manager, Stephen Endres, P.E. at*

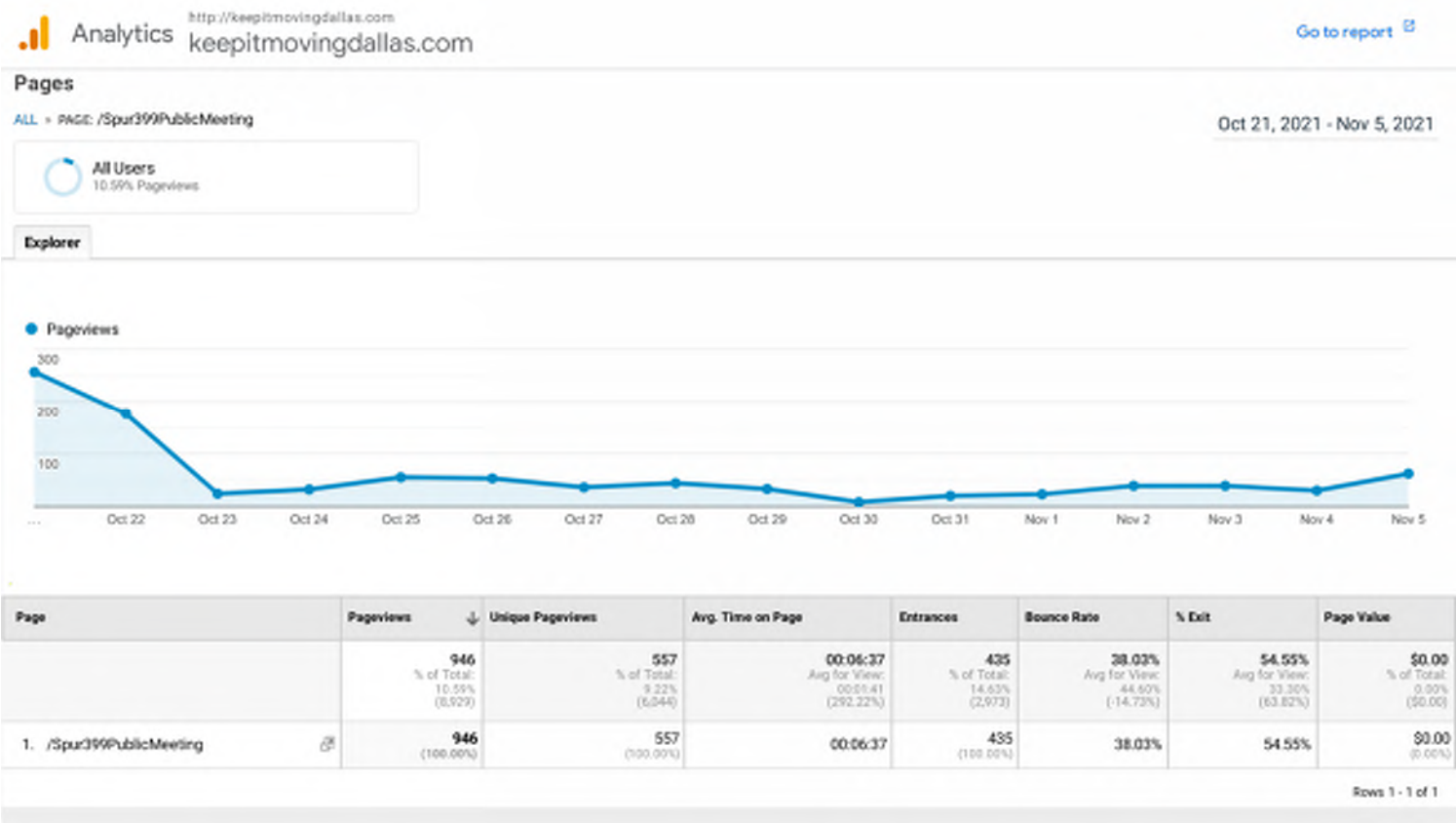
***Phone: (214) 320-4469 | Email: Stephen.Endres@txdot.gov***

