

RESPONSE REPORT

PROJECT: October 2005 Public Meeting for the Collin County Outer Loop Alignment Study
(from the Dallas North Tollway to US 75) **DATE:** 10/7/2005

PROJECT NO.: C&B 02209801

This report presents the substantive verbal and written comments and questions, which were received by Collin County at the public meeting either verbally or submitted on written comment forms.

Collin County conducted the public meeting at the Celina High School Cafeteria, 710 E Pecan Street, Celina, Texas 75009, on Thursday, October 6, 2005, beginning at 6:30 pm. A formal presentation was made at the meeting.

All comments (oral and written) have been reviewed. Substantive comments have been identified and addressed in this report. Due to the overlap and repetition in many comments, similar comments were consolidated and paraphrased to reduce duplication. As a result, the comments that appear in this report are often not the precise words found in the comment form or verbal comment. This has been done to reduce duplication of similar comments that elicited a common response and in no way intended to obscure the substance of a comment. Written comment forms submitted during the public meeting are also included in this report.

Attachments:

Written comment form

October 6, 2005 Public Meeting comments/questions

**Comments and Questions
October 6, 2005 Public Meeting
Celina High School Cafeteria in Celina, Texas**

1. Question: You said you went to the public about 6 times to narrow down the corridor choices. How come we never received any notices or were informed of these previous meetings?
Response: We advertised in both the Dallas Morning News and local papers, plus sending out notices from a database list; sometimes these list aren't always correct. Notifying people is always a challenge
2. Question: I agree with the lady. We thought that we, as a community, came up with an idea, but it was being influenced from other alignments east of US 75, this seems unfair allowing the east side to dictate where our corridor should go. Also, in your Matrix, no consideration was given to whom is donating land along certain corridors, I see this as a flaw.
Response: We are not far enough along to start inquiring about donations yet. With the matrix, we not only looked at the environmental aspect of it, but also engineering and right-of-way are being considered as well. We try to balance comments on both sides of the alignment, east and west of US 75, but we still have to make them connect.
3. Question: What will drive the time frame of this project?
Response: Funding for existing projects. We (the county) have no money, and TxDOT has no money, they only have enough for maintenance of current roadways. That is why we are looking at tolling and thinking "outside the box" like what was done on SH 121. Population is a factor, but money will be the driving force.
4. Question: Why are you spending money on a new highway? You have county roads north of here that are good and can be widened in your right-of-way easements. This way is cheaper and would require no additional right-of-way.
Response: Even if we widen those roads to 6 lanes apiece, we still need this new corridor. Those roads are already in the thoroughfare plans. Please also keep in mind that county roads have only 60 feet of right-of-way.
5. Question: From the last person, you still need more right-of-way if you widen those county roads?
Response: Yes, we would
6. Question: What about people who are not here and want to donate land?
Response: Please let us know the location of the names of the landowners. We will gladly talk to them. PGBT started the first study back in 1960, and it is just now in construction, so think that we are in 1960 of another roadway project.
7. Question: Why not take right-of-way now? Would you condemn? What are we looking at in terms of timing?
Response: We are concentrating on the segment between US 75 to SH 121. We just don't have to the money on this project to purchase for right-of-way. I would like to form citizen groups to talk about and decided on the project before any major final decisions are done.
8. Question: What happens to property owners in the corridor? Are we going to be prevented from building?

Response: No, you have the right to do what you what, we can't stop you. This is mostly for city planning.

9. Question: What are the economic incentives to individuals who donate their land?

Response: Sometimes not a whole lot. Big properties get better increase in value for development. But even small property owners, like we are seeing on the DNT and PBGT are experiencing an increase in property values since they are close to the roadway, but this is a new type of project and we do not know what will happen.

Question: I was on the citizen's group for the PGBT in Carrollton when it was developed. We (citizen's group) designated land to the PGBT so that neighborhoods are not built in the right-of-way area, and be impacted by noise and other issues. Is that what you intend to do here?

