

RESPONSE REPORT

PROJECT: September 2004 Public Meetings for the
Collin County Outer Loop Alignment Study
(from the Dallas North Tollway to US 75)

DATE: 10/1/04

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 meetings either verbally or submitted on written comment forms.

Collin County conducted the first public meeting at the First Baptist Church of Prosper, 601 S. Church Street, Prosper, Texas 75078, on Thursday, September 2, 2004, beginning at 6:30 pm. The second public meeting was held at the city of Weston City Hall, 301 Main Street, Texas, on Thursday, September 9, 2004 at 6:30 pm. The third public meeting was held at Anna High School, 1201 N. Powell Parkway, Anna, Texas, on Thursday, September 16, 2004 at 6:30 pm. Identical presentations were made at each 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

September 2, 2004 Public Meeting comments/questions

September 9, 2004 Public Meeting comments/questions

September 16, 2004 Public Meeting comments/questions

**Comments and Questions
September 2, 2004 Public Meeting
First Baptist Church in Proper, Texas**

1. Question: You said you want our input but then you said that the Commissioner's Court actually selected the corridor. If the Commissioner's Court selected the corridor, why are you soliciting our input?
Response: We are looking for input regarding the alignments shown today within the corridor chosen by the previous study.
2. Question: I know of eleven families that don't want this project to proceed. How would you handle their input?
Response: We welcome everyone's input.
3. Question: If we don't donate our land, would you take it?
Response: Our intent to develop the project that includes donated right-of-way and that will define the alignment.
4. Question: Have there been any verbal agreements of property donations from landowners and if so, where are they?
Response: The owners/developers of Light Ranch have set aside a portion of right-of-way on their property that could be used for this project, but there are no commitments or donations yet.
5. Question: Should we agree to donate our land, would we still have use of it until you start construction? Losing the use of our land could ultimately cause us to lose the value.
Response: A letter of intent would be sent, probably with a renewable clause. The county would request that the property owner to sign a letter of commitment to reserve the right-of-way for the highway. If the road is not developed by a certain period of time there could be a renewed letter sent and agreed upon to still have that land available when the time is ready for construction. Until the project moves forward the landowner would still be allowed to use the land, just not build a structure on it.
6. Question: What is a grade separation?
Response: A grade separation is an overpass or underpass, where the road goes over another road.
7. Question: Who will make the final decision – county, city, state?
Response: Collin County and the cities involved would make the final decision.
8. Question: What if you have verbal agreements for donated properties for all three alternatives? How would you make you decision then?
Response: We would try to pick or redefine an alignment that would include all of the donated properties.
9. Question: When do you think an alignment will be chosen?
Response: A citizen's group would be developed over the next 1-2 years, and then a bond program would be put into place probably in 2008.
10. Question: Will the Tollway Authority ever get involved with this issue?
Response (Joe Jaynes): We hope not. We hope this would be a road similar to Spring Creek Parkway in Plano and not a toll road.

11. Question: Are there any plans in the future to include the state in this project or do you plan to apply for state funding?
Response: TxDOT has 30% of the funding money now for SH 121; this project may not get that big.
12. Question: What is the website address?
Response: <http://www.co.collin.tx.us/>
13. Question: Was CR 88 to Preston Road ever considered as a corridor alternative for this project?
Response: We did consider it, however, just like any other existing roadway corridors, more residents/developments are located along these roadways, widening existing roadway will cause more impact to existing residents, and larger chance of displacing residents.
14. Question: Would noise abatement be considered for this project? And who would pay for it?
Response: If necessary, the noise abatement would be part of the environmental process. The cities or the County would most likely pay for it. Noise evaluation would be part of the environmental documentation during the planning process.
15. Question: What do you want from us in turns of feedback?
Response: Tell us which alignment you like, which one you don't like, let us know any schools, cemeteries, etc. that may not be on the aerial maps we have provided.
16. Question: Was this originally going to be a road from CR 88 to CR 125?
Response: The study has always spanned the county, connecting the future Dallas North Tollway and US 75.
17. Written Comment (Ronald Lynn, McKinney, TX): My preferred alignments: 1) Alignment #2 (green), 2) Alignment 1 (yellow), 3) Alignment 2A.
18. Written Comment (Jon Bayless, Weston, TX): I prefer routes #3A or #3B which joins US 75 at CR 283.
19. Written Comment (Alice Drury, McKinney, TX): Route 3 would be the best route because it would impact fewer homes and families. We would not like alignment #1 or #2 because it's too close to Chambersville Methodist Church and our historic cemetery.
20. Written Comment (Julie Drury, McKinney, TX): I prefer Route #3 because it appears it will inconvenience less people.