## E8 Website Data

**NUMBER OF VISITORS/PAGE VIEWS:**

Keep It Moving Dallas Website Unique Page Views: 557

YouTube Views: 207



# E9 Roll Plots for Reasonable Alternatives Under Consideration

Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC

MOHAMED E. BUH, P.E.
DALLAS DISTRICT ENGINEER

SPUR 399

CSJ: 2364-04-001, 0197-05-006 & 0197-10-002
FROM: US 75
TO: IH 30
FUNCTIONAL CLASS: URBAN FREEWAY
PURPLE ALTERNATIVE LENGTH: 7.0 MILES
ORANGE ALTERNATIVE LENGTH: 7.0 MILES

DESIGN SPEEDS

| | | |
|---|---|---|
| MAINLANE HORIZONTAL: | | 70 MPH |
| MAINLANE VERTICAL: | | 70 MPH |
| RAMPS/CROSS STREET HORIZONTAL: | | 30 MPH |
| RAMPS/CROSS STREET VERTICAL: | | 30 MPH |
| DESIGN VEHICLE: | | WB-67 |
| SEE NEXT SHEET FOR ALTERNATIVE DESIGN SPEEDS | | SEE NEXT SHEET FOR ALTERNATIVE DESIGN SPEEDS |



SCALE: HORIZONTAL 1"=100'
SCALE: VERTICAL 1"=10'

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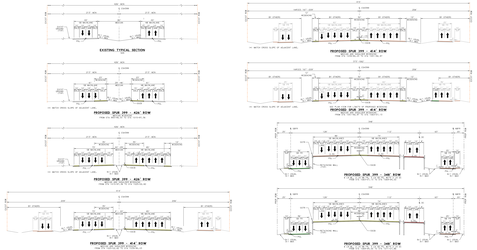
OCTOBER 2021

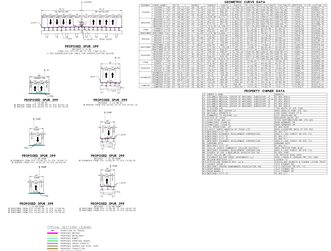
THE CONTENTS OF THIS SHEET ARE FOR INFORMATIONAL PURPOSES ONLY

"PLEASURE DRIVE"

ROLL 1 OF 12

HDR
TBPE Firm Registration No. F-754
2401 Kontz Street, Suite 100
Denton, Texas 76205
972-774-3000




GEOMETRIC CURVE DATA

| | | |

Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC

MOHAMED E. BUH, P.E.
DALLAS DISTRICT ENGINEER

# SPUR 399

CSJ: 2964-00-001, 0247-00-006 & 0247-10-002
FROM: US 75
TO: SH 78
FUNCTIONAL CLASS: URBAN FREEWAY
PURPLE ALTERNATIVE LENGTH: 7.0 MILES
ORANGE ALTERNATIVE LENGTH: 7.0 MILES

DESIGN SPEEDS

| | | |
|---|---|---|
| MAINLANES: FREEWAY | | 70 MPH |
| CROSS STREETS: PRINCIPAL ARTERIAL | | 55 MPH |
| CROSS STREETS: MINOR ARTERIAL | | 45 MPH |
| CROSS STREETS: MINOR COLLECTOR | | 30 MPH |



SCALE: HORIZONTAL 1"=100'
SCALE: VERTICAL 1"=10'

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OCTOBER 2021

PE STAMP
FOR TEXDOT
USE ONLY

DONNIE T. TRUONG
NO. 128217
STATE OF
TEXAS

PE STAMP DATE
PE DIGITALLY SIGNED

ROLL 2 OF 12

HDR
TBPE Registration No. F-754
2435 Kinwest Drive, Suite 100
Houston, Texas 77092
713-783-1420

