

Revised
PUBLIC MEETING #3 SUMMARY

Collin County Outer Loop Study
US 75 to Rockwall County

August 18, 2005
McClendon Elementary School
601 FM 1138 N
Nevada, Texas 75173

Prepared for:
Collin County



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1. Setting

A third Public Meeting/Open House was held for the Collin County Outer Loop Study project (East of U.S. 75) on Thursday, August 18, 2005. Due to the anticipated population growth in Collin County, future transportation corridors, including the Collin County Outer Loop, are currently being planned. Collin County officials have approved a study to develop and evaluate potential corridor and alignment alternatives for the Collin County Outer Loop east of U.S. 75. The future Collin County Outer Loop Study's boundaries are from U.S. 75 east, then south, around Lake Lavon, to the Rockwall County line. This project ties into the section of the proposed Collin County Outer Loop, west of U.S. 75, which has been under study for a few years.

The third Public Meeting/Open House was held at McClendon Elementary School, 601 FM 1138 N, Nevada, Texas, in the school's cafeteria. The "open house" began at 6:30 P.M. followed by a technical presentation at 7:00 P.M.

Postcards announcing the public meeting were mailed to individuals who had asked to be added to the project mailing list or who attended the first two Public Meetings held in February and May 2005.

A letter of invitation, signed by Mr. Ruben Delgado, Collin County Director of Engineering, was sent to elected/public officials.

A display advertisement was prepared in both English and Spanish by HNTB Corporation. The Collin County Public Information Office placed the advertisements in the following publications: *Dallas Morning News*-Collin County edition (Aug. 14 and 15), *Al Dia* (Aug. 13 and 15), *The Farmersville Times* (Aug. 18), *The Wylie News* (Aug. 17) and *The Princeton Herald*, *The Sachse News*, and *The Murphy Monitor* (Aug. 18).

In addition, a press release announcing the Public Meeting was prepared and distributed to area news media organizations.

The objective of this meeting was to provide information about the second phase of the Collin County Outer Loop Study from U.S. 75 east then south around Lake Lavon to the Rockwall County line, and to allow citizens the opportunity to provide input into the proposed corridor and alignment alternatives.



2. Attendance

A sign-in table was located at the meeting entrance for people to register and obtain handouts. They were encouraged to provide their input by completing the comment form and questionnaire.

The first attendee arrived at 6:00 p.m. 172 local citizens and four elected/public officials attended and signed in. The following Collin County and consulting firm representatives also attended:

<u>Name</u>	<u>Agency/Firm</u>
Hon. Joe Jaynes	Collin County Commissioner
Ruben Delgado	Director of Engineering, Collin County
Angie Stoddard	HNTB Corporation
Ben Biller	HNTB Corporation
Rusty Ozmer	HNTB Corporation
Scott English	HNTB Corporation
Janeen Smith	HNTB Corporation
Sam Lopez	HNTB Corporation

Elected/public officials who were identified at the meeting are:

Hon. Christy Schell	Mayor	Nevada, TX
Hon. David Hill	Mayor	Fate, TX
Gerry Boren	City Manager	Fate, TX
Bud Nauyokas	Supt., Community ISD	Nevada, TX

Attendees had the option of returning comment forms and questionnaires the evening of the meeting or taking the forms home to complete and return. Fourteen (14) comment forms and eighteen (18) questionnaires were handed in the night of the meeting.

Three (3) additional comment forms were provided to HNTB Corporation in December 2005. As a result, this “Revised” Public Meeting Summary has been prepared.



3. Meeting Details

3.1 4:15-6:00 PM – Meeting Set-up

Members of HNTB arrived at the meeting location to set up for the meeting. The first meeting attendee arrived at 6:00 P.M.

3.2 6:30-7:00 PM – Exhibit Viewing

A registration table was set-up just inside the doorway entrance to the cafeteria. As meeting attendees entered the room, they were given handouts and encouraged to sign-in. The documents included: a Public Meeting agenda, a copy of the PowerPoint presentation, a comment form, a questionnaire and a project newsletter. The newsletter was printed in English and Spanish.

Once signed-in, meeting attendees could then view the display exhibits for the Collin County Outer Loop Study. Exhibits consisted of a project study area map, an environmental constraints map, a Study Timetable, a Public Involvement Process exhibit board, a Contact Information exhibit board, U.S. 75 to S.H. 121 alternative alignments map, S.H. 121 to U.S. 380 alternative alignments and corridors map, and U.S. 380 to Rockwall County alternative alignment and corridors map. Two sets of maps were displayed for meeting attendees to view and draw additional alignments/corridors or write comments. Representatives from Collin County and HNTB Corporation answered questions and assisted the public with interpretation of the exhibits.

