

# PUBLIC MEETING #5 SUMMARY

## Collin County Outer Loop Study US 75 to Rockwall County

November 1, 2005  
Farmersville High School  
499 Highway 78 N  
Farmersville, Texas 75442

Prepared for:  
Collin County



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## 1. Setting

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. 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.

On Tuesday, November 1, 2005, the fifth Open House/Public Meeting for the Collin County Outer Loop Study (east of U.S. 75) was held at Farmersville High School, 499 Highway 78 N Farmersville, Texas, in the school's cafetorium. The "open house" began at 6:30 P.M. followed by a technical presentation at 7:00 P.M.

Postcards announcing this Open House/Public Meeting and an Open House/Public Meeting scheduled for October 25, 2005 in Nevada, with the same information, were mailed to individuals who had asked to be added to the project mailing list or who signed in at one of the previous Public Meetings. A letter of invitation, signed by Mr. Ruben Delgado, Collin County Director of Engineering, was sent to elected/public officials.

A display advertisement announcing this Open House/Public Meeting and the Open House/Public Meeting in Nevada 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 (October 22 and 25, 2005), *Wylie News* (October 19 and 26, 2005), *Farmersville Times* (October 20, 2005), and *Al Dia* (October 21 and 25, 2005). In addition, a press release announcing both Open House/Public Meetings 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 their 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 5:53 p.m. Eighty-one (81) local citizens and two (2) 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
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. Ron Harris	County Judge	Collin County, TX
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Attendees had the option of returning comment forms and questionnaires the evening of the meeting or taking the forms home to complete and return. Eight (8) comment forms and six (6) questionnaires were handed in the night of the meeting. Four (4) additional comment forms and two (2) questionnaires were submitted in December 2005 and have been included as part of this Summary.



### **3. Meeting Details**

#### **3.1 5:00-6:00 PM – Meeting Set-up**

HNTB arrived at the meeting location to set up for the meeting. The first meeting attendee arrived at 5:53P.M.

#### **3.2 6:30-7:00 PM – Exhibit Viewing**

A registration table was set-up just inside the doorway entrance of the cafetorium. As meeting attendees entered the room, they were given handouts and encouraged to sign-in. The documents included: an 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 displayed 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 technically preferred alignment 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 stations were set up for 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 introducing Collin County Judge Ron Harris. Commissioner Jaynes explained the two phases of the study that started two years ago. Commissioner Jaynes explained that for the first phase a series of town hall meetings were being held to discuss the three possible corridors. With the help of Celina, Prosper and the Weston, provisions were made for one corridor. Commissioner Jaynes went on to explain how 80 people a day move to Collin County, and that approximately 48 cars are added to the existing roadways. The growth is coming, says Commissioner Jaynes, and primarily we are here only to get your feed back on the second phase of the study. The George Bush Tollway started back in 1964, and today we are in our 1964!

Commissioner Jaynes introduced Angie Stoddard, HNTB Corporation, to present the technical overview. Following her presentation, there would be an opportunity for 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, develop/evaluate alternative corridors, develop/evaluate alternative alignments, and prepare the final report, was presented. Each of the corridors and alignments will be evaluated on enhanced mobility/safety, engineering feasibility, cost effectiveness, and minimal environmental impacts. This project is scheduled for one year. This project began in the Fall 2004 with data collection and is scheduled to be finished in late winter 2006 with the completion of a final report. Ms. Stoddard presented the analysis to date 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.

Three alternative corridors (North of Blue Ridge, South of Blue Ridge, and North of Lake Lavon) have been developed for the section between U.S. 380 and S.H. 121. The corridor north of Lake Lavon has significantly more natural resource impacts (creeks and floodplains) than the other two corridors. Based on comments from previous Public Meetings, the corridor north of Lake Lavon received the least public support. Therefore, preliminary alternative alignments have been developed for the corridors North of Blue Ridge and South of Blue Ridge.