Response: Yes, we want to preserve the area so we don't have to impact neighborhoods in the future, since this line is now available. This way, anyone buying property in the future will know this road will be going through, and not be left in the dark.

10. Question: Can we assume that there will be a Politically Preferred Alignment since this is a Technically Preferred Alignment?

Response: No, but we will have a Locally Preferred Alignment after we look at the public's comments.

11. Question: Is condemnation an option when people won't move?

Response: We will try our best to avoid condemnation.

12. Question: Is this going to start out day-one as a toll road?

Response: No, it will start out most likely like a two-lane FM road.

13. Question: According to your timeline in the presentation, the next step is to preserve right-of-way, when does this start? Will this be the last we hear of this project?

Response: We do not know; it depends on other projects. When we decided on major stuff you will be notified like on the website, and maybe another meeting. The most current information will always be on the website.

**Comments Noted on Rollout Plots of Alignments
(see also photos)**

Celina Meeting 10/6/2005:

Set 1 of 2 Map 1 of 3:

No comments noted.

Set 1 of 2 Map 2 of 3:

Property west of FM 2478 at the alignment, against the Technically Preferred Alignment (TPA).

Location of airplane landing strip north of the study corridor east of Honey Creek.

Jeff & Kathy Davis property noted south of study corridor southwest of Honey Creek.

Set 1 of 2 Map 3 of 3:

Property (three property owners) west of CR 206 in the TPA against the alignment.

Property west of CR 206 in the TPA noted not to take the entire property.

House noted just south of the TPA west of CR 206.

Four properties south of the TPA west of CR 206 against the alignment.

One property east of CR 206 in the TPA against the alignment.

New alignment drawn north of the TPA at CR 206.

“Locally Preferred” alignment drawn from intersection of FM 543 south along bottom of study corridor and curving north where the East Fork Trinity River turns south, intersecting at CR 286.

Location noted to use existing crossing of the East Fork Trinity River south of the TPA to avoid environmental issues.

Comment noted to use existing ROW of CR 282; contact number for possible donations of ROW.

Set 2 of 2 Map 1 of 3

Two properties west of CR 87 in the TPA against the alignment.

Set 2 of 2 Map 2 of 3

Comment noted south of TPA east of CR 167 on how additional run-off of creeks and rivers will be addressed, expand the floodplain?

Set 2 of 2 Map 3 of 3

Comment noted to use the boundary agreement between Weston and McKinney north of the study area at CR 206.

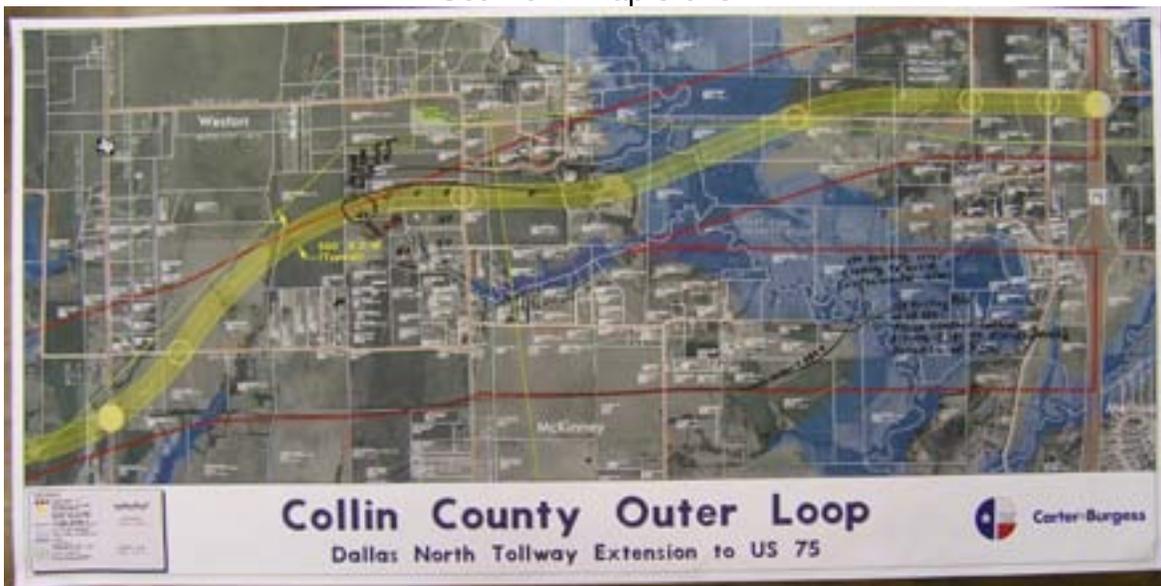
Comment noted for noise abatement south of the TPA west of CR 206.