3.3 7:00-8:00 PM – Presentation

Collin County Commissioner Joe Jaynes began the meeting by explaining that this project started two years ago in the northwest quadrant of the county. Collin County is one of the fastest growing counties in Texas and one of the fastest growing counties in the United States. The purpose of the Collin County Outer Loop Study is to prepare for the anticipated growth. In 2004, 48 new cars were added to the streets each day. Although people living within the study area do not want to experience the congestion which exists in Dallas, Richardson, or Plano, growth is coming this way.

Commissioner Jaynes added that along the SH 121 Corridor in Melissa they expect to have 6,000 homes built between 2009-2010, which correlates to approximately 12,000 people. The project will plan ahead 20 to 30 years in the future to accommodate a 6-lane highway with 500 feet of ROW. “We will be working with the cities to develop a corridor, and we’re also looking into having the developers donate much of the land.”



Commissioner Jaynes introduced Angie Stoddard, HNTB Corporation, to present the technical overview, indicating her presentation would be followed by a period of questions and comments. He emphasized the significance of public participation in the process.

Angie Stoddard presented the project's objective which is to identify a corridor to accommodate the long-range transportation needs of the region. The study process, which includes public involvement, data collection, developing/evaluating alternative corridors, developing/evaluating alternative alignments, and preparing the final report, was presented. Each of the corridors and alignments will be evaluated based on the criteria of enhanced mobility/safety, engineering feasibility, cost effectiveness, and minimal environmental impacts. This project is scheduled for one year. It began in the Fall 2004 with data collection and is scheduled to be finished in the Fall 2005 with the completion of a final report. Ms. Stoddard presented the analysis to data on the three sections of the corridor: Rockwall County to U.S. 380, U.S. 380 to S.H. 121, and S.H. 121 to U.S. 75.

Two corridors (east of Nevada and west of Nevada) were identified for the section between Rockwall County and U.S. 380. Preliminary analysis has determined that there are more constraints in the corridor west of Nevada (including subdivisions and creeks), than east of Nevada; therefore, the study team has begun to focus their detailed alignment analysis on the corridor east of Nevada. The public involvement criteria for the Rockwall County to U.S. 380 section will be completed after incorporating comments from the meeting tonight.

Three alternative corridors have been developed for the section between U.S. 380 and S.H. 121: North of Blue Ridge, South of Blue Ridge, and North of Lake Lavon. Preliminary analysis has determined that there are more constraints (creeks and wetlands) which would increase cost and natural resource impacts in the corridor north of Lake Lavon. Therefore, the study team has begun to focus their detailed alignment analysis on the corridors north of Blue Ridge and South of Blue Ridge. The public involvement criteria for the U.S. 380 to S.H. 121 section will be completed after incorporating comments from the meeting tonight.

The analysis of the S.H. 121 to U.S. 75 section has been expedited due to the aggressive population growth in that section. Due to the development between S.H. 121 and U.S. 75, only one corridor was available, and alternative alignments were developed with this corridor. Three alternative alignments were developed between S.H. 121 and U.S. 75: CR 366/North of TxU Line, CR 366/along TxU Line, and CR 364. Preliminary analysis of the S.H. 121 to U.S. 75 alignments, along with comments received at the first Public Meeting, has determined that the CR 366/along TxU Line alignment is the technically preferred alignment, pending further study.

Information regarding public involvement was provided. Attendees were invited to view the preliminary alternative alignments map and draw alternative alignments and write comments.

Commissioner Jaynes then opened the meeting for public comments and questions.



3.4 Summary of Written Comments

Fourteen (14) written comment forms were submitted at the public meeting.

NOTE: One comment form included a name and address, but no comments.

Eighteen (18) completed questionnaires were turned in the night of the public meeting.

IMPORTANT NOTE: Three (3) additional comment forms and one (1) questionnaire were provided to HNTB Corporation in December 2005. As a result, this “Revised” Public Meeting Summary has been prepared. Those additional comments are below as items #14, 15, and 16.