**Comments and Questions
September 9, 2004 Public Meeting
Weston City Hall, Weston, Texas**

1. Question: How wide is the corridor?
Response: The corridor is 500 feet wide.
2. Question: Will you be looking at Corridors B and C again to fall back on?
Response: No. During the initial phase of the study, it was determined that Corridor A was the preferred option.
3. Question: Why were these three corridors chosen and not a corridor further north?
Response: During the first phase of this project, there were three corridors. Corridor A was determined to be the preferred alternative. Typically, we use rule of thumb to have transportation corridors five miles apart and this was closer to US 380.
4. Question: Why was US 380 not considered as a corridor? It is near Corridor A and it could just be widened.
Response: The development along US 380 will bring that road to capacity. We are counting on right-of-way donations for the roadway. There is too much development along that road and there is no room for it to be widened. Also, a corridor is needed further north of US 380. Corridor A has the largest tract owners and would be easier to obtain right-of-way donations.
5. Question: How much of Corridor A is within city limits?
Response: All the land is currently unincorporated except along the existing roadways. Over time as cities grow, the cities will probably annex all the land.
6. Question: East of US 75, is there another corridor?
Response: Our alignment in Corridor A will tie into the corridor east of US 75.
7. Question: Why wasn't Corridor C selected?
Response: The County Commissioners and public input chose this corridor during the previous study.
8. Question: What about the land the Texas Municipal Water District owns?
Response: The land owned by Texas Municipal Water District will be evaluated equally as other properties along corridor, which will include evaluations of impacts to the community and other environmental impacts.
9. Comment: The matrix in the handout is too small to read. Please make the matrix larger.
Response: Comment noted. For larger copies of the matrix, please contact Ruben.
10. Question: Has the land owned by Phillip Bee been donated? What about the Owens property?
Response: Their land has not been donated at this time. We have met with Mr. Bee, and not Mr. Owens. Mr. Bee would have to donate 250 acres of his property to accommodate some of the options.

Question: On US 380, have they thought about putting in a subway or making it a double decker roadway?

Response: No.

11. Question: Why is this road not proposed to be a toll road? It could be done a lot faster.
Response: There is a lot of opposition for toll roads (i.e., SH 121). The commissioner is currently receiving many calls in opposition of the possibility of making SH 121 a toll road. It is a possibility it could be a toll road in the future though.
12. Question: How will this project be funded?
Response: Discretionary bond funds of \$250,000 are being used to fund this study. We are in the very preliminary phase of this project. Funding for construction has not yet been determined at this time. An option for funding in the future could include a bond election. For the Dallas North Tollway (DNT) corridor, right-of-way was donated. A citizens committee was formed and we worked closely with them to make the project a success.
13. Question: In previous meetings, have studies been done to compare the growth rates for previous corridors vs. this area?
Response: No studies have been done to compare that exactly. North Central Council of Governments (NCTCOG) has done traffic and population studies. Based on NCTCOG's findings, transportation plans, which include new corridors, are determined. This project is consistent with NCTCOG's findings.
14. Question: When will the decision regarding which alignment be made?
Response: The preferred alignment will be determined within the next twelve months.
15. Question: When and how is a citizen committee be developed?
Response: The citizens committee for DNT was formed by the citizens. Anyone could be on the citizens committee. It is too preliminary now to develop a citizens committee. It would be more appropriate to form this committee once the preferred alignment is determined.
16. Question: Will hike and bike trails be included within the right-of-way?
Response: We are trying to preserve a 500-foot right-of-way. If in the future it is determined that there is only a need for a small roadway not requiring much of the right-of-way, a hike and bike trail could be included.
17. Question: Why do you want another corridor only 5 miles north of US 380? It doesn't make any sense.
Response: US 380 is already to its full capacity and there is no right-of-way available. Public feedback chose this corridor as well as the data information from NCTCOG.
18. Comment: We will have to drive 10 miles out of the way for this corridor.
19. Question: If you make this a toll road, does it pay for itself?
Response: Our intent is not to make this a toll road.
20. Question: Where the route is determined, if right-of-way is donated, what about condemnation of our land?
Response: We are looking at land donation, not condemnation. The road is going to go where the right-of-way is donated.
21. Question: Does it drive you to a route with the donated land?
Response: Larger tracts would be the best; there are not many smaller tracts.
22. Question: If you can't do anything with SH 289 and US 75, why are we looking at this project?