Seven property owners west of CR 206 in and south of the TPA, against alignment.

Two property owners in the TPA east of CR 206 against the alignment.

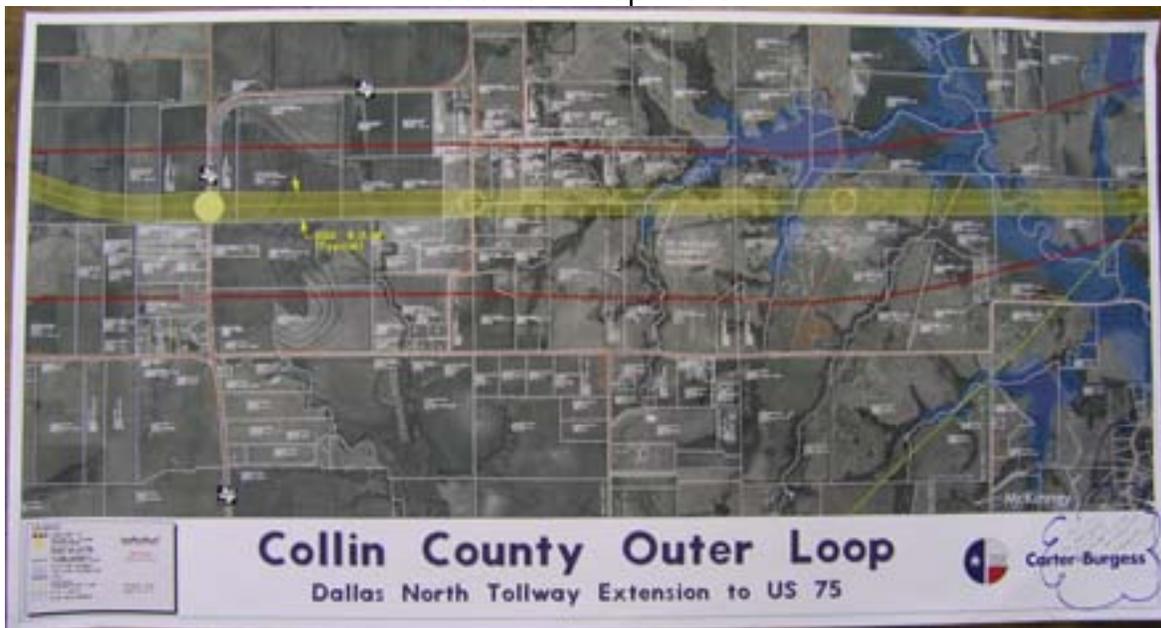
New alignment drawn north of the TPA at CR 206.