1. I don't want any more traffic diverted to FM 547. Why not put the burden on Hunt County, where there isn't as much of an impact on people and homes?
2. This plan has been secretly going on for two years--no one was notified. Notified-certified, registered letter. The County let people buy homes, make improvements; realtors sell properties without saying a word. Now someone decides the area should grow. I feel grow someplace else. I moved to the country to be in the country—not live nightmare of people like Plano, Frisco, or Arlington. Shame on people we put in charge, but are not capable.
3. I fail to see the need of an outer loop around DAL/FTW. If you are hell bent on having one then it needs to be farther out. Let Hunt County provide it. There is less property out there. You are messing with the heaviest population in this area; you need to look further east. I for one like the country living and don't want an expressway or outer loop. Let Hunt County take it south.
4. I would like to be notified of these meetings via mail.
5. I would like to see the county go beyond what is legally required of them, and notify by mail each and every property owner of all upcoming public meetings. If it weren't for neighbor Maddux we would have no knowledge whatsoever of this study. I understand that everyone on your sign in sheet will be notified by mail however those many (and I expect there are hundreds) of property owners who have not attended any previous meeting will have no notice. Step up to the plate and give all those effected a voice.
6. 1. We do not want this at all.



2. We do not want to lose our home, our farm, our business, or to be rolled over with cement. If you look at the east of Nevada corridor, you will see that the purple route takes us “out”. Our family has built this farm through our blood, sweat and tears. We moved to Farmersville to be in the country. We don’t want the city to come to us. We are building this farm/business not with short term goals in mind; we are planning for the future of our family.
3. Find another route please, not the purple route that takes our farm.
7. Joe: You did a good job fielding the questions- I was praying for you throughout the meeting. You were in a tough spot and you handled yourself very professionally.
8. My land on CR502 has significant historical importance as discussed with Ms. Angela Stoddard tonight. It is one of the alignment alternatives.
9. From S.H. 121 to U.S. 380 – stay away from Frances Airhart, Robert Airhart, Dixon Ann Glaze, Charlie Airhart, Quayn Sally Parker, Albert Fueller. I requested last time for the map to be updated to the three property owners. It is not updated. Go to the East Corridor. Wallis, Charlie Airhart, and Frances Airhart are Heritage Family Farms. All of this is destroying communities!
10. My family does not want the outer loop across or near our property- 236 acres of agricultural land. We depend on the agriculture/cattle business for our livelihood. Choose the routes North or South of Blue Ridge. The right of way north of Blue Ridge has less homes and population.
11. My mother is Mrs. Wallis H. Airhart. Her land has three historical sites listed as TARDL numbers with the Texas Historical Commission. Her land is in a corridor on the far south of Blue Ridge above Lavon. Her land is also an official Texas Agriculture Agency Heritage Farm.
12. Farm is a historical sight given by the State.
13. If this plan is going to move forward please make a decision soon so all involved can move on with our lives.
14. Since the State has plans to make Highway 78 six lanes (even though they don’t have funding), it seems it would only make good sense for the loop to be farther east in the county.
15. Let me first apologize for some of the people that ranted and raved in a rude manner throughout the meeting. Thank goodness, they were not from Nevada. Joe Jaynes & Angela Stoddard are well qualified persons for this presentation. Go U.S. 75 South of Anna, Go North of Blue Ridge on east of 78, head south to (North Side) Farmersville,



go East of Farmersville to 602, down to 380. Connect at FM 547. Here you got a problem. No road from here to 1138. This part is east of Community schools and City of Nevada. Cross country bearing west to connect 1138 south at county line. Finish 1138 south 1 mile to 66. This is going to bring a lot of noise pollution. Keep it quiet please, as I'm an old feller and by the time this happens, I'll be at rest in the Nevada cemetery! Good luck folks.

16. Mr. Carl Glaze attached a letter to his comment form. A copy of that letter is attached to this "Revised" Public Meeting Summary.

The following written comments were provided on the "Alternative Corridor and Alignments" exhibits during the Open House and Public Meeting:

From U.S. 75 to S.H. 121

No comments

From S.H. 121 to U.S. 380

General Comments

- Stay east of downtown Farmersville
- Texas Agriculture Agency Heritage Farm identified near CR 1827 and Sister Grove Creek
- Move a corridor further east into Hunt County

Red Corridor

- 5 no comments (west of Farmersville)

Yellow Corridor (north of Blue Ridge)

- Loop is much needed and the corridors seem to make sense

Orange Alignment (north of Blue Ridge, top)

- 1 yes comment between SH 121 and FM 2862
- 2 yes comments between FM 2862 and SH 78
- 1 yes comment between SH 78 and Indian Creek
- 1 no comment between CR 505 and CR 508
- Move alignment further north



Intentionally Left Blank



Intentionally Left Blank



Blue Alignment (north of Blue Ridge, bottom)

- 1 yes comment between SH 78 and Indian Creek
- 1 no comment between CR 505 and CR 508
- 1 yes comment for alignment at US 380

Purple Alignment (south of Blue Ridge)

- 1 no comment near CR 504

Green Alignment (south of Blue Ridge)

- 1 no comment between CR 500 and Harrington Branch Creek
- 2 no comments between Sister Grove Creek and CR 500