Response: (Joe Jaynes) Because Collin County will need this road in the future. Things may change, there may be a new governor after the election and this project may not move forward. (Debbie Neubert) We are looking to get right-of-way preserved now; financing will follow in the future.

23. Question: What happens in the next 12 months?

Response: We will refine the alignments based on the comments received from the public. We will then begin talking to the landowners in the corridor, in order to identify those who might be interested in working with us to reserve the right of way.

24. Question: When the actual road will be started, where will the money come from?

Response: Monies will probably come from a bond election, and possibly cities and county as well.

25. Question: What impacts will be on Celina and Weston regarding taxes?

Response: It will be up to the individual cities.

**Comments and Questions
September 16, 2004 Public Meeting
Anna High School, Anna, Texas**

1. Comment: (Melissa Mayor David Dorman) The City of Melissa would support the alignment along TXU right-of-way. Since this area was already disturbed, it would make sense to the city.
2. Comment: What are the plans for SH 121 east of US 75?
Response: (Commissioner Joe Jaynes) The County is working with the state to develop a plan for the future expansion of SH 121 east of US 75. It is a state road, we don't even have the schematic. The State is out of money and the county is looking at other financial options with the state.
3. Question to Mayor Dorman: Why do you support the alignment that follows the powerlines?
Response: (Mayor David Dorman) The City of Melissa feels that if the alignment of the project were to be combined with the power lines, it would reduce additional impacts to the environment.
4. Question: There are over a hundred cars a day on SH 121 going to the landfill, when is something going to be done? Why did you support the landfill? - 500 acres
Response: The next bond election should include road expansion for SH 121 around the landfill.
5. Question: When will you lock in right-of-way?
Response: The preferred alignment will be determined within the next twelve months.
6. Question: Why are you looking at power lines when it's already taken land from people?
Response: The land around the power lines already has environmental impacts.
7. Question: We already have utilities in our view, why would we want a road?
Response: That's why we need your comments and input tonight so that we pick the best alternative for everyone.
8. Question: Which side of the utilities are you looking at for this roadway?
Response: The road will go on either side of the donated land.
9. Question: Which side of the power line does the mayor like?
Response: Wherever the right-of-way is donated is where the alignment would probably going go. Whatever the alignment, people who see the power lines will see the highway.
10. Comment: Property shown on the aerials are out of date. My house was built in 1997 and it doesn't show on the map.
Response: The most recent aerials were utilized for these displays. Older aerial information was used where the most recent information was not available. Deed research was not done for these maps. This is a general representation of the area.
11. Question: When do you expect to do condemnations?
Response: We don't want to purchase any land or to be forced into condemnations. Our goal now is to get feedback from the public.
12. Question: Why is the population in each of the corridors the same?

Response: This was based on 2000 Census information. These numbers are to show the big picture and illustrate that each of the alternatives are similar in population.

13. Comment: I agree with tying into CR 366 east of US 75. I noticed that there is a 60-100 foot easement east of US 75. East of US 75, you are looking for a 500-foot wide right-of-way. I understand that there is no good solution that will make everyone happy.

Response: The lines on the map are not set in stone. We are looking for right-of-way donations. The project would be built where we can get land donated.

