

Spur 399 Extension EIS Methodology and Level of Detail for Analyzing Alternatives - Purpose & Need, Engineering, and Public Input



Screening/Evaluation Category		No Build Alternative	Purple Alternative	Orange Alternative
P&N	Improve Mobility and Connectivity - SW to NE	How well does the alternative satisfy the identified need?		
	Provide Capacity to Support Regional Growth			
Engineering	Total Alternative Length Along Centerline	miles		
	Major Utility Conflicts	number and length (feet) of crossings by utility type (large pipelines, major overhead electrical utilities, etc.)		
	Estimated Construction Cost (installed facility, ROW, utility relocations, etc.)	millions of dollars		
	Estimated Construction Cost per Mile (installed facility)	millions of dollars		
	Total Bridge Length	miles		
	Number of New Grade-Separated Interchanges	number		
	Airport Access and ROW	location/geometric changes in access, ROW required for roadway improvements		
	Airspace Considerations	acceptable roadway structure, sign, lighting heights that do not penetrate navigable airspace		
	Amount of New ROW Required	acres		
Public Input	Input/Comments/Feedback/Acceptance	level of support, general sentiment, specific concerns		

Matrix to be used to compare alternatives in the Draft EIS. Additional categories and level of detail may be added as the study progresses.

Spur 399 Extension EIS Methodology and Level of Detail for Analyzing Alternatives - Environmental Resources



Screening/Evaluation Category	No Build Alternative	Purple Alternative	Orange Alternative
Residential Displacements	number within project footprint, identify if minority/low-income		
Business Displacements	number within project footprint, identify if minority-owned		
Land Use	acres within footprint by land use category, effects on developable land, creation of uneconomical remnants, conformance with published plans, etc.		
Farmland Impacts	acres of prime and statewide important farmland within footprint potentially converted to non-agricultural use		
Farmland Impacts (separation of farmland from homestead)	number and location of properties, type of separation (main facility, supporting roadway network improvements)		
Community Demographics and Services (EJ, LEP, Title VI)	minority, low-income, disabled, elderly populations within footprint, type and magnitude of effects - displacements (see above), community cohesion, accessibility to community facilities (see below), bicycle/pedestrian issues, emergency services access/travel time		
Community Facilities (schools, places of worship, libraries, etc.)	number, type, ownership, population served		
Visual/Aesthetic Impacts	changes in visual character, sight lines (grade separations), signage, lighting; effects on important views/viewsheds in the project area		
Archeological Sites and Cemeteries	number and proximity of properties to the footprint (cemeteries, recorded sites, high probability areas)		
Historic Properties	number and proximity of properties to the footprint (NRHP-listed and NRHP-eligible properties)		
Protected Lands (Section 4(f), Section 6(f), Chapter 26 properties)	number, ownership, funding, public accessibility, acres within footprint		
Waters of the US - Wetlands	acres within footprint by type (emergent, scrub-shrub, forested) and jurisdictional status		
Waters of the US - Streams and Rivers	number of crossings and linear feet within footprint by type (ephemeral, intermittent, perennial) and jurisdictional status		
Section 303(d) Waters	proximity of impaired assessment unit (within 5 linear miles of water, watershed, or drains to)		
Floodplains (100-year) and Floodways	acres of each within footprint, longitudinal or perpendicular crossing		
Impacts to Vegetation/Habitat	acres within footprint by type (riparian forest, upland forest, meadow/pasture/old field, etc.) by EMST classification/field verification		
Impacts to Wildlife	species and habitat affected, habitat fragmentation, movement corridors		
Threatened, Endangered, or Candidate Species	species, Federal/State status, potential effects		
State Species of Greatest Conservation Need (SGCN)	species, potential impacts		
Air Quality	do anticipated emissions from future predicted traffic volumes necessitate the need for a conformity analysis, CO analysis, MSAT, or CMP?		
Hazardous Materials	number of potential regulated materials sites and level of risk (low, moderate, high) and proximity to footprint		
Traffic Noise	location and number of sensitive noise receivers that experience an increase in traffic noise levels that approach or exceed the FHWA NAC or that will substantially exceed existing noise levels		
Induced Growth	location and number of parcels within a defined area of influence (AOI) that may be subject to development/redevelopment induced by the proposed project		
Reasonably Foreseeable/Cumulative Effects	reasonably foreseeable effects of this project in combination with other related actions within the project area		

Matrix to be used to compare alternatives in the Draft EIS. Additional categories and level of detail may be added as the study progresses.