Alignment drawn from intersection of FM 543 south along bottom of study corridor and curving north where the East Fork Trinity River turns south, intersecting at CR 286





Set 2 of 2 Map 2 of 3



Set 2 of 2 Map 3 of 3



**Written Comments submitted at the Public Meeting
October 6, 2005 Public Meeting
Celina High School Cafeteria in Celina, Texas**

1. Written comment (Twila Weber, Prosper, TX): Too many surprises – please always mail me.
2. Written comment (R&D Aycoch, LTD, Melissa, TX): Would it be possible to see a proposed phase 2 map of the area affected on CR 418 between Melissa and Anna? How close to the power lines located there?
3. Written comment (Tim Ryan, McKinney, TX): Please look at the subdivision named Three Creek Ranch Estates. This subdivision is west of CR 206 and north of CR 205. This subdivision is not noted on your map, but it will be completely obliterated by the technically preferred route. Will you please update your map and advise us? None of the owners are interested in donating their property.
4. Written comment (Tim & Elise Thompson): The landowners on CR 206 just north of Chambersville & south of the Anna switching station are united in their opposition of the “technically preferred route.” We believe that the county can find landowners to the south who will be enthusiastic about making donations to the corridor. I am concerned that a call for donations has not been pursued and that this has not been factored into the evaluation process.
5. Written comment (Richard H. Hose): 1) Will road be depressed below grade level to preserve (quality of life) & reduce sound near developed residential areas along the alignment study? 2) Will the cities pass zoning to withhold single family residential construction along or adjacent to the alignment study? 3). Has a noise abatement study been performed? 4) Has a pollution study been prepared?
6. Written comment (Jim Orr): I am opposed to the “technically preferred” route, particularly as it intersects with CR 206 (my address). My belief is that the area will be better served if the alignment runs south of CR 281 and CR 205. There are multiple land owners in the CR 206 area that are opposed to the proposed alignment. Moreover, the road, if it were to run south of 281 and 205 would be much more straight, especially if the interchange at 75 is further south than north.
7. Written comment (Nathan Joe Loftice): Use existing right-of-way of County Road 282 and existing stream channel crossing at East Fork Trinity River. This will reduce environmental impacts.
8. Written comment (Davis): We like the route – further north of CR 125 at FM 5431
9. Written comment (Dixon Ann Airhart Glaze): These comments are for Alignments between Melissa and Farmersville:
 - We are against all alignments south of Blue Ridge in this section
 - Our particular details: 3 TX Ag. Agency Heritage Farms, TX Hist. Comm. Designated Cemetery, multiple TARL listings, multiple springs, multiple creek crossings, more numerous than other routes, endangered species range, Wallist H. Airhart Sister Grove Creek Wetlands, sensitive archeological area as discussed with Angela Stoddard, P.E., HNTB at previous meeting, Ualdasta is a neighborhood which must not be split.

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10. Written comment (Becky Airhart-Smith): Parking conditions poor – Areas should be marked better. Existing roadways – Collin County & State existing should be improved/maintained. Technologies of latest traffic updates should be implemented. North Texas Cogs should partner, coordinate, etc. to improve communications/improvements – carpooling/rail. Collin County Commissioners need to direct focus with roads to open space, smaller communities – NOT JUST developers. So not want this outer loop near CR 500 – the majority of residents in this area do not want a loop – DO NOT BUILD. Historic Heritage Farm, endangered species – Bachman’s yellow warbler, tress, homes – note SOHA Evidence Case #22665. Do not see any reason why the county should purchase ROW today – with the price of gas, choices of transportation may change!
11. Written comment (Ron Leeper): How can we not utilize existing RD 88/125 – it already exists as a start versus starting new? Seems not fiscally responsible as it has to cost more. If we haven’t even considered land donations, how can we have locked into a 500’ wide path? Seems we are in from of the headlights, as only changes will be “tweaks.”
12. Written comment (Carl E. Glaze): Go east and north of Blue Ridge. Avoid Valdasta 1502 area – community, archeological, ecology. Avoid Stoney Point Cemetery – historic. Tie to I 30 East of Royce City, shorter – less distruption.
13. Written comment (Louise and Charles Nixon): Tickled to death that the roadway is far away from our property.9