PROPOSED SPUR 399

PROPOSED SPUR 399 - MAINLANE

PROPOSED SPUR 399 - 250' ROW

PROPOSED SPUR 399 - 400' ROW

PROPOSED SPUR 399 - 250' ROW

PROPOSED SPUR 399 - 400' ROW

EXISTING SECTION
CONVERTED TO SPUR

EXISTING SECTION
CONVERTED TO SPUR

PROPOSED TYPICAL SECTION
MAINLANE, SPUR 399

PROPOSED TYPICAL SECTION
MAINLANE, SPUR 399

PROPOSED SPUR 399
6 MAINLANE, 1 HOV, 2 OFF, 2 ON RAMP

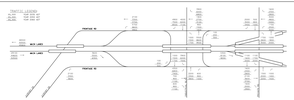


PROPOSED SPUR 399
6 MAINLANE, 1 HOV, 2 OFF, 2 ON RAMP

PROPOSED SPUR 399
6 MAINLANE, 1 HOV, 2 OFF, 2 ON RAMP



PROPOSED SPUR 399
6 MAINLANE, 1 HOV, 2 OFF, 2 ON RAMP




## GEOMETRIC CURVE DATA

| | | |

Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC

MOHAMED E. BUR, P.E.
DALLAS DISTRICT ENGINEER

SPUR 399

CSJ: 2364-00-001, 0247-00-006 & 0247-13-002
FROM: US 75
TO: IH 30
FUNCTIONAL CLASS: URBAN FREEWAY
PURPLE ALTERNATIVE LENGTH: 5.0 MILES
ORANGE ALTERNATIVE LENGTH: 5.0 MILES

DESIGN SPEEDS

| | |
|---|---|
| MAINLANES: HORIZONTAL: | 55 MPH |
| MAINLANES: VERTICAL: | 55 MPH |
| CROSS STREET RAMPS: HORIZONTAL: | 30 MPH |
| CROSS STREET RAMPS: VERTICAL: | 30 MPH |

SCALE: HORIZONTAL 1"=100'
SCALE: VERTICAL 1"=10'

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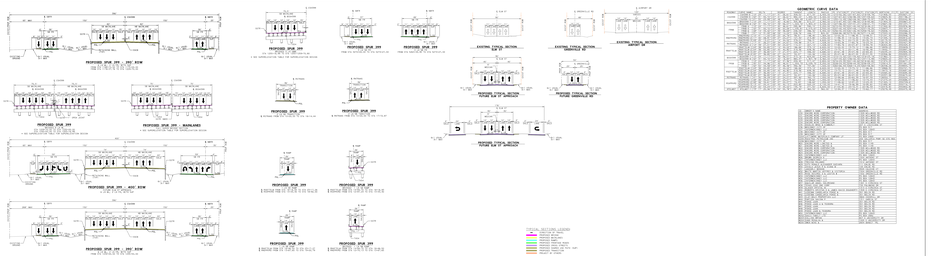
OCTOBER 2021

FOR TEXDOT USE ONLY
APPROVED FOR PUBLIC INFORMATION
DONALD T. TRUMBLEY
DESIGN DIVISION
PE LICENSE CALIFORNIA

ROLL 3 OF 12

HDR
TBPE Firm Registration No. F-754
2435 Tech Forest Blvd, Suite 100
Houston, Texas 77084
(281) 558-8700


PROPOSED SPUR 399 - 252' ROW
PROPOSED SPUR 399 - MAINLANES
PROPOSED SPUR 399 - 400' ROW
PROPOSED SPUR 399
EXISTING TYPICAL SECTION
PROPOSED TYPICAL SECTION
PROPOSED TYPICAL SECTION FUTURE CONSTRUCTION
PROPOSED TYPICAL SECTION FUTURE CONSTRUCTION
PROPOSED TYPICAL SECTION
PROPOSED TYPICAL SECTION
PROPOSED TYPICAL SEC

Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC

MOHAMED E. BUFF, P.E.
DALLAS DISTRICT ENGINEER

SPUR 399

CSJ: 2364-04-001, 0247-05-006 & 0247-10-002
FROM: US 75
TO: IH 30
FUNCTIONAL CLASS: URBAN FREEWAY
PURPLE ALTERNATIVE LENGTH: 7.0 MILES
ORANGE ALTERNATIVE LENGTH: 7.0 MILES