14. Comment: Developers are forcing smaller property owners to donate their land.

Response: Developers set aside land for the Tollway. Compromises are made and developers are willing to work with you. These areas will be annexed eventually.

15. Question: Are the comments and information from this meeting public information?

Response: Yes. The meeting notes will be put into a report. You will need to check with Ruben Delgado's office to get a copy of them – once they are available.

16. Question: Can I get a large copy of the map showing the alignments?

Response: (Ruben Delgado) Yes. You would be charged the reproduction cost.

17. Written comment (Deborah Rem, McKinney, TX): Please do not come to Alignment #1 or #2. I would prefer #3 at the area of 281. Option #2 will go through many homes.

18. Written comment (Scott Settje, Anna, TX): I prefer alignment #1 or #1B and not #3 or #3A or any north route.

19. Written comment (Skip Hill, Anna, TX): I prefer alignment #1 or #1B and not #3.

20. Written comments (Becky Airhart-Smith, Blue Ridge, TX): I attended the Weston Meeting, September 9th, with verbal comments where I did reply back with any written comments.

a. Collin County Outer Loop Alignment Study:

- i. Potentially citizens who do not read the paper, web site, word of mouth, etc. are not aware of the public meeting. What about the property owner who may be impacted by a proposed alignment, who is not informed about the public meeting?
- ii. The data gathered to inform the Collin County Commissioners, Carter & Burgess to select Corridor A/ how current is the data?
- iii. Does the data quantify from citizens who own parcels or tracts of property on Corridor "A" who have committed to donate ROW within Corridor A?
- iv. The property owned by NTMWD/ was this considered with the selection or Corridor "A"?
- v. The Proposed eight Alignments in Corridor "A" – what data/information did Carter & Burgess gather to determine these proposed routes?
- vi. Field studies by Carter & Burgess- if no access has been given by a property owner how is the environment impact determined, scored, etc.?
- vii. Several areas in the Corridor "A" have the large TXU 345KV power transmission lines, the NTMW Melissa Regional Landfill- was this a factor that was considered with the selection of the Corridor A with the eight alignments?

- viii. What impact will the loop have to the Collin County Outdoor Education Campus?
 - ix. The Collin County Park “Prairie Hill” must be given consideration for it is one of the only remaining prairies.
 - x. My personal opinion is due to the area has been impacted with the REGIONAL Landfill the loop if required should not be in this area.
 - xi. Improve/maintain the existing roads.
 - xii. The HOV on Hwy 75 – what impact will this have on the traffic congestion?
 - xiii. The funding should be allocated to bring mass transit to the area, not build another loop on the PRECIOUS open space that is disappearing in Collin County.
- b. Funding for the Loop:
- i. The air pollution in Collin County is already struggling to meet Federal Standards. How does future planning of this loop help with this solution?
 - ii. What other solutions have been initiated or considered which may be waiting immediate funding to aide in the delineation of congested traffic?
- c. Collin County Commissioner – Growth:
- i. The growth of Collin County is not an absolute. The downturn in the economy was seen with the budget approval this year for 2005 for Collin County.
 - ii. The Collin County Commissioners, Government, seem to have little to any agency recognizing the agrarian quality of life in the County. All agree the bond to work to preserve Open Space, but the resource of Agriculture should be given consideration.
 - iii. The price of gasoline should be given due to diligence to research the alternative of mass transit prior to building another loop for growth along the loop to eliminate open space.
 - iv. Currently in the northeast part of Collin County is the Stoney Point Agri. Corp. feed yard – is the intent of the county just to rune these guys out of town?
- d. Assets:
- i. The Corridor “A” has many of the remaining building, vistas, open space, resources, endangered species, wetlands, historic cemeteries, Heritage Farms, etc. that exist no other location in the country.
 - ii. The County with the State of Texas is gathering input for the Visionairies program to identify assets within the country.
 - iii. The Collin County Commissioners need to recognize the input from the input, comments, etc. from citizens in this area. (Note all the court approved the Regional Landfill this is for the big six cities.)
 - iv. However, they want citizen input – or they searching for one large land donor, put neighbor against neighbor, least resistance.
- e. Preserve right-of-way for a future transportation corridor:
- i. Is this tool the county, cities, developers, will use to drive the family farms out of Collin County?
 - ii. In addition, the homeowner who purchase a five, ten, thirty, etc., acres parcel of land to leave the city lights?
 - iii. The County will propose bills of legislation to Austin that as citizens myself, neighbors, relatives, etc. will have to abide with the regulations. I want quality of life- take care of the trash, crime, etc., but I do not want to be told that I must give ROW or face condemnation.

