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# TEXAS DEPARTMENT OF TRANSPORTATION

# **ALTERNATIVES ANALYSIS MATRIX**

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### **SPUR 399 EXTENSION -** US 75 TO US 380

ORANGE **NO-BUILD PURPLE SCREENING/EVALUATION KEY METRIC CATEGORY ALTERNATIVE ALTERNATIVE ALTERNATIVE TAKEAWAYS** East of the airport West of the airport Changes in land use are unlikely as most of the study area is developed Changes in land use north of FM or planned for development. 546 and east of the Airport are Proposed ROW would likely require likely in response to access that land be acquired from areas provided by the freeway. under active development (based on Undeveloped, open agricultural data from McKinney's Planning and Limited economic growth and By providing new access to parcels, the Orange Alternative would provide a greater Land Use and Economic lands, and scattered residential Zoning Commission), including land development potential would increase in economic development potential than the Purple Alternative. **Development Potential** tracts would likely be attractive to owned by Encore Wire (under continue to occur without More details are available in the DEIS document. developers desiring freeway access construction to accommodate construction of a freeway. and proximity to the Airport and facility expansion), and would other commercial and industrial reduce parcel values and the uses. Development would be associated property tax generated Effects limited within the East Fork Trinity due to the reduction in the River Floodplain. remaining acreage/parcels available for development nity The EJ communities west of Airport Drive No direct impacts **Disproportionate impacts to** experience cut-through traffic by drivers seeking Low-Income and a faster route from US 380 to destinations south No direct impacts Has the potential to result in indirect effects to **Minority/Environmental Justice** of McKinney and to avoid congestion and traffic minority neighborhoods with the potential to be (EJ) Communities incidents along SH 5 and US 75. considered as historic districts. 2 community facility impacts 1 community facility impact N • requires right-of-way (ROW) • requires ROW from Fairview Soccer Park No ROW would be acquired from community **Community Facilities Affected or** from the Trinity River Greenway • requires ROW and creates an aerial Separated from Neighborhoods facilities. • requires ROW and creates an aerial crossing of the Wilson Creek Greenbelt crossing of the Wilson Creek Greenbelt Wilson Creek Greenbelt - *de minimus* 4(f)/Ch. 26 Wilson Creek Greenbelt - *de minimus* 4(f)/Ch. 26 Adjacent to and east of SH 5 Adjacent to and east of SH 5 No ROW would be acquired from Section 4(f), Protected Lands/Parks (Section 4(f), Trinity River Greenway - *de minimus* 4(f) City of McKinney Future Parkland - exempt with Section 6(f), or Ch. 26 protected lands. Section 6(f), Chapter 26 properties) East of Airport Drive and south of US 380, just transportation easement north of NTMWD lift station, contiguous with the South of and adjacent to US 380, north of the East Fork Trinity River. Greenbelt. Historic resources surveys, including results of the intensive survey of the Enloe Farm, indicate no NRHP-eligible historic properties would be affected by either Build Alternative. Results of archeological shovel tests conducted on properties where rights-of-entry were granted, including the Enloe Farm, indicate no No affected NRHP-eligible historic resources or No affected NRHP-eligible historic resources or **Historic and** Number of historic resources eligible for the National Register archeological sites would be affected. Trenching within areas having moderate- to cemeteries affected. No shallow archeological cemeteries affected. No shallow archeological Archeological Resources N/A of Historic Places (NRHP) affected by the alternative high-probability for deeply buried sites (e.g., floodplains and stream terraces) where site affected. site affected. deep soil impacts are proposed to occur (e.g., bridge pier locations) will be conducted for the Orange Preferred Alternative when rights-of-entry can be obtained after ROW is acquired by TxDOT.

**EXEMPLARY: Highly Meets Criteria** 



GOOD: **Mostly Meets Criteria** 



**ADEQUATE OR NEUTRAL:** No Change







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