Pink Alignment (south of Blue Ridge, bottom)

- 2 no comments at CR 500
- 1 no comment along FM 1827, south of FM 545

From U.S. 380 to Rockwall County

General Comments

- Keep alignment east of historic downtown Farmersville
- Alternate corridor drawn east of Yellow corridor. The new corridor splits east from the Yellow corridor with an S-curve at CR 643, then continues north along Brushby Creek towards US 380
- Move alignments further east due to densely populated areas
- Bring it on-30 years is too late

Red Corridor (west of Nevada)

- Don't split Nevada subdivision from rest of city
- Leave us alone
- Avoid this area (south of CR 566)
- What is wrong with this route?

Yellow Corridor (east of Nevada)

- Too much population-move east

Red Alignment (west of FM 547)

- 1 no comment near CR 646
- 2 no comments between FM 1778 and FM 643



- Suggested realignment to the east to join FM 547 at “S-curve” and move mobile homes north of FM 1778
- Residential areas identified along and adjacent to CR 646

Green Alignment (along FM 547)

- 3 no comments near CR 646
- Residential areas identified along and adjacent to CR 646

Purple Alignment (east of FM 547)

- Mobile homes identified immediately south of US 380 and south of Brooks Farms Estates subdivision
- 1 no comment near CR 649



3.5 Summary of Verbal Comments

The following comments/questions were expressed during the Public Meeting:

Citizen: Along Highway 78, there appears to be a lot of traffic. How do we get the expansion of Highway 78 sooner rather than later?

Highway 78 is a state highway. Therefore, any proposed improvements along S.H. 78 will be developed through a partnership with TxDOT. The entire process of developing plans and obtaining funding is not a quick process.

Citizen: Why would you consider displacing families and purchasing property? Why don't you consider a route in Hunt County?

Ideally, we would like to have the land donated. The extension of DNT (Dallas North Tollway) north of U.S. 380 is a prime example. Nearly all of the parcels for the proposed extension have been donated at this point in time. We will evaluate a corridor in Hunt County.

Citizen: What about Trans Texas Corridor?

The Trans Texas Corridor (TTC) is a separate project, unrelated to the Outer Loop. The TTC project is proposed to take a much wider ROW swath than the Outer Loop.

Citizen: Why are you going to build roads and not provide public transportation improvements?

The 500 feet Right-of-Way (ROW) swath for the Outer Loop can accommodate a commuter rail for future public transportation needs.

Citizen: When will they purchase ROW?

The date when the ROW acquisition process will begin is unknown.

Citizen: Information about the project has not been forthcoming and you are not providing enough information to affected land owners.

Advertisements for the Public Meeting have been in several major newspapers, postcards were mailed to individuals that attended previous public meetings, and the notice is on the Collin County website. Detailed information and maps for the project are also available on the Collin County website.

Citizen: Can you explain the ROW process?

In the past, the land is typically bought by developers, who will donate the majority of the land for the project.



Citizen: Will homes be taken for the project?

We have not taken a home in any of our projects, just like DNT extension north of U.S. 380.

Citizen: What about a route through Rockwall County?

Rockwall County has agreed to conduct a route study where the Outer Loop will tie into IH 30 at a minimum.

Citizen: How wide is the alignment?

The alignments shown are 500 feet in width.

Citizen: Will this become a hazardous material route?

No, the Outer Loop will not be a dedicated hazardous material route..

Citizen: Is it possible to have a corridor through Hunt County instead of Collin County?

Given the lack of funding in Hunt County, the Outer Loop is more probable in Collin County. Collin County will not pay for an Outer Loop in Rockwall County.

Citizen: What is the ROW width of a county road?

The typical county road ROW width is 60 feet, 30-feet each side of the centerline.

Citizen: What about alignments shown on the maps outside of the corridor?

The corridors are a general location where potential alignments are developed. Therefore, there are some alignments that are adjacent to and outside of the corridors.

Citizen: What about a route across Lake Lavon?

We currently have five place holders for a bridge across Lake Lavon on our thoroughfare plan. The route study for a bridge across Lake Lavon has just been initiated.

Citizen: I don't understand how ROW can be donated?

Typically, developers purchase large amounts of parcels for future commercial development. The developers will donate portions of the land set aside for roadway improvements to the City or the County. Developers will typically donate the land, because the transportation improvement will increase their property value.

Citizen: Will developers purchase residential property?

Yes.



Handouts from The Public Meeting

- 4.1 Agenda**
- 4.2 PowerPoint presentation**
- 4.3 Questionnaire**
- 4.4 Comment Form**
- 4.5 Project Newsletter**