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

Prosper Meeting 9/2/2004:

Map 1 of 3:

No comments noted.

Map 2 of 3:

Location of cemetery west of FM 2478 noted.

Location of cemetery noted south of Alignment 1.

Map 3 of 3:

Cemetery noted south of Alignment 1.

Cemetery noted north of Alignment 2.

Request to update ownerships noted north of Alignment 2.

Weston Meeting 9/9/2004:

Map 1 of 3:

No comments noted.

Map 2 of 3:

Hanger noted north of Alignment 3B.

Runway noted along Alignment 3B.

Construction noted south of Alignment 3B.

Map 3 of 3:

Alignment 2A not preferred.

Alignment 2 not preferred.

More homes noted north of Alignment 3.

Alignment 1 not preferred.

Anna Meeting 9/16/2004:

Map 1 of 3:

No comments noted.

Map 2 of 3:

No comments noted.

Map 3 of 3:

Alignment 3 and 2A are not preferred.

New house noted near Alignment 3 and 3B.

Homes not shown on aerial added along Alignment 2A.

New section for Alignment 1 on east end added.

Alignment 1 preferred.

Alignment 1 not preferred.

New home along Alignment 2 noted.

Cemetery and church noted.

Map 4:

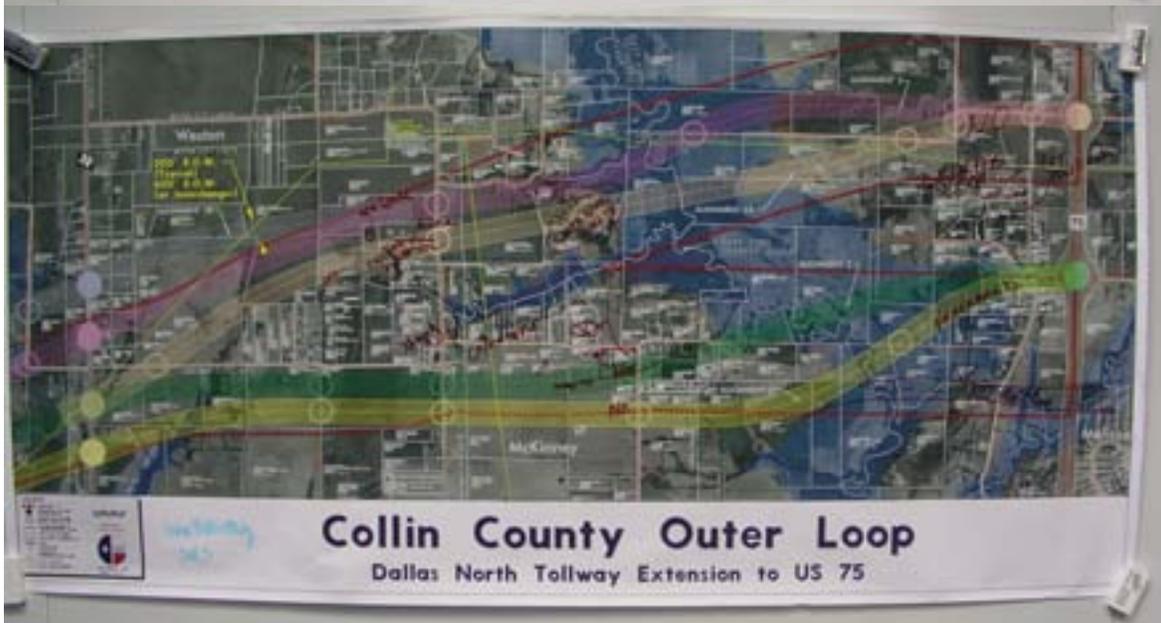
Location of Highland Cemetery noted east of US 75.