DESIGN SPEEDS

| | |
|---|---|
| MAINLANES: HORIZONTAL: | 70 MPH |
| MAINLANES: VERTICAL: | 70 MPH |
| FRONTAGE ROADS: HORIZONTAL: | 30 MPH |
| FRONTAGE ROADS: VERTICAL: | 30 MPH |



SCALE: HORIZONTAL 1"=100'
SCALE: VERTICAL 1"=10'

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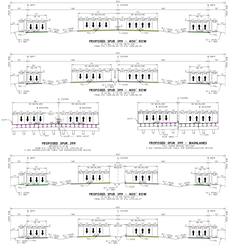
OCTOBER 2021

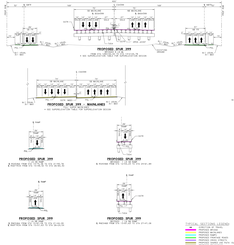
PE SEAL

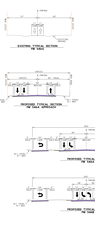
PE LICENSE NUMBER

ROLL 4 OF 12

HDR
TBPE Registration No. F-754
2435 Tennyson Street, Suite 100
Denver, Colorado 80211
303.914.1500




GEOMETRIC CURVE DATA

| | | |

Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC

MOHAMED E. BUH, P.E.
DALLAS DISTRICT ENGINEER

SPUR 399

CSJ: 2364-00-001, 0197-05-006 & 0197-10-002
FROM: US 75
TO: SH 289
FUNCTIONAL CLASS: URBAN FREWAY
PURPLE ALTERNATIVE LENGTH: 5.2 MILES
ORANGE ALTERNATIVE LENGTH: 5.0 MILES

DESIGN SPEEDS

| | | |
|---|---|---|
| MAINLANE (HORIZONTAL) | | 70 MPH |
| RAMPS & CROSSROADS (HORIZONTAL) | | 50 MPH |
| RAMPS & CROSSROADS (VERTICAL) | | 50 MPH |
| PROPOSED SPUR 399 (HORIZONTAL) | | 70 MPH |
| PROPOSED SPUR 399 (VERTICAL) | | 70 MPH |

SEE SPUR 399 PURPLE ALTERNATIVE SCHEMATIC FOR ALL OTHER DESIGN INFORMATION

SEE SPUR 399 ORANGE ALTERNATIVE SCHEMATIC FOR ALL OTHER DESIGN INFORMATION



SCALE: HORIZONTAL 1"=100'
SCALE: VERTICAL 1"=10'

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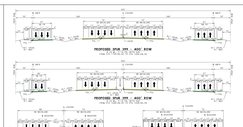
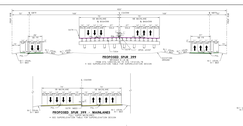
OCTOBER 2021

PRELIMINARY
FOR REVIEW
FOR PUBLIC INFORMATION
FOR FEDERAL COORDINATION
FOR STATE COORDINATION
PE (DESIGN) COMPLETED
ROW
PE (ENVIRONMENTAL) COMPLETED

ROLL 5 OF 12

HDR
Texas Registered No. F-754
2435 Tennyson Street, Suite 100
Denver, Colorado 80211
303.860.1600