The analysis of the S.H. 121 to U.S. 75 section has been expedited due to the aggressive population growth in that section. 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 northern most alignment (which ties into CR 366 and is adjacent to the TxU easement) 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.

Angie Stoddard then opened the meeting for public comments and questions.

### **3.4 Summary of Written Comments**

**Twelve (12) written comments were submitted for this public meeting. Eight (8) completed comment forms were turned in the night of the public meeting. Four (4) additional comment forms were submitted in December 2005 and have been included as part of this Summary.**



1. (Various points listed below.)
  - A. Do not put the Collin County Loop North and East of Blue Ridge.
  - B. Do not put the C.C. Loop South or South East of FM 545
  - C. Do not put the C.C. Loop West of S.H. 78
  - D. Valdasta is the historic community in this area and must not be divided. Multiple state recognized historic and archeological sites exist here. State Historical Comm. Designated Cemetery Stony Point, County Historical Marker Stony Point and Brinlee Cemetery, TX Ag. Agency Wallis Heritage Farm, TX Ag. Agency Airhart Heritage Farm, 3 Texas Archeological Research Sites. Natural Springs with archeological sites. Multiple springs exist here. Documented rare habitats exist here. Documented rare and endangered wildlife that could not exist with this type road.
  - E. Do not put the C.C. Loop on the green, orange, or orange/pink alignments South of Blue Ridge.
2. Just get this thing built already! I'd rather get "displaced" by developers than continue to drive on these horribly congested roads!!!
3. Agree to notify property owners when decision is made. Choose the route that impacts the least amount of property owners and the least percent of property effect per owner.  
OH, DON'T PICK MY ROAD, TAKE MY NEIGHBORS!!!!
4. Between TXU Electric, State of Texas and Collin County all my property has been subject to Imminent Domain. Collin County issued permits over the last 2 years allowing me to build a 50 x 80 shop and a home. Both in the middle of the outer loop right of way, without any warning. They were going to take them. I hold Collin County liable for all damages I am to suffer.
5. Based on your growth projections and the existing roads, the alignments that run farthest East and North (outside Blue Ridge) should be preferred. Population densities are lower. Alternate routes are scarcer. Fewer creeks and wetlands per mile would be encountered. The service life would be longer (more area within a given distance of the road) deferring the need for the next loop. Those alignments would lessen the adverse impact on the lake. The alignments inside Blue Ridge reflect not only greater population density, but also higher density of constraints; such as cemeteries, churches, and schools. If Rockwall County fails to act in a timely manner a more Easterly alignment allows the consideration of tying into I 30 in Hunt County east of Royce City. Chase the Trans Texas Corridor out of Collin County – do not cooperate with that debacle.
6. The area for the outer loop in the corridor on/near CR 500 the land is used today for farming. George B. Jackie Airhart & Francis Covington Farm, Wallis Airhart, Charles Tom Airhart, are registered in the State Heritage Farm Registry. To impact the community with an alignment corridor study will:



1. Negative Social Impact
2. Destroy/damage family relationships
3. Divide communities/ neighbors more (TXU)
4. Noise pollution
5. Damage wetlands
6. Trees with large (illegible) span.
7. Negative visual impacts

The Corridor alignment study will impact historic/archeological sites.