Property owners noted east of US 75.

Alignment 2 not preferred.









**Written Comments and Questions
Submitted Directly to Collin County**

1. Written comment (Joe & Marilyn Livingston, Anna, TX): We want to go on record as saying how disappointed we were that no one contacted us or any of our neighbors about decisions being made concerning the preferred route for the North Collin County Outer Loop. We certainly should have had a say so in this process. After all, we are being impacted, not the people who thought they knew best. David Derman's statement about putting the "2 eyesores" together was in very poor taste but it also strengthened our argument of opposition.

We strongly reject the southern route endorsed by the commissioners, the mayors of Anna and Melissa, you and any other individuals involved. We highly recommend that you take another look at and give considerable thought to one of the northern routes. County Road 371 would be ideal.

West of Highway 75 at County Road 371 (Mantra) is wide open space as far as you can see. That means for fewer homes, yards, pastures, barns, driveways, fences, etc. would be affected, possibly wiped out, than would be if the southern route is used (either CR 377/Foster or Throckmorton).

The east side of Hwy 75 in that area of CR 371, especially east of Hwy 5 is also less populated than the east side in line with the southern route.

Van Alstyne and Howe will be the next places with exploding populations within the short time and will certainly be using the Loop. By using the northern route, they would have better access to the Loop as well. After all, it's not the Anna-Melissa Outer Loop, but the North Collin County Outer Loop in the Anna and Melissa area.

Not only would the southern route disrupt more families than would the northern route, it would harm the habitats of the wildlife we have. This includes deer, coyote, bobcat, fox, beavers (protected), not to mention the ever-present rabbit, squirrel, and opossum. We also have the occasional sightings of mountain lion in our midst. We'd rather have these in our backyard than a major freeway. It's well known that Texas is vanishing, at least its natural parts. Our state led the nation during the last 10 years in loss of undeveloped land. Every 2 months another area of Texas becomes a subdivision or mall or road. Let's at least create a freeway in the area where homes and livelihoods are not destroyed.

In the meeting held in Weston, we heard Joe Jaynes say a distance of about 5 miles between freeways was desirable. Have you considered Davis Road? It is 4 ½ miles north of Hwy 380 and very close to Hwy 121. It would be ideal, also look at it.

We suggest another panel be made up of interested parties, which includes homeowners and landowners whose properties lie within the southern route to re-evaluate this very unpopular situation. We also suggest you update your maps and include all homes not shown on the maps you brought to the meetings.

Again, we say NO to the southern route, reconsider the best route (one of the northern ones) or consider Davis Road.

Cc: Joe Jaynes

2. Written Comment (Wayne and Nelda Divers, Anna, TX): Gentlemen, My husband and I attended the meeting regarding the Collin County Outer Loop at the Anna High School last month. We live on Skyview in the Highview Acres Subdivision and have lived here for almost 20 years. We enjoy the peace and quiet of country living and also the wildlife that we see on a regular bases (such as deer, bobcats, rabbits, raccoons, armadillos, coyotes, and even puma).

We strongly disagree with the Mayor of Anna that it would be ideal to follow the existing power lines. These power lines are already an eyesore to our little community and it would be unfair to pawn off another more disruptive eyesore upon us.

We are disturbed that the “preferred” route has been established apparently without regard to existing home sites. It seems to us that there is ample uninhabited land farther north that would be ideal for the new Loop. We realize that the people who own this farmland would be upset at having to give up some of the land they have had in their families for many years; however, farmland is far less disruptive to taxpayers than home sites that were established many years ago. The owners of this farmland might also be more inclined to donate the land needed for the easement.

Also, has anyone taken into consideration the river floodplain that is immediately west of Highview Acres? We believe it would take a very elaborate and extended bridge to span this lowland.

We would appreciate your consideration of the above facts before going forth with finalizing the plans for the Outer Loop.