GEOMETRIC CURVE DATA

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CURVE | DELTA | DEGREE | RADIUS | TANGENT | LENGTH | SSD | MSD | SUPER | PI STATION | PC STATION | PT STATION |
| C1 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C2 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C3 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C4 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C5 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C6 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C7 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C8 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C9 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C10 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C11 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C12 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C13 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C14 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C15 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C16 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C17 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C18 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C19 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C20 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C21 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C22 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C23 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C24 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C25 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C26 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C27 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C28 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C29 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C30 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C31 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C32 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C33 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C34 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C35 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C36 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C37 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C38 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C39 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C40 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C41 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C42 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C43 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C44 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C45 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C46 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C47 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C48 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C49 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C50 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C51 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C52 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C53 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C54 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C55 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C56 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C57 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C58 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C59 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C60 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C61 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C62 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C63 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C64 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C65 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C66 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C67 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C68 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C69 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C70 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C71 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C72 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C73 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C74 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C75 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C76 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C77 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C78 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C79 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C80 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C81 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C82 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C83 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C84 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C85 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C86 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C87 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C88 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C89 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C90 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C91 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C92 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C93 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C94 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C95 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C96 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C97 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C98 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C99 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |
| C100 | 0°00'00" | 0°00'00" | ∞ | 0.00 | 0.00 | 0 | 0 | 0.0% | 0+00.00 | 0+00.00 | 0+00.00 |

PROPERTY OWNER DATA

| | |
|---|---|
| PARCEL NUMBER | OWNER |
| 1 | [illegible] |
| 2 | [illegible] |
| 3 | [illegible] |
| 4 | [illegible] |
| 5 | [illegible] |
| 6 | [illegible] |
| 7 | [illegible] |
| 8 | [illegible] |
| 9 | [illegible] |
| 10 | [illegible] |
| 11 | [illegible] |
| 12 | [illegible] |
| 13 | [illegible] |
| 14 | [illegible] |
| 15 | [illegible] |
| 16 | [illegible] |
| 17 | [illegible] |
| 18 | [illegible] |
| 19 | [illegible] |
| 20 | [illegible] |
| 21 | [illegible] |
| 22 | [illegible] |
| 23 | [illegible] |
| 24 | [illegible] |
| 25 | [illegible] |
| 26 | [illegible] |
| 27 | [illegible] |
| 28 | [illegible] |
| 29 | [illegible] |
| 30 | [illegible] |
| 31 | [illegible] |
| 32 | [illegible] |
| 33 | [illegible] |
| 34 | [illegible] |
| 35 | [illegible] |
| 36 | [illegible] |
| 37 | [illegible] |
| 38 | [illegible] |
| 39 | [illegible] |
| 40 | [illegible] |
| 41 | [illegible] |
| 42 | [illegible] |
| 43 | [illegible] |
| 44 | [illegible] |
| 45 | [illegible] |
| 46 | [illegible] |
| 47 | [illegible] |
| 48 | [illegible] |
| 49 | [illegible] |
| 50 | [illegible] |
| 51 | [illegible] |
| 52 | [illegible] |
| 53 | [illegible] |
| 54 | [illegible] |
| 55 | [illegible] |
| 56 | [illegible] |
| 57 | [illegible] |
| 58 | [illegible] |
| 59 | [illegible] |
| 60 | [illegible] |
| 61 | [illegible] |
| 62 | [illegible] |
| 63 | [illegible] |
| 64 | [illegible] |
| 65 | [illegible] |
| 66 | [illegible] |
| 67 | [illegible] |
| 68 | [illegible] |
| 69 | [illegible] |
| 70 | [illegible] |
| 71 | [illegible] |
| 72 | [illegible] |
| 73 | [illegible] |
| 74 | [illegible] |
| 75 | [illegible] |
| 76 | [illegible] |
| 77 | [illegible] |
| 78 | [illegible] |
| 79 | [illegible] |
| 80 | [illegible] |
| 81 | [illegible] |
| 82 | [illegible] |
| 83 | [illegible] |
| 84 | [illegible] |
| 85 | [illegible] |
| 86 | [illegible] |
| 87 | [illegible] |
| 88 | [illegible] |
| 89 | [illegible] |
| 90 | [illegible] |
| 91 | [illegible] |
| 92 | [illegible] |
| 93 | [illegible] |
| 94 | [illegible] |
| 95 | [illegible] |
| 96 | [illegible] |
| 97 | [illegible] |
| 98 | [illegible] |
| 99 | [illegible] |
| 100 | [illegible] |

TRAFFIC LEGEND
TRAFFIC FLOW
TRAFFIC FLOW
TRAFFIC FLOW

Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC

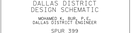
MOHAMED E. BUH, P.E.
DALLAS DISTRICT ENGINEER