7. Is this outer loop really needed? What is the impact to traffic if existing roads are improved /maintained? Any alignment study in the Valdasta community is not desired by many! This community was damaged with a consulting/engineer-PBS&J w/a environmental study that was a SHAM!! The impact to me, husband, family, neighbors was personal & financial. One group we spent over \$100-250K on attorney fees. David Gross, from Austin, TX. The land of agricultural/ ranch has been in many of our families for over 100 years. We have memories that do not have a price. One study alignment goes thru a parcel owned by myself, and two brothers, Robert Airhart & Mike Airhart. It is a vista we do not want destroyed, with any ROW!!
8. At the first Nevada meeting you told me that you had instructed the engineers to look close to the county line. I don't see any proof of that. Looks to me like the commission has made up their minds rather than looking at the (illegible) and disregarding what the people want. Don't need a loop. Don't need it in the east side of the county. What is wrong with straight roads that go from point A to point B instead of loops?
9. I just wanted to take this opportunity to thank you for proceeding with the planning required for this project. The project will provide valuable relief from the congestion; I know is coming to East Collin County. We have been buffered from growth for so long due to the lakes, this is changing rapidly. I just wish my fellow East Collin County citizens understood this. Use me as a proponent of this project if need be. Thanks again for your foresight.
10. Please don't put the loop down FM 547. I live on that road, as do a great many people, and we don't want to lose our land or our homes. Put it as Far East of 547 as possible. There are fewer property owners back there and fewer people would lose their homes.
11. I attended the Collin County Outer Loop Study in Farmersville. I will also be at any in the future if I would ever get a notice that you were having any. I found out about this through my neighbor who was contacted. In my opinion if you need a loop, then why not make it a loop? I think the Northern most, (the line North of Blue Ridge) route is the most feasible, and it makes the most sense. I can not understand why you would want to cut through and have turns through an already frustrated area.



12. My land has been victim to feed lot, landfill and power lines. Now you want to put a race strip thru it. If you want to make a loop, make a loop up North (Green Zone) or even more North.

**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**

**General Comments**

- 2 no comments on orange alignment (perpendicular to S.H. 121) at SH 121
- Suggested alternative alignment drawn in from CR 418 to SH 121 on south side of Creekside Estates
- House identified immediately south of SH 121

**FROM S.H. 121 to U.S. 380**

**General Comments**

FM 2194 identified northeast of Farmersville

**North of Blue Ridge**

Teal Alignment (north of Blue Ridge, top)

- This is a good route.
- Lower densities (of homes) between Pot Rack Creek and Bear Creek, rather than South and East
- 1 no comment just East of SH 78

Maroon Alignment (north of Blue Ridge, middle)

- Old Richard Cemetery identified near FM 981

Blue Alignment (north of Blue Ridge, bottom)

- American Broadcasting radio tower under construction west of SH 78
- 1 no comment between FM 2194 and CR 658

**South of Blue Ridge**

Purple Alignment (south of Blue Ridge, top)

- 1 no comment near CR 504 – already have powerline

Peach Alignment (south of Blue Ridge, middle)

- 2 no comments from SH 121 to CR 475

Green Alignment (south of Blue Ridge, middle)



- 2 no comments to not divide Valdasta Communities between FM 545 and CR 502
- Diagonal roads are more disruptive to land owners north of CR 502

#### Pink Alignment (south of Blue Ridge, bottom)

- 6 no comments at CR 500
- 2 no comments along FM 1827, south of FM 545 (too close to Cemetery which is designated as Historic)
- 2 no comments (stay away from feed lot at the Stoney Point Agricorp Incorporated parcel)
- 4 no comments east of FM 1827, adjacent to Sister Grove Creek
- If Francis Airhart parcel is impacted then move alignment to the parcel boundary – Prefer not to go here.
- Robert Airhart parcel changed to Robert Airhart Estates.

### **FROM U.S. 380 to ROCKWALL COUNTY**

#### **General Comments**

- Move alignments further east into Hunt County, due to population densities
- Alternative alignment drawn in along Collin and Hunt County line

#### Light Blue Alignment (North of CR 549)

- No comments

#### Red Alignment (west of FM 547)

- 4 no comments along FM 547
- Two yes comments on alternative alignment drawn to the east from CR 643 to CR 596 as an “S-curve” to create separation from Tower Estates and Hillside Estates subdivisions

#### Green Alignment (south of CR 590)

- 1 yes comment for alignment

#### Blue Alignment (south of FM 1778)

- No comments

#### Gold Alignment (south of FM 6)

- No comments

#### Purple Alignment (east of FM 547)

- 7 yes comments between US 380 and north of CR 596
- Suggested alternative alignment drawn in diverging east, north of CR 649, into Hunt County