3. Written comment (John Morgan, McKinney, TX): I attended the public meeting on September 9, 2004 in Weston City Hall. Overall, I thought the presentation was very good with a few exceptions. The handout pages were too small. I really couldn't show the handouts to neighbors because it was impossible to see any details of the proposed alignments. The Collin County web site was helpful but takes too long of a time to download. I was especially disappointed with being unable to read the “Alignment Alternatives Matrix”. It was too small to read. I suggest adding it to the website. It looks like Alternative 2 or 2A appear to be the best to me.

It seems like there is no sense of urgency to get this done. Perhaps a plan to build this thoroughfare as a toll road from day 1 should be evaluated. Building a 2 lane, then upgrading to 4, 6 lanes seems to be a plan for eternal construction good for engineers/construction crews, but bad for drivers. Despite what some folks think about 380 being okay, it is not too soon to get going on this.

Add the Collin County website address to the PowerPoint handout.

4. Written comment (James M. Kilpatrick, Celina, TX): The traffic flow will be south towards the Metroplex area. The southernmost alignment (#1) makes the most sense because it will accommodate more drivers with less wasted miles. People living north of the selected alignment could access the loop without wasted (out of the way) driving.

5. Written comment (Hope Organ, McKinney, TX): Thank you for the opportunity to hear more about the "Outer Loop" study. Frankly, I was disappointed in the generality of the information and the almost total lack of readable maps – nice computer printouts with no/or illegible locations. When you ran out of handouts I would have given you mine, except I hoped with my strong magnifying glass I could READ the maps and graphs- no such luck.
6. Written comment (Suzanne Hittson, Rockwall, TX): I support the Collin County Outer Loop being positioned along FM 1138.
7. Written comment (Sam and Tracy Luscombe, Anna, TX): It makes sense to take the Outer Loop along the existing TXU power lines.
8. Written comment (Lonnie Lewis, Celina, TX): Please add my name to the information mailing list.
9. Written comment (Grady and Gaylan Boren, Celina, TX): Please add our names to all information that will be mailed concerning the Collin County Outer Loop Alignment Study. We attended the meeting in Weston and appreciate the well-presented details about the proposed out look in Collin County. Thank you.
10. Written comment (Phil Bee, Dallas, TX): Please add my name to the mailing list for future meetings, etc. regarding the Collin County Outer Loop.
11. Written comment (Cabe Chadick, McKinney, TX): I do not want Alignment 1 nor Alignment 2 to be established as the right of way. Please pick from either 2A or 3. My primary area of concern is Chambersville east to Hwy 75.
12. Written comment (Molly M. Young, Anna, TX): As a resident of Anna, TX, I would like to request that you bring your project up to Anna, TX – CR 366 is a good location for your project. Anna is growing and is aware of the possibility of the project coming to Anna. And, our town is willing to build accordingly to enhancing your project coming here. We would appreciate the road access for our citizens to use when traveling to other parts of Collin County and the Metroplex area. We would love to have it here. Thank you.
13. Written comment (Robert Young, Anna, TX): With all the growth in Collin County, the outer loop will be very important to moving all the traffic in the county. I would like to see it connect up with CR 366 between Hwy 75 and State Hwy 5, as it would help more traffic from Anna/Melissa area to the west and help connect with other major roads in the Collin County area.
14. Written comment (Carol Kent, Dallas, TX): My family owns property just at the Collin Count line between Rockwall and Hunt Counties. Our 350 acres will be adversely affected by the loop if it goes down Smith Road. We urge you to take the loop closer to Melissa and Royce City so that it can follow FM 1138. By taking FM 1138, the new loop will help Royce City development and won't affect the integrity of our family farm.
15. Written comment (GL Greer, Anna, TX, September 20, 2004): From what I saw and heard in Anna last September 16, 2004, I believe we are NOT thinking large enough. I recommend we study the following route: On the eastern site of Collin and Rockwall and on into Kaufman County to IH 20 south and near Terrell. Thence North from I-2- to east of Farmersville, Blue Ridge and bending west near

Desert along the north line of Collin County (north of Anna and Celina and continuing west into Denton County (bending slightly south in Denton County to avoid Lake Ray Roberts) then on across IH 35 into Wise County, then bending in a southerly direction into Parker County and to I-20 again. I realize this a long-range view, yet it would encompass THE NORTHERN part of the Dallas/Fort Worth Metroplex and really become an "Outer Loop." We already have Highway 82 from Texarkana to Wichita Falls and Highway 380 from Greenville to Post as east-west highways north of Dallas/Fort Worth area.