# SPUR 399

CSJ: 0364-00-001, 0047-00-006 & 0047-13-002
FROM: US 75
TO: SH 78
FUNCTIONAL CLASS: URBAN FREEWAY
PURPLE ALTERNATIVE LENGTH: 5.0 MILES
ORANGE ALTERNATIVE LENGTH: 5.0 MILES

DESIGN SPEEDS

| | | |
|---|---|---|
| MAINLANE HORIZONTAL: | | 70 MPH |
| MAINLANE VERTICAL: | | 70 MPH |
| CROSS ROADS HORIZONTAL (ARTERIAL): | | 50 MPH |
| CROSS ROADS VERTICAL (ARTERIAL): | | 50 MPH |
| CROSS ROADS HORIZONTAL (FRONTAGE ROAD): | | 40 MPH |
| CROSS ROADS VERTICAL (FRONTAGE ROAD): | | 40 MPH |



SCALE: HORIZONTAL 1"=100'
SCALE: VERTICAL 1"=10'

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OCTOBER 2021

RECOMMENDED FOR PUBLIC COMMENT

DALLAS DISTRICT ENGINEER
MOHAMED E. BUH, P.E.

RECOMMENDED FOR PUBLIC COMMENT

ROLL 6 OF 12

HDR
TBPE Registration No. F-754
2435 Tech Forest Blvd, Suite 100
Houston, Texas 77084
281.894.5400

PROPOSED SPUR 399

PROPOSED SPUR 399

PROPOSED SPUR 399 - ASIC BEW

PROPOSED SPUR 399 - ASIC BEW

PROPOSED SPUR 399 - LAKE BEW

TYPICAL LEGEND
PROPOSED SPUR 399
PROPOSED SPUR 399 - ASIC BEW
PROPOSED SPUR 399 - LAKE BEW
PROPOSED SPUR 399 - ASIC BEW
PROPOSED SPUR 399

Typical Section

## GEOMETRIC CURVE DATA

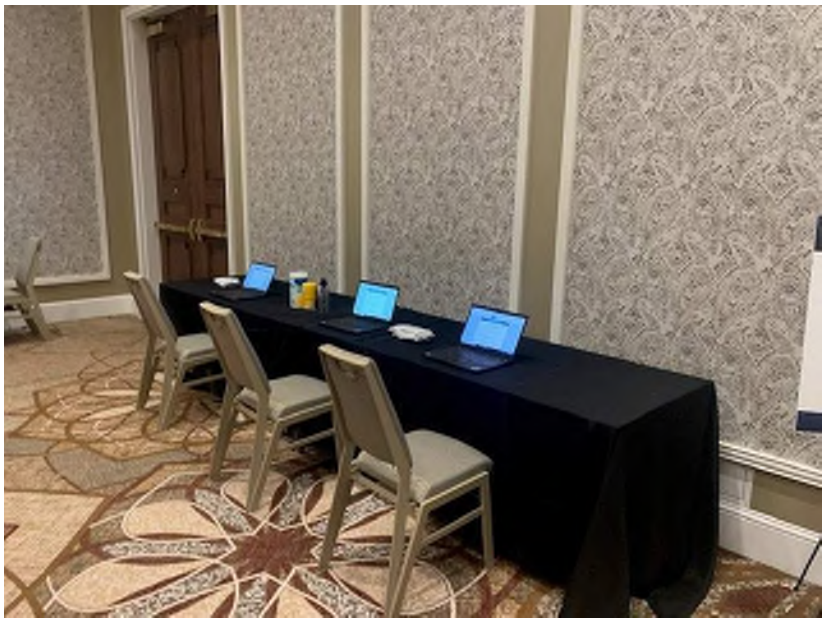
| | | |

# E10 Public Meeting Photos

## Schematic Roll Plots

## Schematic Roll Plots

## Comment Station



## Comment Station

## Schematic Roll Plots

## Registration

## Exhibits Boards

## Exhibits Boards

## Presentation Video