- Suggested alternative alignment drawn in south of CR 590 diverging southeast with a “S-curve” into Rockwall County with note “shorter”

### 3.5 Summary of Verbal Comments

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

*Citizen: The current alignment shown in Section 2 at US 380 runs through my property. Currently, US 380 is being widened and the State has taken some of my property. Also, TxU took some of my property to construct power lines. The alignments shown are preliminary and we will make the necessary adjustments to minimize impacts. Also, the intent of the County is to not displace any homeowners.*

*Citizen: Is the ultimate plan of the project to continue into Rockwall County and tie into IH 30? I have heard on the news that the section from US 75 to SH 121 will be built by 2010, is this correct?*  
Yes, the ultimate plan for the Outer Loop is to continue into Rockwall County and tie into IH 30. The earliest time the section from US 75 to SH 121 could be placed on a bond election is 2007, which may result in the construction of a 2-lane road in 2011.

*Citizen: What about shifting the project east into Hunt County?*  
Currently, Hunt County does not have the funding to initiate an Outer Loop Study.

*Citizen: When will we see corridors in Rockwall County?*  
Rockwall County has just commissioned an engineering consultant to complete their portion of the Outer Loop Study. Collin County will coordinate with Rockwall County in regard to the preferred tie in location across the county line.

*Citizen: What is the difference between cultural and natural resources?*  
Cultural resources include features such as historic structures, cemeteries, and archaeological sites. Natural resources include features such as wetlands, waters, and native plant species.

*Citizen: Where can I get a copy of the corridor evaluation?*  
The corridor evaluation can be found on the meeting handouts and on the Collin County website.



*Citizen: Where is the Trans Texas Corridor (TTC) located?*

The exact location of the TTC is yet to be determined. However, preliminary locations show large corridors from Dallas to the east. No one from the TTC project has approached Collin County regarding the Collin County Outer Loop Study.

*Citizen: Do you have any cost estimates? Why not place the Outer Loop down the center of Lake Lavon to reduce the amount of land taken?*

Cost estimates have not been developed at this point in time. If the Outer Loop was placed down the center of Lake Lavon, there would be an increased amount of bridge structure which would increase the cost of the project substantially. In addition, there would be environmental impacts.

*Citizen: Once the Outer Loop is constructed, the small town feel in many of the outlying cities will be gone and the County will be full of cities like Arlington.*

Significant growth is projected to occur within the study area. Collin County is planning ahead to be prepared for this growth.

*Citizen: Please make sure that you consider the impacts to open spaces in the County.*

There will be opportunities throughout the project corridor to maintain and/or create green spaces.

*Citizen: Is the Outer Loop Study separate from the TTC?*

Yes, the planning study is independent.

*Citizen: Is the Outer Loop Study a bargaining chip for the County when the State comes to implement the TTC?*

The Outer Loop Study and TTC are totally independent projects. We have had no contact from the TTC team, but would be willing to work with them if approached. Therefore, if the State does approach Collin County, Collin County will be able to set where the alignment, rather than the State.

*Citizen: What about towards Hunt County?*

Along the Hunt County Line, there are several creeks, subdivisions, and the City of Josephine that would be impacted if the alignments were moved.

*Citizen: Which corridor in Section 2 has been eliminated?*

Based on the preliminary analysis, the most southern corridor shown in purple has significant impacts.

*Citizen: What is the construction timeline for the widening of US 380 and SH 78?*

The widening of US 380 should be complete by 2008-2009 and SH 78 is in the preliminary engineering stage.



*Citizen: When the ROW is acquired, what type of requirements will adjacent businesses have to satisfy?*

The individual cities will have control over the standard setback policies and impact fee regulations that businesses will have to follow.

*Citizen: Will the City, County, State, or Federal government build the Outer Loop?*

If the section falls within a city boundary, then the funding could be a 50/50 split with the City and County. If the section falls outside of the city boundary, then the County would be responsible for funding the project.



#### **4. Handouts from The Public Meeting**

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