16. Written comment (Mark Quinn, DVM President, Melissa, TX): We own 410 acres east of Hwy 75 and would like to be involved in that planning phase. We might be willing to donate some right of way. Please contact me to discuss.
17. Written comment (Meredith Kent, Dallas, TX): Take the new Collin County Outer Loop through FM 1138. FM 1138 is a better route for the loop because it will go closer to Royce City. Do NOT use Smith Road for the loop.
18. Written comment (Elizabeth Hittson, Rockwall, TX): As a landowner of property involved in the by-pass study, I would prefer the development of FM 1138 for the proposed project.
19. Written comment (Robert Ganter, McKinney, TX): My home is located at 6425 CR 281 which will be negatively impacted by two of the alignments suggested. I am extremely disappointed that Alignment 1 and 2 were even entertained as an option in this area, because they will both severely disrupt/devalue a cluster of established homes on CR 281 and CR 282. Alignment 3 is the only tolerable option you have established, because its impact to established homes is far less invasive. Given that there will be a significant environmental noise issue, I strongly suggest that Alignment 3 be selected and if possible moved another thousand feet to the north to minimize the probability that the county and/or cities will have to build expensive noise abatement walls for these homes in the future. I will be consulting with an attorney to see what options I have if alignment 1 or 2 is selected in my area. It only makes good business sense for the decision makers to do everything they can to avoid impacting as many established homes as possible. Free land may not be free at all, if future government officials have to work through the extensive delay of numerous lawsuits and build miles of expensive noise abatement walls.
20. Letter (Nathan Joe Loftice, Melissa, TX): Dear Ruben, First of all, thank you so much for the recent series of public outreach and education sessions on the proposed outer loop. You and Commissioner Jaynes did an outstanding job of conveying this proposed project to the community and answering questions. During the meeting on September 21, 2004 in Anna, you stated that your office would produce copies of the maps to interested parties upon request. It was extremely professional and courteous of you to offer these maps at no charge.

I would like to request one (1) copy of a section of the map, as displayed at the meeting with surface features. The section I am interested in is the section that displays the proposed loop's intersection with US 75 (Central Expressway). My family owns property in this area (Joe D. Loftice Property) and it appears Alignment Alternatives 1, 1A, 1B, and 2 may impact our property.

Again, we appreciate your sincere willingness to involve the community. My family has significant history in this area and we believe strongly in a prosperous future

for Collin County. Therefore, we understand the necessity of this proposed project and look forward to working all parties to accomplish the goal of a safe and efficient transportation system.

If there is anything we can do to work with and help the County on this project, please do not hesitate to contact us. Please have your office contact me when the map is ready and I will make arrangements to pick it up. I can be reached at (817) 442-8781.

Sincerely, Nathan Joe Loftice

21. Written comment (Liz Ganter, McKinney, TX): I am very distraught over this entire situation. Five years ago, my family moved to Collin County because we thought this would be a nice place to live and raise our children. These outer loop proposals have all changed my mind. My home is located at 6425 CR 281 and I do not want a major highway and all that will come with it, running just behind my home. How is it possible that our elected officials in this County think it is ok to severely disrupt the lives and property of hard working taxpayers. There is plenty of open land in Collin County where there are no established homes. I am sadden and disgusted by the proposed alignments 1 and 2 which will impact about twenty homes on CR 281 and CR 282. If a road must be built in my area, Alignment 3 is the only choice worth considering because it will keep the impact to established homes to a minimum. I'm sure the voters in Collin County would agree with me when I say that our elected officials should do everything possible to avoid destroying the property and lives of innocent families when other alternatives are available to them.
22. Written comment (Jack H. Hittson, Rockwall, TX): Collin County Outer Loop best position is down FM 1138.